

# **PACIFIC COAST COMMONS SPECIFIC PLAN**

Specific Plan No. SP 19-01



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**February 2022**

# PACIFIC COAST COMMONS SPECIFIC PLAN

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# I. INTRODUCTION

## A. SPECIFIC PLAN AREA

Pacific Coast Commons Specific Plan (PCCSP) area is located in the City of El Segundo, County of Los Angeles, California. El Segundo is situated approximately 15 miles southwest of downtown Los Angeles. The City of El Segundo is located south of the City of Los Angeles, west of the City of Hawthorne and the County of Los Angeles, north of the City of Manhattan Beach, and east of the City of Los Angeles and the Pacific Ocean (refer to Exhibit 1, *Regional Vicinity Map*).

More specifically, the roughly 6.385 gross acre area within the Specific Plan (6.23 net acres post street dedications) is located in the northwest quadrant of the City of El Segundo, approximately three quarters of a mile south of the Los Angeles International Airport (LAX) and the Glen Anderson Century Freeway (I-105), approximately two and one quarter miles west of the San Diego Freeway (SR-405), and approximately two and a half miles southwest of the juncture of these two freeways.

The site encompasses a “superblock” bounded by Pacific Coast Highway, Mariposa Avenue, Holly Avenue and Indiana Street containing the Aloft and Fairfield Inn and Suites hotels. The site also includes a parking lot on a portion of the block to the north of the hotel “superblock” that has frontage on Pacific Coast Highway, Mariposa Avenue to the south and Palm Avenue to the north (refer to Exhibit 2, *Local Vicinity Map*, and Exhibit 3, *Local Vicinity Aerial View*).

The adjacent land uses and zoning include the following (refer to Exhibit 4, Existing Development):

North: The adjacent land uses to the north include: a fast food restaurant and a vacant restaurant and parking lot in the General Commercial (C-3) Zone; and multi-family residential uses in the Multi-Family Residential (R-3) Zone. A gas station is located on the northwest corner of Mariposa Avenue and Pacific Coast Highway in the General Commercial (C-3) Zone, which is north of the superblock that contains the two existing hotels and southeast of the parking lot for the Fairfield Inn and Suites Hotel located along Pacific Coast Highway between Mariposa and Palm Avenues. A fast-food restaurant, Carl’s Jr., is located northeast of the same parking lot. Carl’s Jr. is located at the southwest corner of Pacific Coast Highway and Palm Avenue.

East: The adjacent land uses to the east across Pacific Coast Highway include: a property with restaurants and office uses in the Corporate Office (CO) Zone; a Ralphs market and two commercial shopping centers with retail and restaurant uses in the General Commercial (C-3) Zone, and a 6-story office building in the Corporate Office (CO) Zone.

South: The adjacent land uses to the south of Holly Avenue include a small commercial shopping center with a drug store, bank, two restaurants and a retail store in the General Commercial (C-3) Zone.

West: The adjacent land uses to the west include multi-family residential uses in the Multi-Family Residential (R-3) Zone.

## **B. BACKGROUND**

In 1957 a 386-room hotel known as the Thunderbird International Hotel was built on the property that is contained within the Specific Plan area. A restaurant, coffee shop, banquet rooms and lounge were added in 1958. The coffee shop was later renovated and re-opened in August 1962 as the Huki Lau restaurant with Polynesian décor and cuisine. The hotel was sold in the 1960's and renamed the Hacienda International Hotel which was later shortened to the Hacienda Hotel. The restaurant was renamed the Tiki Hut at that time as well.

The hotel was further expanded over the years and enlarged to include a maximum of 640 rooms at its peak with a reputation as the 10<sup>th</sup> largest hotel in the County of Los Angeles. In 1987, the hotel was granted a new Conditional Use Permit (EA-132; CUP 87-01) to allow for further renovations and the construction of a 60-foot tall sign tower with a 150 square-foot sign. Parking for the Hacienda Hotel was provided in multiple locations that included a parking lot located on the same block to the south of the Hacienda Hotel, a parking lot across the street on the block to the north of the hotel at 629 North Pacific Coast Highway, and some parking spaces interspersed around the hotel buildings.

On October 9, 2014 the Planning Commission approved two new conditional use permits (EA-1061; CUP 14-01 and CUP 14-02) to allow the existing Hacienda Hotel with 619 guest rooms to be split into two hotels, renovated and modernized. The North Hotel (located at 525 and 545 North Pacific Coast Highway) was renamed the Fairfield Inn and Suites and the South Hotel was renamed the Aloft Hotel (located at 475 North Pacific Coast Highway). The Aloft Hotel was reduced from 263 to 246 guest rooms and included a 6,640 square-foot addition to the existing 9-story hotel that provided a front desk area, lounge, self-serve food area, bar, multi-purpose room and exercise room. The Aloft Hotel includes an outdoor pool and an outdoor dining patio. The Aloft Hotel is 106,747 gross square feet in size. The Fairfield Inn and Suites was reduced from 356 to 350 guest rooms. The Fairfield Inn and Suites includes 3 buildings: a 9-story tower containing guest rooms, a 4-story building (with a central courtyard and pool area) that contains a lobby area, restaurant, bar, meeting rooms, a fitness room, and guest rooms, and a 2-story "food and beverage" building that contains banquet rooms, a restaurant/bar, and storage uses. The total square footage of the existing Fairfield Inn and Suites Hotel (3 buildings) is 217,311 gross square feet in size. Parking for the Aloft Hotel is provided in the existing parking lot to the south of the hotel (167 parking spaces). Additionally, 23 spaces are currently provided off-site pursuant to an off-site parking covenant in the existing parking lot at 629 North Pacific Coast Highway. Parking for the Fairfield Inn and Suites Hotel is provided primarily off-site with 213 parking spaces provided pursuant to an off-site parking covenant in the existing parking lot at 629 North Pacific Coast Highway and 33 parking spaces provided on-site.







**EXHIBIT 2  
LOCAL VICINITY MAP**



**EXHIBIT 3  
LOCAL VICINITY AERIAL VIEW**



**EXHIBIT 4  
EXISTING DEVELOPMENT**

The Aloft Hotel is 98,741 net square feet in size with an existing 0.992 FAR based upon its current lot size and configuration where a maximum of 1.0 FAR is allowed. The 3 buildings that comprise the Fairfield Inn and Suites Hotel total 190,026 net square feet in size with an existing 1.94 FAR where 1.0 FAR is allowed (existing legal, non-conforming condition). Both properties are non-conforming in regard to many development standards as they were built prior to the current development standards of the General Commercial (C-3) Zone.

The existing uses consist of:

**Table I-1  
Existing Uses**

<b>Building</b>	<b>Use</b>	<b>Net Square Footage</b>	<b>Gross Square Footage</b>
Aloft Hotel	246 guest rooms, lobby/check-in area, lounge/bar, retail (food self-serve), multi-purpose meeting room/hospitality suite, fitness room, outdoor pool	98,741	106,747
Fairfield Inn and Suites Hotel	350 guest rooms, lobby/check in area, restaurant/bar, meeting room/event space (banquet rooms), office, storage , outdoor pool and patio area	190,028	217,311
<b>Total</b>		<b>288,767 square feet</b>	<b>324,058 square feet</b>

Under the existing General Commercial (C3) development standards no additional development could occur as the existing hotels utilize the maximum FAR allowed. Further, the parking lot to the north is currently zoned Automobile Parking (P) which only allows surface parking lots and parking structures. Commercial development is not permitted in the Automobile Parking (P) Zone. Therefore, a Specific Plan is needed in order to allow the proposed mixed-use residential/commercial development to be added to the site along with the two existing hotels that will remain.

BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE EL Segundo Parking LLC (collectively, “BRE El Segundo”) filed for this Specific Plan along with other applications. The other applications include an Environmental Assessment, a General Plan and General Plan Map Amendment, Zone Change, Zoning Map Amendment, Zone Text Amendment, a Development Agreement, a Subdivision of Land (Vesting Tentative Map), Site Plan Review, a Parking Demand Study and Shared Parking Analysis, street dedication waivers for a portion of the dedication requirements for Mariposa Avenue and Indiana Street, reciprocal access agreements, an amendment to Resolution Nos. 2759 and 2760 to rescind the previous approvals of SUB No. 1405, Lot Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP Nos. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions

of approval accordingly, and new off-site parking covenants to replace the previously approved Parking Covenant Nos. MISC 14-03 and 14-06. The intent of the Specific Plan is to allow the development of the Specific Plan area with the combination of new and existing development with allowed residential and commercial uses with an average floor area ratio (FAR) of 2.15:1, a minimum floor area ratio (FAR) of 0.16:1 in any one land use district and a maximum floor area ratio (FAR) of 2.70:1 in any one land use district. The majority of the new development will target adding new housing stock to the community to meet existing and future housing needs through the development of existing surface parking lots and demolition of 41,660 gross square feet of a portion of the Fairfield Inn and Suites hotel (“Food and Beverage” Building”) located at the southwest corner of Mariposa Avenue and Pacific Coast Highway. The adoption of this Specific Plan will allow expansion of the uses permitted on the site with development standards tailored to the unique mix of hotel, residential and commercial (retail and office) uses on the site.

### **C. DEMOGRAPHICS**

According to the 2010 United States Census, as of 2010 El Segundo had a population of 16,654 persons and a total of 7,410 dwelling units. From 2000 to 2010, El Segundo’s population increased by 4%. The California Department of Finance reported a population of 17,066 persons in May 2019. The 2019 Profile of the City of El Segundo prepared by the Southern California Association of Governments (“SCAG”) indicates that as of 2017 there were 48,515 jobs in the City of El Segundo.

### **D. ECONOMIC CONTEXT**

At its peak before the economic recession in 2008, El Segundo had a daytime population of approximately 85,000 persons compared to its resident population of approximately 17,000 persons. There was a net loss of jobs in the City between 2007 and 2012 with the number of jobs beginning to increase again in 2013. According to SCAG’s 2015 profile the total number of jobs dropped from 56,559 persons in 2007 to 38,447 jobs in 2012. In addition to the fiscal benefits including increased sales tax, utility tax and property tax that will be provided as a result of the added residential and commercial uses, the potential for approximately 56 additional jobs that will be created by this Specific Plan will improve the overall economic health of the City. The additional jobs will be the result of the new commercial uses as no changes in employment are anticipated at the two existing hotels with the adoption of this Specific Plan. The additional jobs and increased tax base will contribute to the City’s ability to provide high quality municipal services to the benefit of the City’s resident and business community. The addition of 263 housing units will have a positive effect on the jobs/housing balance by increasing the number of housing units in the City to support El Segundo’s jobs rich environment.

## **II. OVERVIEW OF THE SPECIFIC PLAN**

### **A. PURPOSE AND AUTHORITY OF SPECIFIC PLAN**

The purpose of this Specific Plan is to provide a foundation for the proposed land uses on the subject property through the application of regulations, standards and design guidelines. The Pacific Coast Commons Specific Plan provides text and exhibits which describe the proposed land uses and associated guidelines.

This Specific Plan is adopted pursuant to Government Code §§ 65450 through 65457.

Pursuant to Government Code § 65451, a Specific Plan must include text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space within the area covered by the plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the land area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above items.
- A discussion of the relationship of the Specific Plan to the General Plan.

A thorough review of the El Segundo General Plan shows that this Specific Plan is compatible and consistent with the goals and policies outlined in the General Plan. This Specific Plan will further the goals and policies of the General Plan as more fully described below.

This Specific Plan was prepared to provide the essential relationship between the policies of the El Segundo General Plan and actual development in the Project area. By functioning as a regulatory document, the Pacific Coast Commons Specific Plan provides a means of implementing the City of El Segundo's General Plan. All future development plans and entitlements within the Specific Plan boundaries must be consistent with the standards set forth in this document. The Specific Plan is the sole regulatory document for development standards and design standards except where explicit references are made to the El Segundo Municipal Code or where terms used in this Specific Plan are defined in the El Segundo Municipal Code Section 15-1-6 and are not defined herein.

## **B. SPECIFIC PLAN SCOPE AND GOALS**

The City of El Segundo is an employment-led community and accordingly, development has been led by employment rather than housing growth. The Pacific Coast Commons Specific Plan will: 1) serve the mission of economic development in the City which is to create, maintain, and implement a business climate that fosters a strong economic community; 2) provide opportunities for new high-quality multiple-family housing (apartments and townhomes) that will increase housing supply to meet the needs of El Segundo residents and employees in El Segundo's expanding business community; 3) improve the jobs/housing balance by increasing housing supply; 4) add affordable housing to the City; 5) provide benefits to air quality through the reduction of greenhouse gas emissions by providing new housing in close proximity to jobs and public transit; 6) enhance sustainability through the design of the development; and 7) maintain the quality of life that has characterized El Segundo for more than one hundred years.

Permitted uses within the Specific Plan area will create both housing and job opportunities for the residential and business community. The new commercial uses (restaurant, retail and office) allowed by the Specific Plan will create a synergy with the existing hotels, the new multi-family residential uses, and other existing commercial and industrial uses in the surrounding area. The commercial uses will provide needed amenities for the residents of the multi-family residential uses and the multi-family residential uses will support the growth of the surrounding commercial businesses. The design of the project will provide a high-quality pedestrian environment that will be compatible with the surrounding uses and create a sense of place for the surrounding neighborhood. The development allowed under the Specific Plan will provide a basis for a positive contribution to the maintenance and expansion of El Segundo's economic base as development typically increases the City's business license taxes, increases the City's utility user taxes, and increases the City's sales taxes. An increased economic base will provide the City with resources to provide high-quality services to its residents and daytime population.

## **C. CONSISTENCY WITH THE GENERAL PLAN**

The El Segundo General Plan provides the underlying fundamentals of the Pacific Coast Commons Specific Plan, which serves both as a planning and regulatory document. The Specific Plan is the document implementing the El Segundo General Plan for the Specific Plan area.

Proposed development plans, tentative maps, and any other development approvals must be consistent with the Specific Plan. Projects consistent with this Specific Plan will be automatically deemed consistent with the General Plan.

Concurrent with the adoption of the Pacific Coast Commons Specific Plan the City also processed a General Plan Amendment that changes the Land Use Designation from General Commercial for the block bounded by Pacific Coast Highway, Mariposa Avenue, Indiana Street, and Holly Avenue to the Pacific Coast Commons Specific Plan and from Parking for the remaining parcels to the Pacific Coast Commons Specific Plan with an accompanying Land Use map change. The Specific Plan is therefore consistent with the General Plan of the City of El Segundo. More specifically, the Specific Plan directly implements or furthers the intent of the following goals, objectives and policies of the General Plan:



## ECONOMIC DEVELOPMENT ELEMENT

**Goal ED1: To create in El Segundo a strong, healthy economic community in which all diverse stakeholders may benefit.**

*Objective ED1-1 To build support and cooperation among the City of El Segundo and its business and residential communities for the mutual benefits derived from the maintenance and expansion of El Segundo's economic base.*

Policy ED1-1.1: Maintain economic development as one of the City's and the business and residential communities' top priorities.

Policy ED1-2.1: Seek to expand El Segundo's retail and commercial base so that the diverse needs of the City's business and residential communities are met.

Policy ED1-2.2: Maintain and promote land uses that improve the City's tax base, balancing economic development and quality of life goals.

## LAND USE ELEMENT

Policy LU1-5.8: Innovative land development and design techniques as well as new materials and construction methods should be encouraged.

**Goal LU3: Promote the health, safety, and well-being of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses.**

*Objective LU3-1: Preserve, protect, and extend, if possible, existing Single-Family Residential uses.*

Policy LU3-2.1: Promote construction of high quality Multi-Family Residential development with ample open space, leisure and recreational facilities.

Policy LU3-2.2: Multi-family development will be located only in appropriate places and evaluated carefully to insure that these developments are not detrimental to the existing single-family character.

*Objective LU3-3.1: Adopt and enforce recreational area requirements for large multiple unit developments.*

**Goal LU4: Provide a stable tax base for the City through development of new commercial uses, primarily within a mixed-use environment, without adversely affecting the viability of Downtown.**

*Objective LU4-1: Promote the development of high quality retail facilities in proximity to major employment centers.*

Policy LU4-1.1: Require landscaping, its maintenance, and permanent upkeep on all new commercial developments.

Policy LU4-1.2: All commercial facilities shall be built and maintained in accordance with Health and Safety Code requirements and shall meet seismic safety regulations and environmental regulations.

Policy LU4-1.4: New commercial developments shall meet seismic safety standards and regulations, as well as comply with all noise, air quality, water and environmental regulations.

*Objective LU4-4: Provide areas where development has the flexibility to mix uses, in an effort to provide synergistic relationships which have the potential to maximize economic benefit, reduce traffic impacts, and encourage pedestrian environments.*

Policy LU4-4.6: Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.

**Goal LU7: Provide the highest quality public facilities, services, and public infrastructure possible to the community.**

Policy LU7-1.2: No new development shall be allowed unless adequate public facilities are in place or provided for.

Policy LU7-2.3: All new development shall place utilities underground.

## **CIRCULATION ELEMENT**

**Goal C1: Provide a safe, convenient, and cost-effective circulation system to serve the present and future circulation needs of the El Segundo community.**

*Objective C1-1: Provide a roadway system that accommodates the City's existing and project land use and circulation needs.*

Policy C1-1.8: Provide all residential, commercial, and industrial areas with

efficient and safe access to the major regional transportation facilities.

Policy C1-1.9: Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.

Policy C1-1.14: Require a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further require the implementation of appropriate mitigation measures prior to, or in conjunction with project development. Mitigation measures may include new roadway links on segments that would connect the new development to the existing roadway system, intersection improvements, and other measures. Mitigation measures shall be provided by or paid for by the project developer.

*Objective C1-3: Ensure that the City's Master Plan Truck Route System efficiently serves the shipping needs of the commercial and industrial land uses in El Segundo while balancing potential conflicts with residential and recreation land uses throughout the City.*

Policy C1-3.2: Ensure that the development review process incorporates consideration of off-street commercial loading requirements for all new projects.

*Objective C2-1: Provide a pedestrian circulation system to support and encourage walking as a safe and convenient travel mode within the City's circulation system.*

Policy C2-1.6: Encourage shopping areas to design their facilities for ease of pedestrian access.

Policy C2-1.7: Closely monitor design practices to ensure a clear pedestrian walking area by minimizing obstructions, especially in the vicinity of intersections.

*Objective C2-2: Provide a bikeway system throughout the City to support and encourage the use of the bicycle as a safe and convenient travel mode within the City's circulation system.*

Policy C2-2.1: Implement the recommendations on the Bicycle Master Plan contained in the Circulation Element, as the availability arises; i.e., through development, private grants, signing of shared routes.

- Policy C2-2.2: Encourage new development to provide facilities for bicyclists to park and store their bicycles and provide shower and clothes changing facilities at or close to the bicyclist's work destination.
- Policy C2-5.1: Ensure that Transportation Demand Management (TDM) measures are considered during the evaluation of new developments within the City, including but not limited to ridesharing, carpooling and vanpooling, flexible work schedules, telecommuting and car/vanpool preferential parking.
- Policy C3-1.8: Require the provision of adequate pedestrian and bicycle access for new development projects through the development review process.
- Policy C3-2.1: Ensure the provision of sufficient on-site parking in all new development.

## **HOUSING ELEMENT**

- Goal 3: Provide opportunities for new housing construction in a variety of locations and a variety of densities in accordance with the land use designations and policies in the Land Use Element.**

## **OPEN SPACE AND RECREATION ELEMENT**

- Goal OS1: Provide and maintain high quality open space and recreational facilities that meet the needs of the existing and future residents and employees within the City of El Segundo.**

## **CONSERVATION ELEMENT**

- Policy CN2-5: Require new construction and development to install water-conserving fixtures and appliances to reduce the amount of new demand.
- Policy CN2-7: Require new construction and development to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.
- Policy CN2-8: Encourage the retrofitting of existing landscapes to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.

Policy CN2-11: Encourage, whenever appropriate and feasible, development techniques which minimize surface run-off and allow replenishment of soil moisture. Such techniques may include, but not be limited to, the on-site use and retention of storm water, the use of pervious paving material (such as walk-on-bark, pea gravel, and cobble mulches), the preservation of vegetative covers, and efficiently designed and managed irrigation systems.

## **AIR QUALITY ELEMENT**

**Goal AQ3: Vehicle work trip reduction for private employees.**

*Objective AQ-3-1: Increase the proportion of work trips made by transit.*

**Goal AQ12: Reduction in Residential, Commercial, and Industrial Energy Consumption.**

*Objective AQ-12-1: Enact the recommendations of the AQMP Energy Working Group for commercial and residential buildings and adopt ordinances to mitigate air quality impacts from water and pool heating systems.*

Policy AQ-12-1.2: It is the policy of the City of El Segundo that the City encourage the incorporation of energy conservation features in the design of new projects and the installation of conservation devices in existing developments.

## **NOISE ELEMENT**

**Goal N1: Encourage a high quality environment within all parts of the City of El Segundo where the public's health, safety, and welfare are not adversely affected by excessive noise.**

*Objective N1-1: It is the objective of the City of El Segundo to ensure that City residents are not exposed to mobile noise levels in excess of the interior and exterior noise standards or the single event noise standards specified in the El Segundo Municipal Code.*

*Objective N1-2: It is the objective of the City of El Segundo to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards.*

Policy N1-2.1: Require all new projects to meet the City's Noise Ordinance Standards as a condition of building permit approval.

Program N1-2.1A: Address noise impacts in all environmental documents for discretionary approval projects, to insure that noise sources meet City Noise Ordinance standards. These sources may include mechanical or electrical equipment, truck loading areas, or outdoor speaker systems.

## **PUBLIC SAFETY ELEMENT**

**Goal PS1: Protect the public health and safety and minimize the social and economic impacts associated with geologic hazards.**

*Objective PS1-1: It is the objective of the City of El Segundo to reduce exposure to potentially hazardous geological conditions through land use planning and project review.*

Policy PS1-1.1: Continue to review proposals for new development and for the expansion of existing development in areas of potential geological hazards.

Program PS1-1.1A: The City shall review projects to ensure that slope design considers the potential effects of high rainfall, private sewage systems, landscaping irrigation, and possible runoff from adjacent future development.

Policy PS1-1.2: Enforce, monitor and improve development standards which place the responsibility on the developer, with advice from qualified engineers and geologists, to develop and implement adequate mitigation measures as conditions for project approval.

Program PS1-1.2A: The City shall review projects to ensure that adequate geotechnical investigation has been completed in areas susceptible to land sliding and debris flows and in areas where collapsible or expansive soils occur, and to approve only those which mitigate these hazards to the satisfaction of the City Engineer.

Policy PS2-1.2: The City shall assist in the prevention of structural damage in areas with a high potential for liquefaction, landslides, and mudslides by requiring geotechnical studies for new development to mitigate potential impacts.

**Goal PS6: A fire safe community.**

*Objective PS6-1: It is the objective of the City of El Segundo that the City minimize threats to public safety and protect property from*

*wildland and urban fires.*

Policy PS6-1.1: Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Policy PS6-1.2: Continue efforts to reduce fire hazards associated with older buildings, high-rise buildings, and fire-prone industrial facilities, and maintain adequate fire protection in all areas of the City. Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Program PS6-1.2C: The City shall continue to require that all property be maintained in compliance with the fire code.

**Goal PS7: Protect public health, safety, and welfare, and minimize loss of life, injury, property damage, and disruption of vital services, resulting from earthquakes, hazardous material incidents, and other natural and man-made disasters.**

## **D. ENTITLEMENTS**

The following entitlements are required in conjunction with this Specific Plan (SP No. 19-01):

- Environmental Assessment No. EA-1248 for the proposed mixed-use development that will add 263 housing units, approximately 11,250 square feet of commercial uses (comprised of retail, restaurant and hotel support based office uses), and 1,727 square feet of commercial floor area that cannot be occupied by commercial businesses<sup>1</sup>, and three parking structures to provide parking for the uses in the Specific Plan area.
- General Plan Amendment No. GPA 19-01 to change the land use designation from “General Commercial” and “Parking” to “Pacific Coast Commons Specific Plan (PCCSP)” with an accompanying Land Use map change.
- Zone Text Amendment No. ZTA 19-08 to add a new ESMC §15-3-2(A)(12) “Pacific Coast Commons Specific Plan (PCCSP).”
- Zone Change No. ZC 19-01 to rezone the property from “General Commercial (C-3)” and “Parking (P)” to “Pacific Coast Commons Specific Plan (PCCSP)” and an accompanying Zoning map change.

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<sup>1</sup> This commercial floor area is located in the Fairfield Parking Site and is comprised of lobby area and access to the multiple levels of the parking structure and any central circulation areas such as hallway access from the rear of commercial businesses to the lobby and parking structure that is not usable floor area located within those commercial businesses. This square footage is labeled as lobby area in Table III-II in this Plan.

- Development Agreement No. DA 19-02 between the City of El Segundo and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC.
- Vesting Tentative Tract Map No. (VTTM 82806) SUB 19-03 – for merger, subdivision and residential/commercial condominium purposes reconfiguring 3 parcels (comprised of 12 existing lots) on the block bounded by Pacific Coast Highway, Mariposa Avenue, Indiana Street and Holly Avenue and 3 parcels (comprised of portions of 4 existing lots) on the block north of Mariposa Avenue and south of Palm Avenue in the Specific Plan Area into 6 new individual lots. Additionally, the Vesting Tentative Tract Map No. 82806 will allow: a) 1 residential ground and airspace parcel for 120 apartments and a maximum of 10 airspace parcels for commercial condominiums on Lot 1; b) a ground and airspace parcel for the parking structure and up to a maximum of 10 airspace parcels for commercial condominiums on Lot 4; and c) 1 residential ground and airspace parcel for 137 apartments and up to a maximum of 20 airspace parcels for commercial condominiums on Lot 5; and d) 6 residential condominiums (townhomes) on Lot 6.
- Site Plan Review No. SPR 19-01 to allow the site plan and architectural design to construct the mixed-use commercial and residential development for the 263 residential units, 11,252 square feet of new commercial development, 1,727 square feet of commercial floor area that cannot be occupied by commercial businesses<sup>2</sup>, and 3 parking structures.
- Modification of Resolution Nos. 2759 and 2760 to rescind the previous approvals SUB No. 14-05, Lot-Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP No. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions of approval accordingly.
- Parking Demand Study and Shared Parking Analysis to establish the parking requirements for the proposed commercial and residential development combined with the existing hotel development.
- Shared Parking Agreement in conjunction with the Parking Demand Study and Shared Parking Analysis, to replace the previous approval of Off-Site Parking Covenant Nos. MISC 14-03 and MISC 14-06.
- Reciprocal Access Agreements for driveways and drive aisles accessing multiple parcels.

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<sup>2</sup> This commercial floor area is located in the Fairfield Parking Site and is comprised of lobby area and access to the multiple levels of the parking structure and any central circulation areas such as hallway access from the rear of commercial businesses to the lobby and parking structure that is not usable floor area located within those commercial businesses. This square footage is labeled as lobby area in Table III-II in this Plan.



- Street dedication waiver requests for a portion of the dedication requirements for the south side of Mariposa Avenue and for a portion of the dedication requirements for the east side of Indiana Street.

Findings justifying the General Plan Amendment and Zone Change include:

1. The primary objective of the Specific Plan is to provide for superior, more comprehensive site planning of the Specific Plan area and zoning standards that address the needs of the unique master planned site that will maintain the existing hotel uses and construct new mixed-use multiple-family residential and commercial neighborhood serving uses in three phases.
2. Uses permitted within the Specific Plan area are consistent with the proposed zoning and are compatible with adjacent uses.
3. The Specific Plan will provide for additional housing opportunities in a variety of housing sizes, types and densities in support of the goals of the Housing Element of the General Plan.

## **E. EXISTING LAND USES**

The City of El Segundo has distinctive land use patterns, which are divided into four quadrants by the intersection of Pacific Coast Highway and El Segundo Boulevard. Compatibility of an individual land use is determined mainly by its relationship to other uses within its quadrant. The Pacific Coast Commons Specific Plan area is located in the northwestern quadrant of the City of El Segundo, which is west of Pacific Coast Highway and north of El Segundo Boulevard. The design and implementation of this Specific Plan relate directly to its position within this larger context.

The Pacific Coast Commons Specific Plan is located in the northwest quadrant of the City. The northwest quadrant of the City has the most varied mix of uses within the City. All of the City's residential units, the Downtown area, the Civic Center, the commercial uses and hotel uses along the west side of the Pacific Coast Highway corridor and the industrial area of Smoky Hollow, are located in this quadrant.

The northeast quadrant of the City lies east across Pacific Coast Highway and north of El Segundo Boulevard. It consists primarily of corporate office and urban mixed uses which allow for office and commercial uses. The southwest quadrant of the City lies south of El Segundo Boulevard and west of Pacific Coast Highway. It consists primarily of an oil refinery/heavy industrial use. The southeast quadrant of the City lies south of El Segundo Boulevard and east of Pacific Coast Highway. It consists primarily of the light industrial land use category which allows a mixture of industrial and office uses. This quadrant also contains a commercial region which is home to the retail developments of Plaza El Segundo and the Point, which are both lifestyle commercial retail shopping centers that total approximately 500,000 square feet and the Lakes Municipal Golf Course. A Multimedia Overlay Zone overlies both the southeast and northeast quadrants of the City.

Before the adoption of the Pacific Coast Commons Specific Plan (PCCSP) the property was designated as General Commercial and Parking in the General Plan Land Use Element with General Commercial (C-3) and Parking (P) zoning.

Adjacent land uses include the following:

- North: The adjacent land uses to the north include: a fast food restaurant, a vacant restaurant and parking lot, and multi-family residential uses. A gas station is located on the northwest corner of Mariposa Avenue and Pacific Coast Highway which is north of the superblock that contains the two existing hotels and south east of the parking lot for the Fairfield Inn and Suites Hotel located along Pacific Coast Highway between Mariposa and Palm Avenues. A fast-food restaurant, Carl's Jr., is located northeast of the same parking lot. Carl's Jr. is located at the southwest corner of Pacific Coast Highway and Palm Avenue.
- East: The adjacent land uses to the east across Pacific Coast Highway include: a property with restaurants and office uses, a Ralphs market, two commercial shopping centers with retail and restaurant uses, and a 6- story office building.
- South: The adjacent land uses to the south of Holly Avenue include a small commercial shopping center with a drug store, bank, two restaurants and retail store.
- West: The adjacent land uses to the west include multi-family residential uses.

### **III. LAND USE PLAN**

The Pacific Coast Commons Specific Plan encompasses 6.38 gross acres of existing developable area that includes the “superblock” bounded by Pacific Coast Highway, Mariposa Avenue, Holly Avenue and Indiana Street and a portion of the block to the north of the “superblock” that has frontage on Pacific Coast Highway, Mariposa Avenue to the south, and Palm Avenue to the north, see Exhibit 5, *Land Use Plan*, and Exhibit 6, *Conceptual Site Plan*. The Pacific Coast Commons Specific Plan (“PCCSP”) has 5 land use districts within the plan boundary which is discussed in detail below.

Table III-I provides a Land Use Summary with the square footage of the new development and the existing development. Table III-II provides greater detail of the project development scenario with the uses on each Parcel (per the Vesting Tentative Map), the acreage of the parcel, the building area (gross and net), and the FAR.

The existing Aloft Hotel will remain. Two of the three buildings that comprise the existing Fairfield Inn & Suites Hotel will remain. The 41,660 square-foot, 2-story building at the southwest corner of Pacific Coast Highway and Mariposa Avenue commonly called the “Food and Beverage” building (primarily comprised of conference/meeting rooms and restaurant space) will be demolished and replaced with a parking structure that contains parking primarily for the Fairfield Inn and Suites Hotel and 3,273 gross square feet of new commercial uses at the front of the structure. Access to the parking structure occurs primarily from an existing driveway on Pacific Coast Highway.

The existing parking lot located at the south end of the PCCSP bounded by Holly Street to the south, Indiana Street to the west, Pacific Coast Highway to the east and the Aloft Hotel to the north will be replaced with new development. The new development will be a residential/commercial mixed-use project with a parking structure integrated into the building design. The new building will include 120 residential units (apartments) and 5,756 gross square feet of commercial uses. The parking structure will have access from existing driveways on Pacific Coast Highway and Indiana Street.

The existing northern parking lot that is on the block north of the Fairfield Inn and Suites Hotel with frontage on Pacific Coast Highway, bounded by Mariposa Avenue to the south and Palm Avenue to the north will be replaced with new development. The new residential/commercial mixed-use project will include 137 residential units (apartments) and 2,223 gross square feet of new commercial development. It will have a parking structure integrated into the building design with access to the structure from existing driveways on both Mariposa and Palm Avenues. The north parking lot site will also include 6 townhomes which are located directly west of the Carl’s Jr. restaurant and south of Palm Avenue.

#### **A. DEVELOPMENT CONCEPT**

The Specific Plan establishes the general type, parameters and character of the development in order to develop an integrated Project area that is also compatible with and complements the surrounding area. The proximity of the Specific Plan Area to other residential and commercial

uses, freeways, major arterials, and the Metro Rail makes it an appropriate and attractive location for a residential/commercial mixed-use development that provides both housing and facilitates economic development in El Segundo.

The Pacific Coast Commons Specific Plan development concept provides a transition from the multi-family neighborhoods to the west and the large-scale commercial uses to the east of Pacific Coast Highway. The Pacific Coast Commons Specific Plan provides for both the maintenance of both the existing Aloft hotel and the Fairfield Inn and Suites hotel within the Specific Plan boundaries with the addition of new mixed-use residential/commercial development to complement the hotel uses and to provide compatible uses to the surrounding neighborhood. The development will include 3 parking structures incorporated into the development to provide both replacement parking for the hotels from the loss of surface parking as well as provide parking for new uses.

On an overall basis, the maximum development potential within the 6.23-acre (post dedications) Specific Plan is based upon an average floor area ratio (FAR) of 2.15. A 2.15 FAR results in a maximum development intensity of 622,398 gross square feet. The 622,398 gross square feet includes 282,398 gross square feet of existing development that will remain and 340,000 gross square feet of new square footage of residential and commercial uses combined. The floor area ratio varies in each of the 5 land use districts that range from a minimum of 0.16 to a maximum of 2.70 based upon how the uses are configured combined with the nonconforming conditions for the two existing hotels (see Table III-III).

Residential uses are proposed in 2 of the 5 land use districts, namely the PCC Mixed-Use 1 (PCC MU-1) district at the southern end of the Specific Plan area and the PCC Mixed-Use 2 (PCC MU-2) district at the northern end of the Specific Plan area. There are 120 dwelling units (apartments) in the PCC MU-1 land use district and 143 dwelling units in the PCC MU-2 land use district comprised of 137 apartments and 6 townhomes. The density in the PCC MU-1 land use district is approximately 97 dwelling units to the acre (96.67 dwelling units to the acre based upon 54,072 square feet of land area) and the density in the PCC MU-2 land use district is approximately 80 units to the acre (79.17 dwelling units to the acre based upon 78,686 square feet of land area). The average density of the two land use districts combined is 86.31 units to the acre and the average density within the entire Specific Plan area is 42.22 units to the acre. If the land area of either PCC Mixed-Use 1 or PCC Mixed-Use 2 is reduced, the number of dwelling units to the acre would increase accordingly.

The Pacific Coast Commons Specific Plan allows affordable housing and provides reduced requirements for parking in the Development Standards Chapter of this Specific Plan. The 263 residential units permitted in this Specific Plan including affordable housing units will contribute significantly to the City's housing allocation requirements specified in the Regional Housing Needs Assessment (RHNA) established by State law.

## **B. LAND USE PLAN**

The Pacific Coast Commons Specific Plan is based upon the following land uses (refer to Exhibit 5, *Land Use Plan*):

## **1. PCC Mixed-Use 1 (PCC MU-1)**

The PCC Mixed-Use 1 (PCC MU-1) land use designation is located on the southernmost parcel with frontage on Pacific Coast Highway, Holly Avenue and Indiana Street, totaling 1.242 net acres (the developable portion of the proposed parcel after dedication of right-of-way). It is both a corner parcel and a through lot. The PCC MU-1 area allows for multiple-family residential uses (apartments) and several commercial uses. The specific residential and commercial uses are limited in this land use category as specified in the Specific Plan's development regulations. The parcel that contains the PCC Mixed-Use 1 (PCC MU-1) land use district currently contains the parking lot for the Aloft hotel that is located on the adjacent parcel, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

## **2. PCC Commercial-1 (PCC COM-1)**

The Commercial-1 (COM-1) land use designation is located on the parcel to the north of the PCC Mixed-Use 1 (PCC MU-1) land use designation with frontage on both Pacific Coast Highway and Indiana Street (it is a through lot). The PCC Commercial-1 (PCC COM-1) land use category totals 0.905 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-1 (PCC COM-1) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The specific commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Aloft Hotel which will remain, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

## **3. PCC Commercial-2 (PCC COM-2)**

The PCC Commercial-2 (PCC COM-2) land use designation is located on the parcel to the north of the PCC Commercial-1 (PCC COM-1) land use designation with frontage on both Pacific Coast Highway and Indiana Street (it is a through lot). The PCC Commercial-2 (PCC COM-2) land use category totals 1.549 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-2 (PCC COM-2) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The permitted commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Fairfield Inn and Suites hotel (3 buildings) which will remain, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*. One of the three existing buildings known as the "Food and Beverage" building which is partially located in the PCC COM-2 land use district and partially located in the PCC COM-3 land use district will be demolished.

## **4. PCC Commercial-3 (PCC COM-3)**

The PCC Commercial-3 (PCC COM-3) land use designation is located on the parcel to the

north of the PCC Commercial-2 (PCC COM-2) land use designation with frontage on Pacific Coast Highway, Mariposa Avenue, and Indiana Street (it is a through lot). The PCC Commercial-3 (PCC COM-3) land use category totals 0.728 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-3 (PCC COM-3) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The specific commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Fairfield Inn and Suites hotel food and beverage building that will be demolished and replaced with other commercial uses and a parking structure, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

#### **5. PCC Mixed-Use 2 (PCC MU-2)**

The PCC Mixed-Use 2 (PCC MU-2) land use designation is located on the northernmost parcel with frontage on Pacific Coast Highway, Mariposa Avenue and Palm Avenue, totaling 1.806 net acres (the developable portion of the proposed parcels after dedication of right-of-way). The PCC MU-2 area allows for multiple-family residential (apartments and condominiums) and several commercial uses. The specific residential and commercial uses are limited in this land use category as specified in the Specific Plan's development regulations. The parcel currently contains a parking lot that provides parking for the Fairfield Inn and Suites. The parking lot will be demolished and replaced with multiple-family residential uses (a mix of apartments and townhomes) and commercial uses, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*. The PCC Mixed-Use 2 (PCC MU-2) land use district is proposed to be comprised of 2 parcels as shown in the Vesting Tentative Map with one parcel containing 137 multiple family residential units (apartments) and commercial uses. The other parcel contains 6 townhomes (condominium units).

Table III-1, *Land Use Summary-Project Development Scenario*, and Table III-II, *Land Uses-Project Development Scenario*, show the anticipated project development scenario for the implementation of the uses and standards of this Specific Plan based upon the Conceptual Site Plan shown in Exhibit 6, *Conceptual Site Plan* and the Vesting Tentative Map shown in Exhibit 7A, *Vesting Tentative Map No. 82806*. An additional exhibit is provided for greater clarity of existing and proposed lot configuration conditions which is also provided in Exhibit 7B, *Existing and Proposed Lot Configuration Diagram*. Table III-III, *Land Use Summary-Specific Plan Scenario* shows the maximum allowable floor area for each of the 5 land use districts.

**Table III-1  
Land Use Summary – Project Development Scenario**

<b>Land Use</b>	<b>Building Area (Net) (square feet)</b>	<b>Building Area (Gross) (square feet)</b>
<b>New Development</b>		
Multi-family Residential (Apartments) (120 dwelling units in the PCC MU-1 District)	136,571	140,794
Multi-family Residential (Apartments) (137 dwelling units in the PCC MU-2 District)	159,062	163,472
Multi-family Residential (Townhomes /Condominiums) (6 dwelling units in the PCC MU-2 District)	9,540	10,344
Commercial uses (PCC MU-1 District)	5,583	5,756
Commercial uses (PCC COM-3 District)	4,345	4,479
Commercial uses (PCC MU-2 District)	2,156	2,223
<b>Subtotal New Development</b>	<b>317,257</b>	<b>327,068</b>
<b>Existing Development</b>		
Hotel (Aloft)	98,741	106,747
Hotel (Fairfield Inn and Suites)	190,026	217,311
<b>Subtotal Existing Development</b>	<b>288,767</b>	<b>324,058</b>
Existing Development To Be Demolished (Fairfield Inn and Suites “Food and Beverage” Building)	<b>- 36,605</b>	<b>- 41,660</b>
<b>Subtotal Existing Development After Demolition of “Food and Beverage” Building</b>	<b>252,162</b>	<b>282,398</b>
<b>Total Site Development</b>	<b>569,419</b>	<b>609,466</b>

**Table III-II  
Land Uses – Project Development Scenario**

Subdivision Parcel	Use	Acreage <sup>3</sup>	Building Area (Net)	Building Area (Gross) <sup>4</sup>	FAR <sup>5</sup>
<b>PCC Mixed-Use 1 (PCC MU-1)</b>					
1	Multiple-family Residential (120 apartments)		136,571	140,794	-
1	Commercial Uses		5,583	5,756	-
1	Parking Structure		-	-	-
<b>Subtotal</b>		<b>1.242 (54,072 square feet)</b>	<b>142,154</b>	<b>146,550</b>	<b>2.63</b>
<b>PCC Commercial-1 (PCC COM-1)</b>					
2	Commercial – Existing Hotel (Aloft)		98,741	106,747	-
<b>Subtotal</b>		<b>0.905 (39,425 square feet)</b>	<b>98,741</b>	<b>106,747</b>	<b>2.51</b>
<b>PCC Commercial-2 (PCC COM-2)</b>					
3	Commercial-Existing Hotel (Fairfield Inn and Suites)		190,026	217,311	-
4	Existing Hotel (Fairfield Inn & Suites - Food & Beverage Building)		-36,605	-41,660	-
<b>Subtotal</b>		<b>1.549 (67,487 square feet)</b>	<b>153,421</b>	<b>175,651</b>	<b>2.28</b>
<b>PCC Commercial-3 (PCC COM-3)</b>					
4	Commercial Uses		3,175	3,273	-
4	Parking structure/ lobby		1,170	1,206	-
<b>Subtotal</b>		<b>0.728 (31,693 square feet)</b>	<b>4,345</b>	<b>4,479</b>	<b>0.14</b>
<b>PCC Mixed-Use 2 (PCC MU-2)</b>					
5	Multiple-family Residential (137 apartments)		159,062	163,472	-
5	Commercial Uses		2,156	2,223	-
5	Parking Structure		-	-	-
6	Multiple-family Residential (6 townhomes)		9,540	10,344	-
<b>Subtotal</b>		<b>1.806 (78,686 square feet)</b>	<b>170,758</b>	<b>176,039</b>	<b>2.24</b>
<b>TOTAL DEVELOPMENT</b>		<b>6.23 (271,363 square feet)</b>	<b>569,419</b>	<b>609,466</b>	<b>2.15</b>

<sup>3</sup> Acreage is based upon net acreage post dedications.

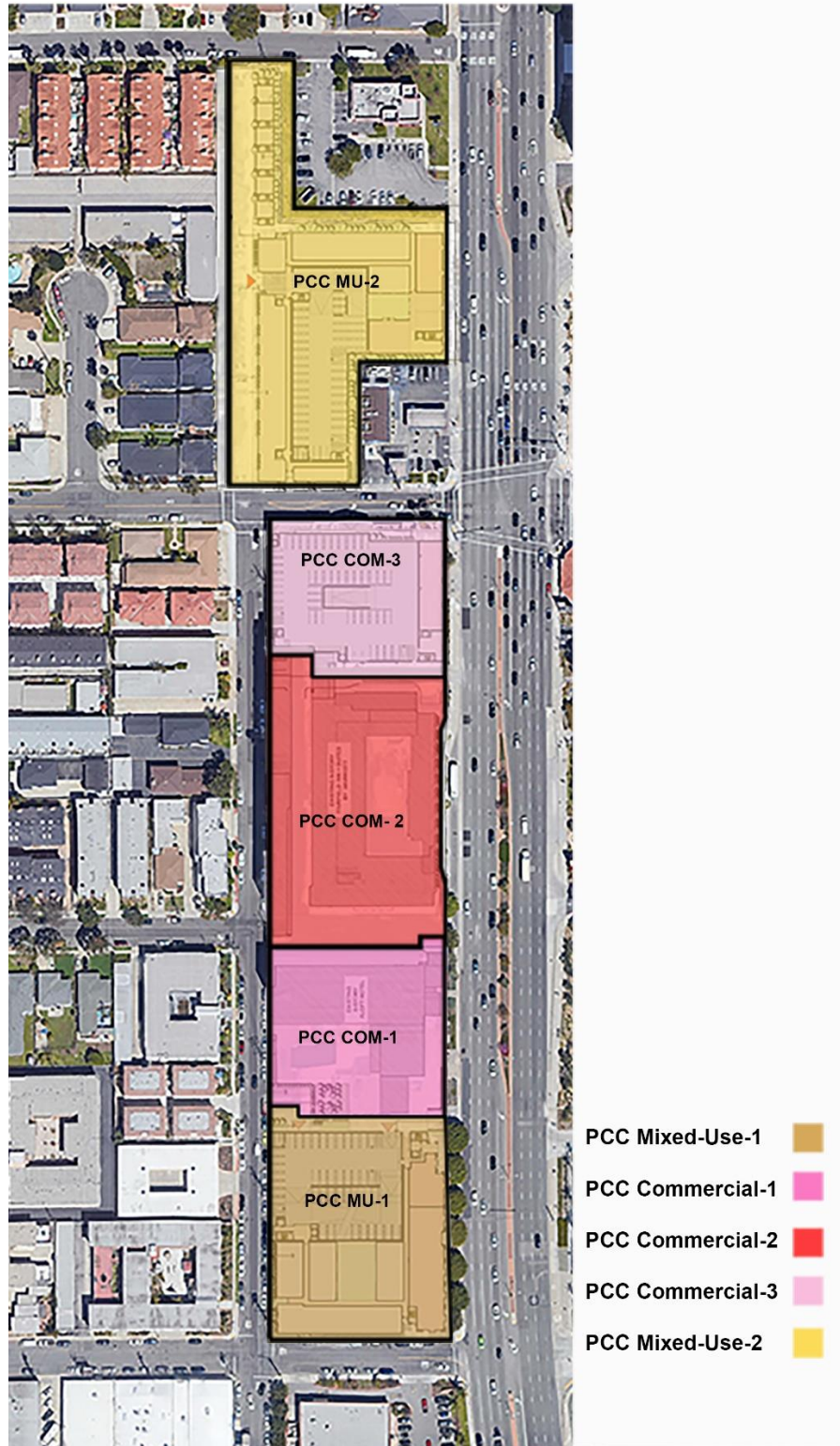
<sup>4</sup> Total allowable intensity per the Specific Plan is capped at 622,398 gross square feet (both existing and new development combined).

<sup>5</sup> FAR calculation is based upon net floor area and developable lot area. See Chapter VI for definitions of gross and net floor area.



**Table III-III  
Land Use Summary – Specific Plan Scenario**

<b>Land Use District</b>	<b>Building Area (Net) (square feet)</b>	<b>Building Area (Gross) (square feet)</b>	<b>Floor Area Ratio (FAR)</b>
PCC Mixed-Use-1 (PCC MU-1)	145,500	150,000	2.70
PCC Commercial-1 (PCC COM-1)	98,741	106,747	2.51
PCC Commercial-2 (PCC COM-2)	153,421	175,651	2.28
PCC Commercial-3 (PCC COM-3)	4,850	5,000	0.16
PCC Mixed-Use-2 (PCC MU-2)	179,450	185,000	2.29
<b>Total Development (New + Existing)</b>	<b>581,962</b>	<b>622,398</b>	<b>2.15</b>



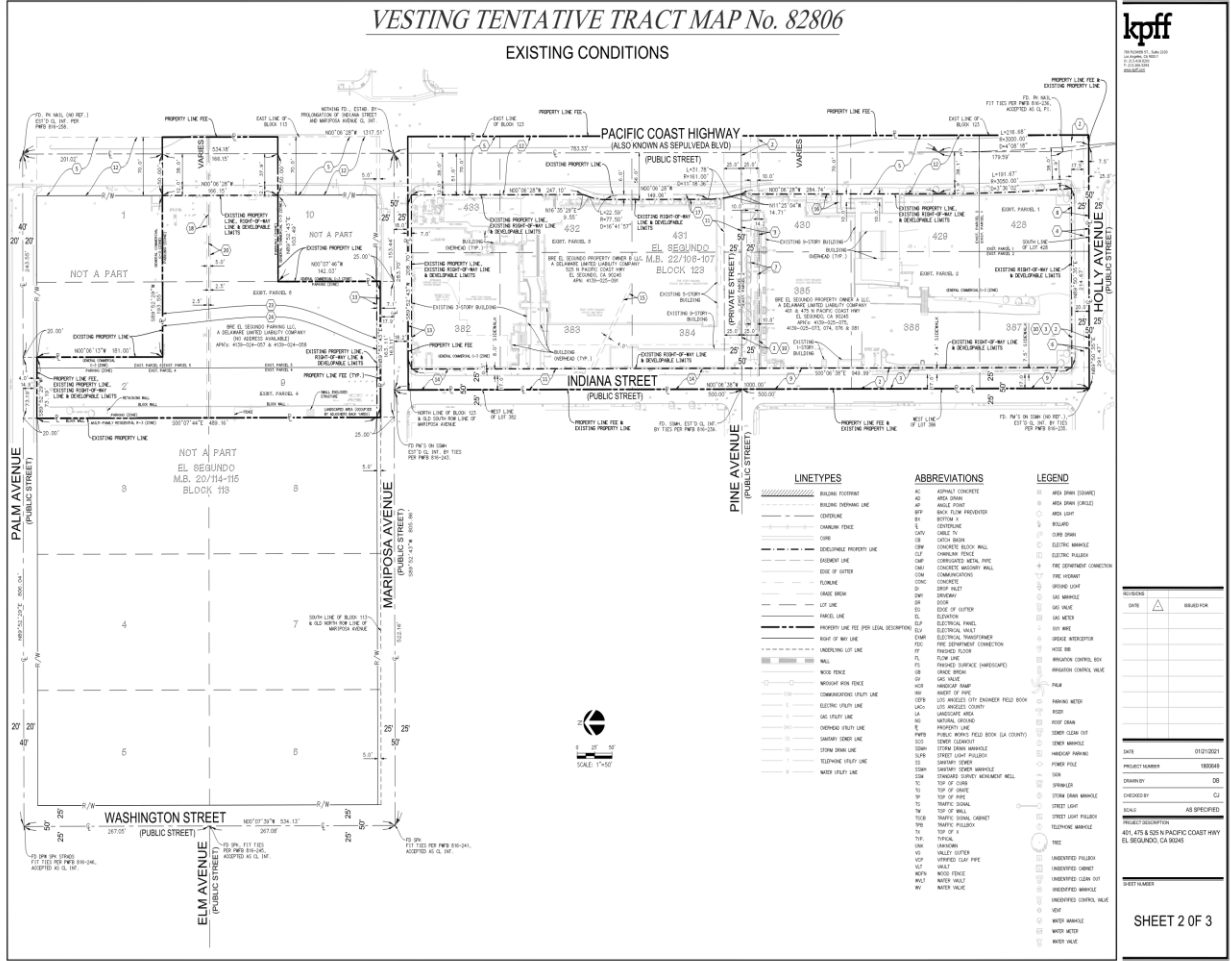
**EXHIBIT 5  
LAND USE PLAN**



**EXHIBIT 6  
CONCEPTUAL SITE PLAN**

VESTING TENTATIVE TRACT MAP No. 82806

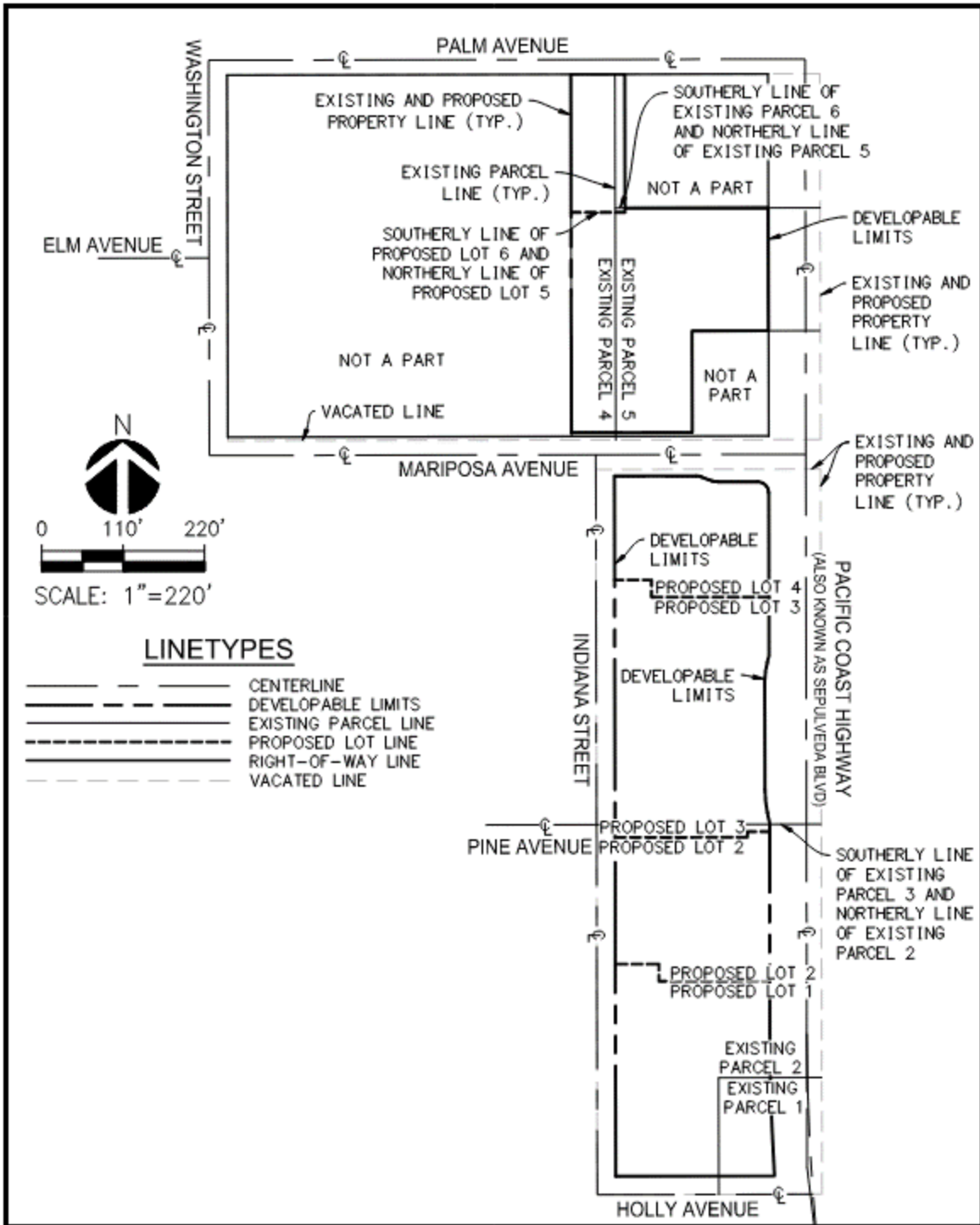
EXISTING CONDITIONS



**EXHIBIT 7A**  
**VESTING TENTATIVE MAP # 82806**  
**(EXISTING CONDITIONS)**

(Source: KPFF)





**EXHIBIT 7B**  
**EXISTING AND PROPOSED FINAL LOT CONFIGURATION DIAGRAM**  
 (Source: KPFF)

## C. PHASING

Construction of the new development areas would occur in three phases. The first phase of construction would occur in the PCC Commercial-3 (PCC COM-3) land use district at the Fairfield Parking Site/Area 4. The second phase of construction would consist of the South Site/Area 1 development in the PCC Mixed-Use 1 (PCC MU-1) land use district. The third phase of construction would consist of the North Site/Area 5 development in the PCC Mixed-Use 2 (PCC MU-2) land use district. It is currently anticipated that these phases will occur sequentially and if so, are anticipated to be completed within 4 1/2 years of EIR certification and project approval. However, if the second and third phases of development occur concurrently, construction is anticipated to be completed within 2 years and 8 months of EIR certification and project approval.

## D. CIRCULATION PLAN

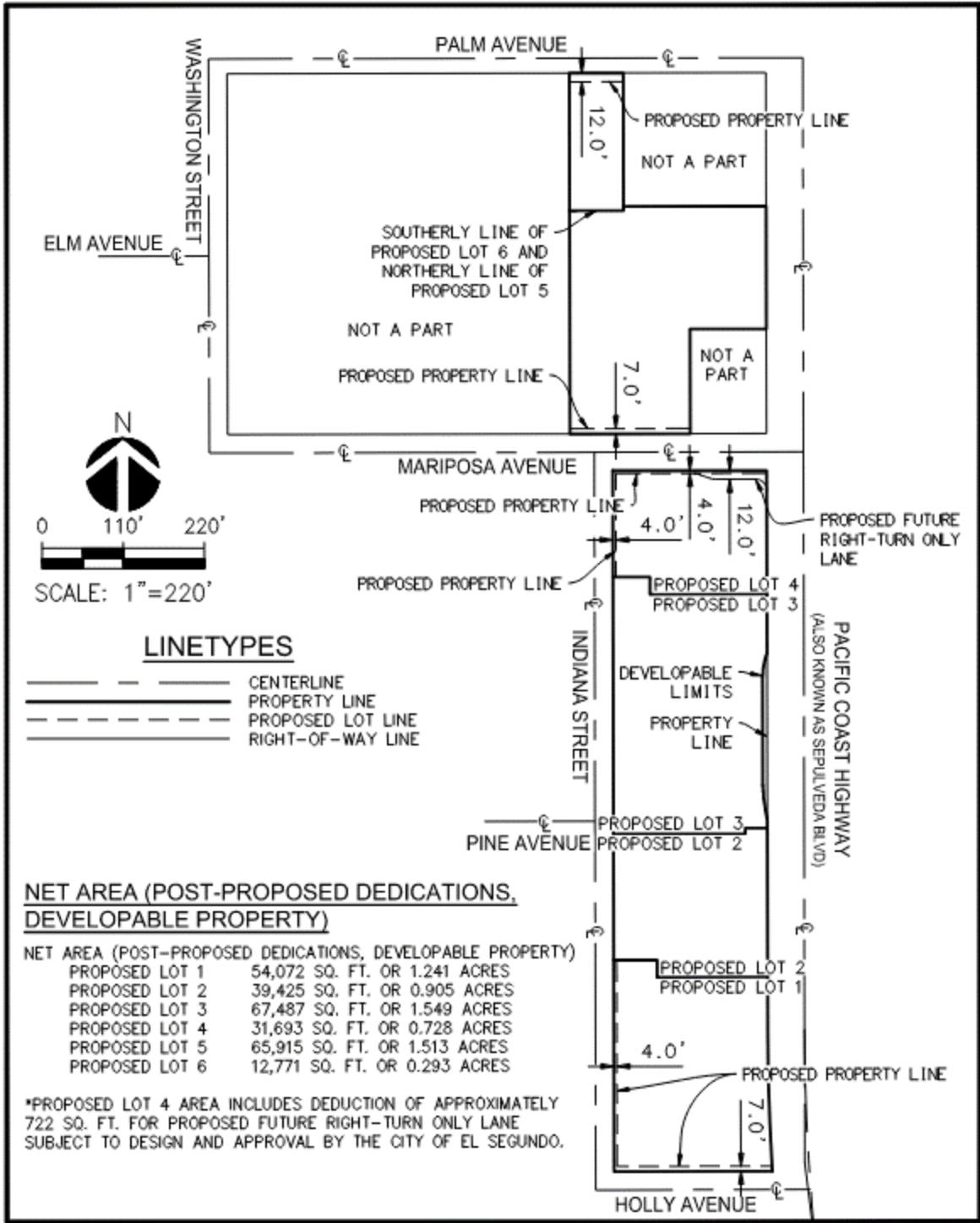
Regionally, the Specific Plan site is accessible from the San Diego freeway (405), Century Freeway (105), the Metro Green Line, multiple bus lines, and the major arterial Pacific Coast Highway. No public rights-of-way are proposed within the boundaries of the Specific Plan. However, the Specific Plan site has several vehicular access points off four of the streets surrounding the Specific Plan area including Pacific Coast Highway, Mariposa Avenue, Indiana Street and Palm Avenue. The development of the Specific Plan will facilitate on-site circulation and parking. Access will be provided for emergency vehicles to Area 5 in the PCC Mixed-Use 2 (PCC MU-2) land use district via the two vehicle access points to the fire lane from Mariposa and Palm Avenues. Development within the Specific Plan site will provide infrastructure and facilitate access for various modes of travel including automobiles, bicycles, and pedestrians. Pedestrian and handicap access will be provided between buildings and to public sidewalks on the five street frontages along the site.

### VEHICULAR CIRCULATION

The proposed street dedications and street dedication waivers discussed in the sections below are depicted in Exhibit 7C, *Conceptual Street Dedication Plan*.

**Pacific Coast Highway.** Pacific Coast Highway is an existing public major arterial street that abuts the property on its eastern edge. No additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. No additional curb cuts besides the three existing curb cuts that provide access and circulation to the two existing hotels may be allowed along Pacific Coast Highway in the Specific Plan area. The two existing driveways that access the north parking lot at 629 North Pacific Coast Highway will be removed.

**Mariposa Avenue.** Mariposa Avenue is an existing public 2-lane collector street that abuts the property between the northern and southern blocks of the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. A waiver request was granted for a portion of the street dedication requirements on the south side of Mariposa Avenue. No additional curb cuts besides the one existing curb cut on the north side of the street (which also serves as a fire lane) may be allowed along the north side of



**EXHIBIT 7C**  
**CONCEPTUAL STREET DEDICATION PLAN**  
 (Source: KPFF)



Mariposa Avenue in the Specific Plan area. No curb cuts may be allowed along the south side of Mariposa Avenue within the Specific Plan area.

**Palm Avenue.** Palm Avenue is an existing public local commercial/residential street that abuts the property on its northern edge. Palm Avenue has been classified as a local commercial street for the frontage of the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. No additional curb cuts besides the one existing curb cut (which also serves as a fire lane) may be allowed along Palm Avenue within the Specific Plan area. Street dedication to expand the width of the public right-of-way will be provided.

**Holly Avenue.** Holly Avenue is an existing public local commercial/residential street that abuts the property on its southern edge. Holly Avenue is classified as a local commercial street for the block fronting the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. There are no existing curb cuts along this block of Holly Avenue. No curb cuts may be allowed along Holly Avenue in the Specific Plan area. Street dedication to expand the width of the public right-of-way will be provided.

**Indiana Street.** Indiana Street is an existing public local commercial/residential street that abuts the property on its western edge. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. The project includes dedication of 25 feet of existing roadway and sidewalk (to the centerline of the street) to the City of El Segundo. Currently, the roadway and sidewalk are privately owned and the City of El Segundo only has easement rights. An additional dedication of 4 feet will be provided on the east side of the street along the frontage of Proposed Lots 1 and 4 only. A waiver request was granted for a 3-foot portion of the street dedication requirements to expand the right-of-way on the east side of the street for the portions of the block where new development is proposed in the PCC COM-3 and a the PCC MU-1 land use districts (along the frontage of proposed Lots 1 and 4). Additionally, a waiver request was granted for a 7-foot portion of the street dedication requirements to expand the right-of-way on the east side of the street for the portion of the block where existing development is located in the PCC COM-1 and PCC COM-2 land use districts (along the frontage of proposed Lots 2 and 3). No additional curb cuts besides the three existing curb cuts may be allowed along Indiana Street.

### **Public Transit**

Public transit includes the Metro C Line and multiple bus lines that operate in the vicinity of the Specific Plan. The Metro C line is a light rail line running between Redondo Beach and Norwalk. The line runs north/south east of the project site along Nash Street with the closest station at Nash Street and Mariposa Avenue. The Mariposa C Line station is approximately ½ mile away from the project site.

There are two Metro bus lines, one Beach Cities bus line, and two LADOT Commuter Express lines that run in the vicinity of the Specific Plan. Metro Line 232 provides local service between the City of El Segundo and downtown Long Beach and runs along Pacific Coast Highway. LADOT Commuter Express 574 provides express service on weekdays from Encino to the City

of Hawthorne along Pacific Coast Highway and then heads east along El Segundo Boulevard south of the project site. Beach Cities Line 109 provides local service between the City of Redondo Beach and Los Angeles International Airport and runs along Pacific Coast Highway south of Grand Avenue (one block south of the Specific Plan area) and turns onto Grand Avenue to Downtown El Segundo to Main Street and north to Imperial Highway. Metro Line 625 provides local service between the City of El Segundo and Los Angeles International Airport and it runs along Imperial Highway north of the Specific Plan area. LADOT Commuter Express 438 provides express service on weekdays from El Segundo to the Downtown Los Angeles Financial District along Imperial Highway north of the project site. LADOT Commuter Express 439 provides express service on weekdays from El Segundo to Downtown Los Angeles along Douglas Street and Imperial Highway to the east of the site.

## **NON-VEHICULAR CIRCULATION**

Walkways will be provided connecting the buildings, uses (hotels, residential and commercial uses), parking structures and surfaces areas, and the public sidewalks on the five (5) surrounding streets (Pacific Coast Highway, Mariposa Avenue, Palm Avenue, Holly Avenue and Indiana Street). Marked crosswalks are provided at all major arterial intersections.

The City of El Segundo adopted the South Bay Bicycle Plan and it has implemented some of the bicycle improvements in the proposed Bicycle Plan network including 4.9 miles of Class III Bike Routes (where vehicles and bicycles share travel lanes) on several City streets. The Bike Routes that are closest to the Specific Plan area are on Grand Avenue from Loma Vista Street to Duley Road and on Nash Street from Imperial Highway to El Segundo Boulevard. The Bicycle Master Plan includes Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes and Bike-Friendly streets. The nearest proposed facilities are a Class II Bike Lane running east-west on Mariposa Avenue and a Class I Bike Path on Washington Street one block west of the Specific Plan boundary.

Bicycle parking facilities in accordance with Municipal Code and California Green Building Code requirements will be provided in multiple locations in the parking structures and surface parking areas in the Specific Plan.

## **E. GRADING CONCEPT**

Some rough grading will be required at the South Site located in the PCC Mixed-Use 1 (PCC MU-1) land use district, the Fairfield Parking Site located in the PCC Commercial-3 (PCC COM-3) land use district, and the North Site located in the PCC Mixed-Use 2 (PCC MU-2) land use district. No grading will be required for the areas where the existing hotel buildings will remain.

Site grading will require a combination of cut and fill to create a building/parking structure pad and to accommodate one level of subterranean parking and retaining walls on the South Site as a result of the existing sloped topography. The property slopes down from Pacific Coast Highway to Indiana Street and slopes down toward Holly Avenue as well with the lowest point at the intersection of Indiana Street and Holly Avenue. The grading is estimated to result in approximately 27,700 cubic yards of cut and fill resulting in 17,700 cubic yards of soil export.

The Fairfield Parking Site and the North Site are relatively flat. The Fairfield Parking site is estimated to require 6,000 cubic yards of cut and fill for site rebalancing that will result in 0 cubic yards of export. The North Site is estimated to require 15,000 cubic yards of cut and fill for site rebalancing resulting in 0 cubic yards of soil export. Final grading plans will be approved by the City Engineer before the City issues grading permits.

## **IV. UTILITIES AND INFRASTRUCTURE**

The following is a summary of existing and proposed public infrastructure for development of the Specific Plan area. All infrastructure will be constructed in accordance with the standards of the governing agency.

### **A. WATER SERVICE**

#### **EXISTING CONDITION**

Water utility service is provided by the City of El Segundo and is currently available within the Specific Plan area and serves the two existing hotels. Water is purchased through West Basin Municipal Water District which is a member of The Metropolitan Water District of Southern California.

There is an existing City of El Segundo 10-inch asbestos-cement water line located 11 feet west of the centerline of Indiana Street. This water line is scheduled to be replaced with a new 10-inch ductile iron water main in FY 2020-2021. There are also two existing water lines in Pacific Coast Highway. One is a City of El Segundo 10-inch ductile iron pipe located 32-feet west of the street centerline. The other is a 10-inch pipe located 33-feet east of the street centerline. In Palm Avenue north of the Specific Plan area, there is a City of El Segundo 10-inch asbestos-cement pipe located 6 feet north of the street centerline. In Holly Street south of the Specific Plan area, there is a City of El Segundo 10-inch asbestos-cement pipe located 13 feet south of the street centerline. There is also an existing City of El Segundo 10-inch ductile iron water line in Mariposa Avenue, located 6-feet south of the street centerline (refer to Exhibits 8A, 8B and 8C, *Conceptual Water Plan South Site, Conceptual Water Plan Fairfield Parking Site, and Conceptual Water Plan North Site respectively*).

Water for fire suppression is provided by on-site building sprinklers and from 7 off-site fire hydrants. Existing fire hydrants owned by the City of El Segundo are located along Pacific Coast Highway, Holly Avenue, and Indiana Street.

#### **PROPOSED CONDITION**

The water service connection for domestic water and fire protection shall be made to one or more of the existing City of El Segundo water lines. The specific location of these connections and pipe sizing will be based upon the City of El Segundo's approval. The system shall provide adequate water supply for operation of the building's domestic requirements, automatic sprinkler systems and on-site fire hydrants (if required by the State or City Fire Marshal). A Conceptual Water Utility Plan has been developed for the Specific Plan Area (refer to Exhibits 8A, 8B and 8C, *Conceptual Water Plan South Site, Conceptual Water Plan Fairfield Parking Site, and Conceptual Water Plan North Site respectively*).

Fire flows for the proposed development will be based on the requirements listed in that version of the California Fire Code that is in effect at the time of plan submission, as amended by the City.

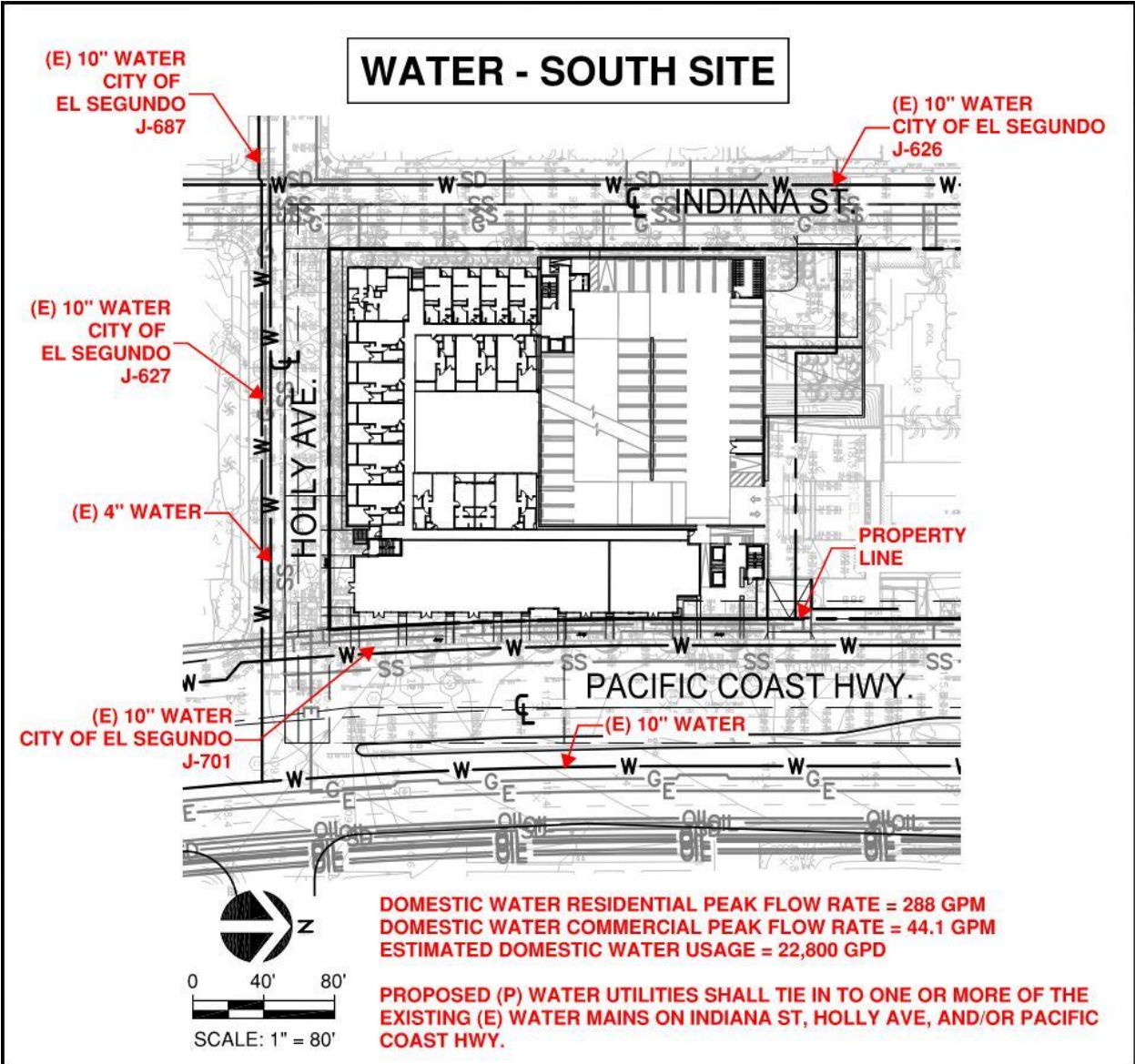
Demands for domestic water in the proposed condition were calculated with the assumption that they will be 120% of the sewer demand rates. s

Based on the requirements outlined by the El Segundo Fire Department in Regulation H-2-a for Fire Hydrant and Private Fire Main System Installation, 2 additional fire hydrants may need to be installed in order to provide coverage for portions of the proposed buildings that are in excess of 150-feet from a public fire hydrant. Coordination with the El Segundo Fire Department Fire Prevention Division is required to determine whether the additional fire hydrants will be located in the public street and/or within the development.

The minimum number of fire hydrants required was calculated using Table C102.1 from the California Fire Code. The spacing between fire hydrants for all three sites will be 300-feet for public fire hydrants, as stated in the City of El Segundo Fire Prevention Division “Regulation H-2-a Fire Hydrant and Private Fire Main System Installation” document (see Table IV-2 below for the hydrant and number spacing requirements).

**Table IV-2. Required Number and Spacing of Fire Hydrants.**

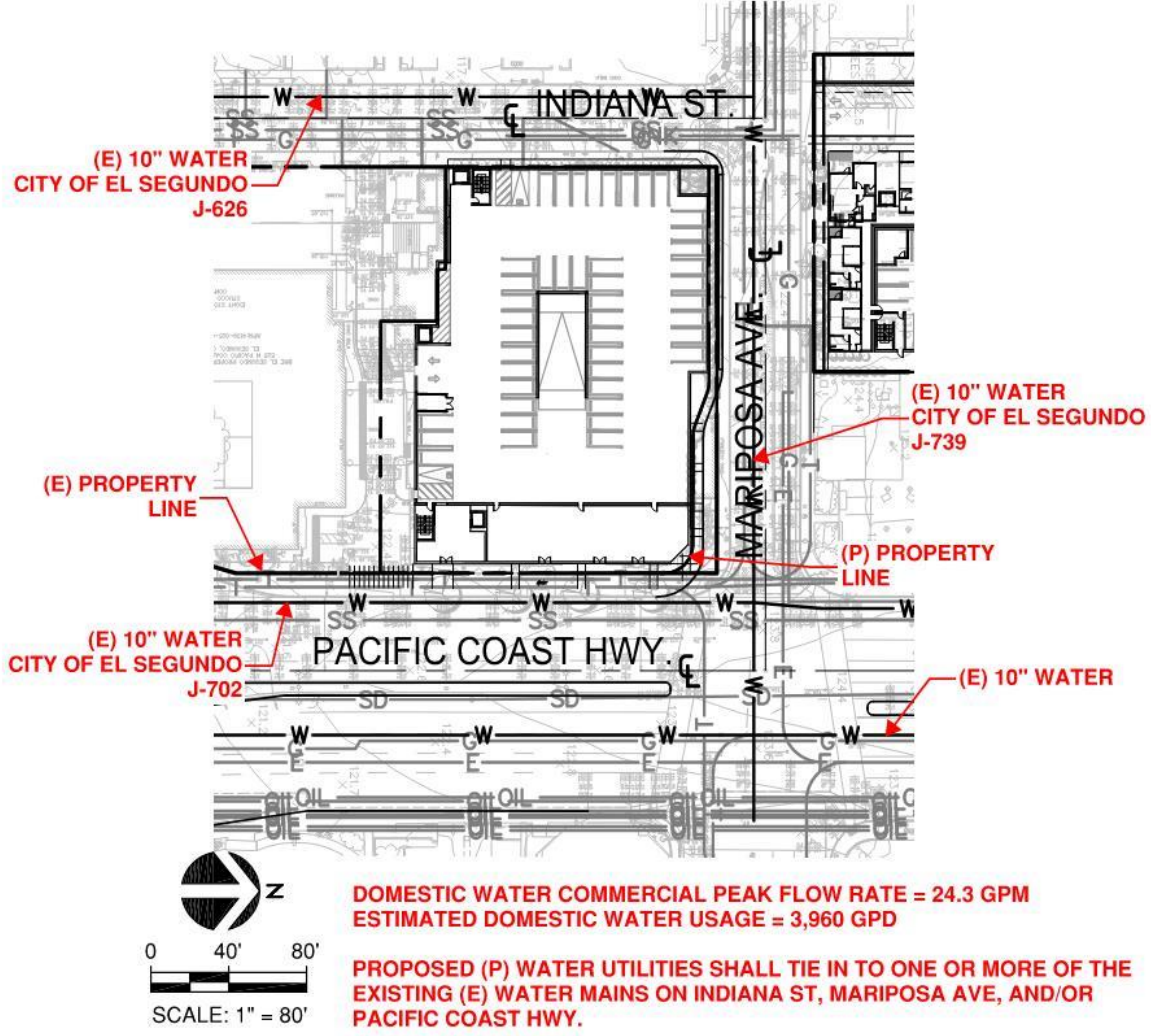
	Minimum Number of Hydrants	Spacing Between Hydrants
North Site	3	300 ft (typ.)
Fairfield Parking	1	
South Site	3	



**EXHIBIT 8A  
CONCEPTUAL WATER PLAN  
SOUTH SITE IN THE PCC MU-1 DISTRICT**

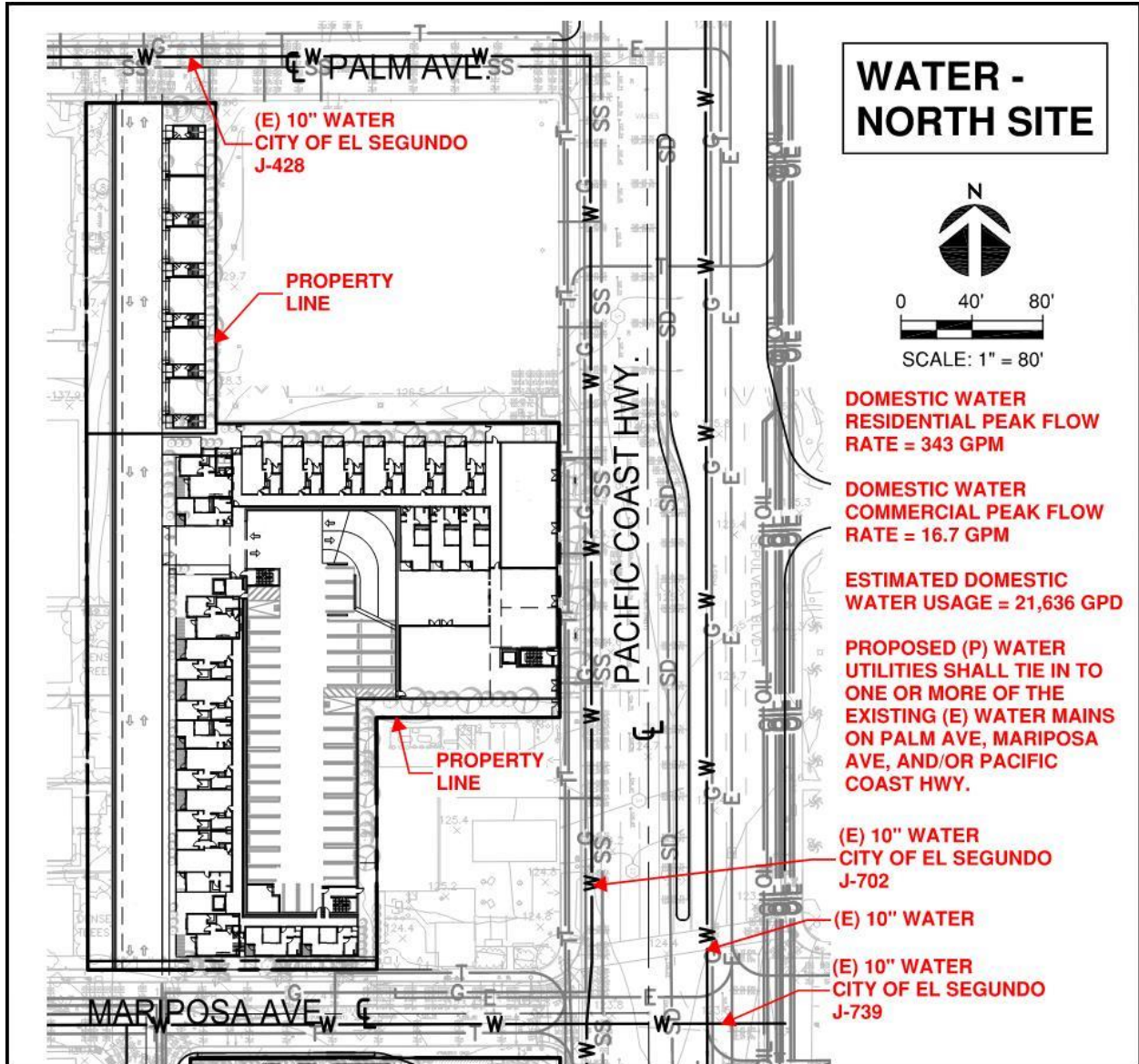
(Source: KPFF)

# WATER - FAIRFIELD PARKING

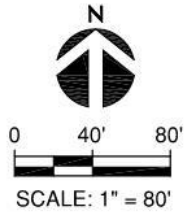


## EXHIBIT 8B CONCEPTUAL WATER PLAN FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)



**WATER - NORTH SITE**



- DOMESTIC WATER RESIDENTIAL PEAK FLOW RATE = 343 GPM**
- DOMESTIC WATER COMMERCIAL PEAK FLOW RATE = 16.7 GPM**
- ESTIMATED DOMESTIC WATER USAGE = 21,636 GPD**
- PROPOSED (P) WATER UTILITIES SHALL TIE IN TO ONE OR MORE OF THE EXISTING (E) WATER MAINS ON PALM AVE, MARIPOSA AVE, AND/OR PACIFIC COAST HWY.**
- (E) 10" WATER CITY OF EL SEGUNDO J-428**
- (E) 10" WATER CITY OF EL SEGUNDO J-702**
- (E) 10" WATER CITY OF EL SEGUNDO J-739**

**EXHIBIT 8C  
CONCEPTUAL WATER PLAN  
NORTH SITE IN THE PCC MU-2 DISTRICT**

(Source: KPFF)



## **B. RECLAIMED WATER**

### **EXISTING CONDITION**

Reclaimed water utility service is provided by the West Basin Municipal Water District from a treatment plant on Hughes Way. There are no existing reclaimed water mains in the streets adjacent to the project. According to West Basin Municipal Water District record drawings, the closest reclaimed water main is located in Washington Avenue adjacent to Washington Park at the intersection with Elm Street, approximately 500-feet from the intersection of Palm Avenue and Indiana Street.

### **PROPOSED CONDITION**

Future reclaimed water service is anticipated to be provided through the existing point of connection on Washington Avenue. Should West Basin Municipal Water District extend the reclaimed water lines adjacent to the Specific Plan area in the future, exact points of connection will be based on West Basin Municipal Water District's and the City of El Segundo's input. Reclaimed water service may not be available at the time of project completion.

## **C. SEWER SERVICE**

### **EXISTING CONDITION**

All existing sanitary sewer lines in the streets surrounding the project site are owned by the City of El Segundo. Sewer utility service is provided by the City of El Segundo and the Los Angeles County Sanitation District and is currently available within the site.

An 8-inch vitrified clay pipe (VCP) gravity line is located west of the site under the centerline of Indiana Street, with a depth varying from 2-feet to 9-feet below grade to the pipe invert. The sewer begins at a manhole located approximately 98-feet south of Mariposa Avenue, before sloping south where it connects to two 12-inch sewer lines—one on Holly Avenue and one that continues south on Indiana Street. In Indiana Street, there is also a 10-inch ductile iron pressure sewer located 6-ft east of the street centerline.

In Pacific Coast Highway, there is an existing 12-inch VCP gravity line located 26-feet west of the street centerline. The pipe slopes from north to south and varies in depth from 6-feet to 18-feet. At the intersection with Holly Avenue, the pipe connects to a 12-inch sewer running west on Holly Avenue.

An existing 8-inch VCP gravity line is located under the street centerline of Palm Avenue. This sewer has a high point elevation at a manhole located approximately 390-feet west of Pacific Coast Highway. The pipe slopes to drain out to both mainlines on both sides of the manhole. On the east end, it connects to the 12-inch sewer located in Pacific Coast Highway.

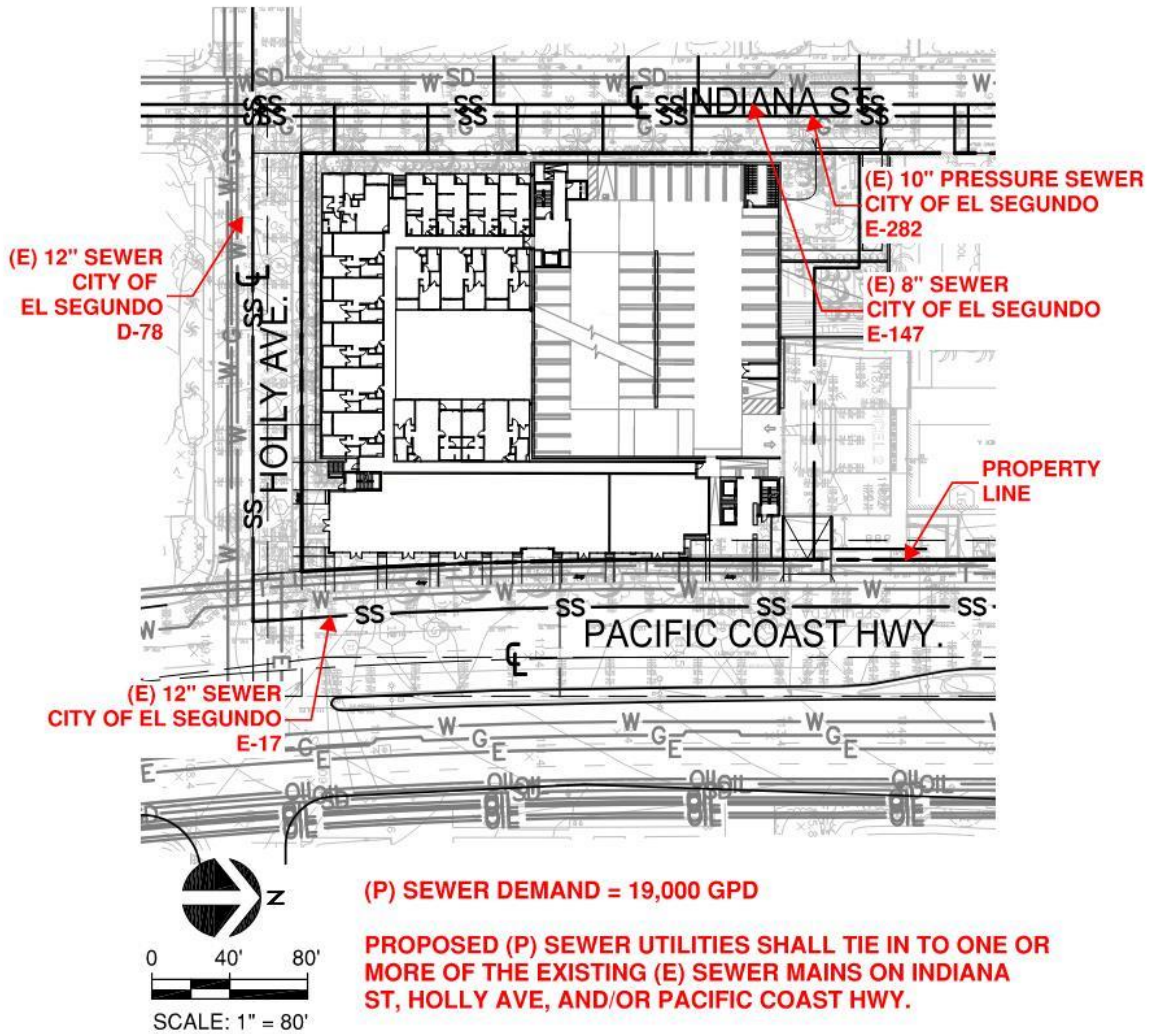
There are two existing sewer lines on Mariposa Avenue, west of Indiana Street. One is an 8-inch VCP gravity line located on the street centerline. It slopes from east to west and connects to an 8-

inch sewer line on Illinois Court. The other sewer line on Mariposa Avenue is a 10-inch pressure sewer located 5 feet north of the street centerline. A sewer study has been conducted that determined the existing sewer system has sufficient capacity to accommodate the additional flow that will be generated by the new development.

## **PROPOSED CONDITION**

New sewer laterals are proposed for all the new buildings. It is anticipated that the new sewer laterals will connect to several of the existing gravity lines surrounding the project. The proposed project does not currently impact the existing pressure lines. The sewer laterals will be designed to slope at a minimum of 2% and maintain a minimum scouring velocity of 2-feet/second. Points of connection will be based on the City of El Segundo's input and will require a Sewer Connection Permit from the City of El Segundo. A conceptual sewer plan has been developed for the Specific Plan area (refer to Exhibits 9A, 9B and 9C, *Conceptual Sewer Plan South Site*, *Conceptual Sewer Plan Fairfield Parking Site*, and *Conceptual Sewer Plan North Site* respectively).

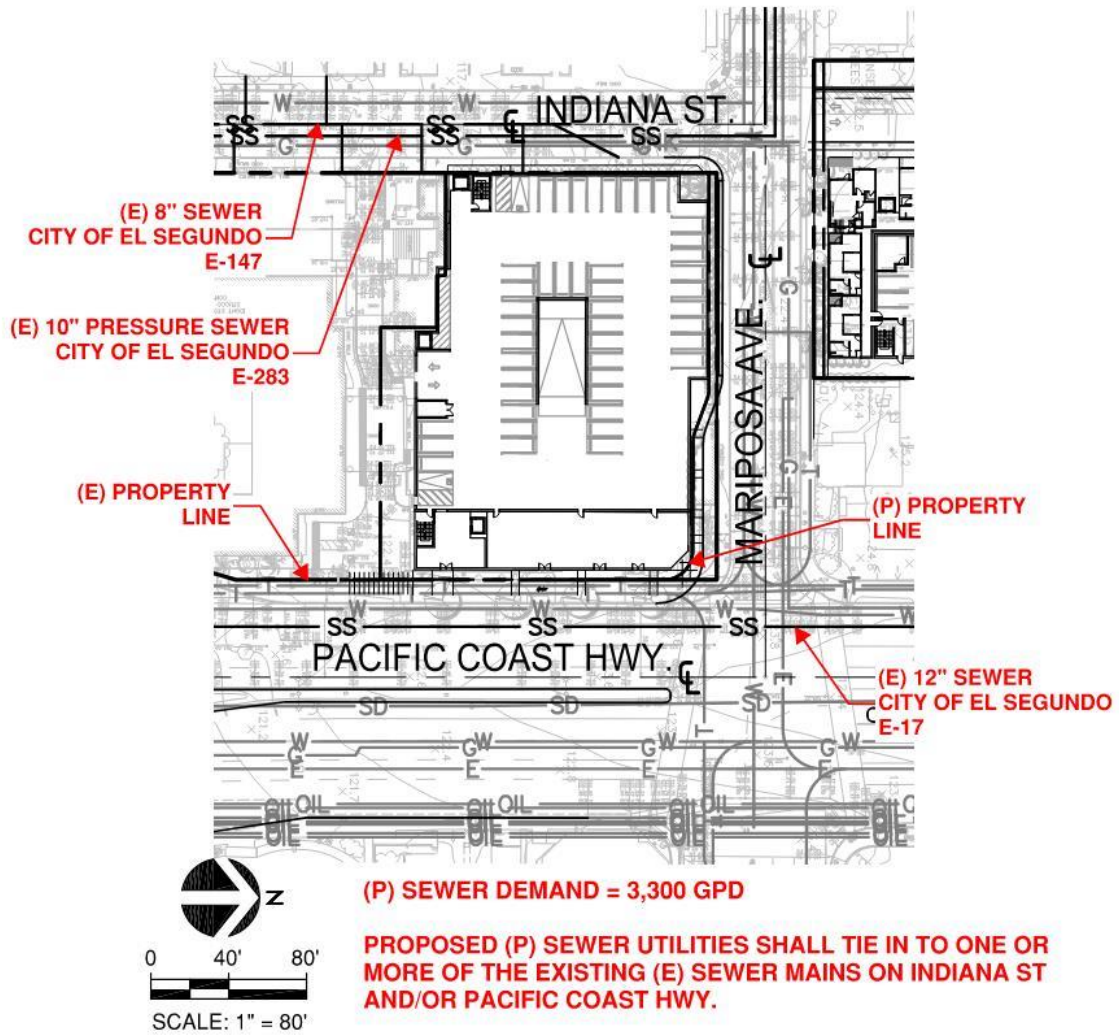
# SEWER - SOUTH SITE



## EXHIBIT 9A CONCEPTUAL SEWER PLAN SOUTH SITE IN THE PCC MU-1 DISTRICT

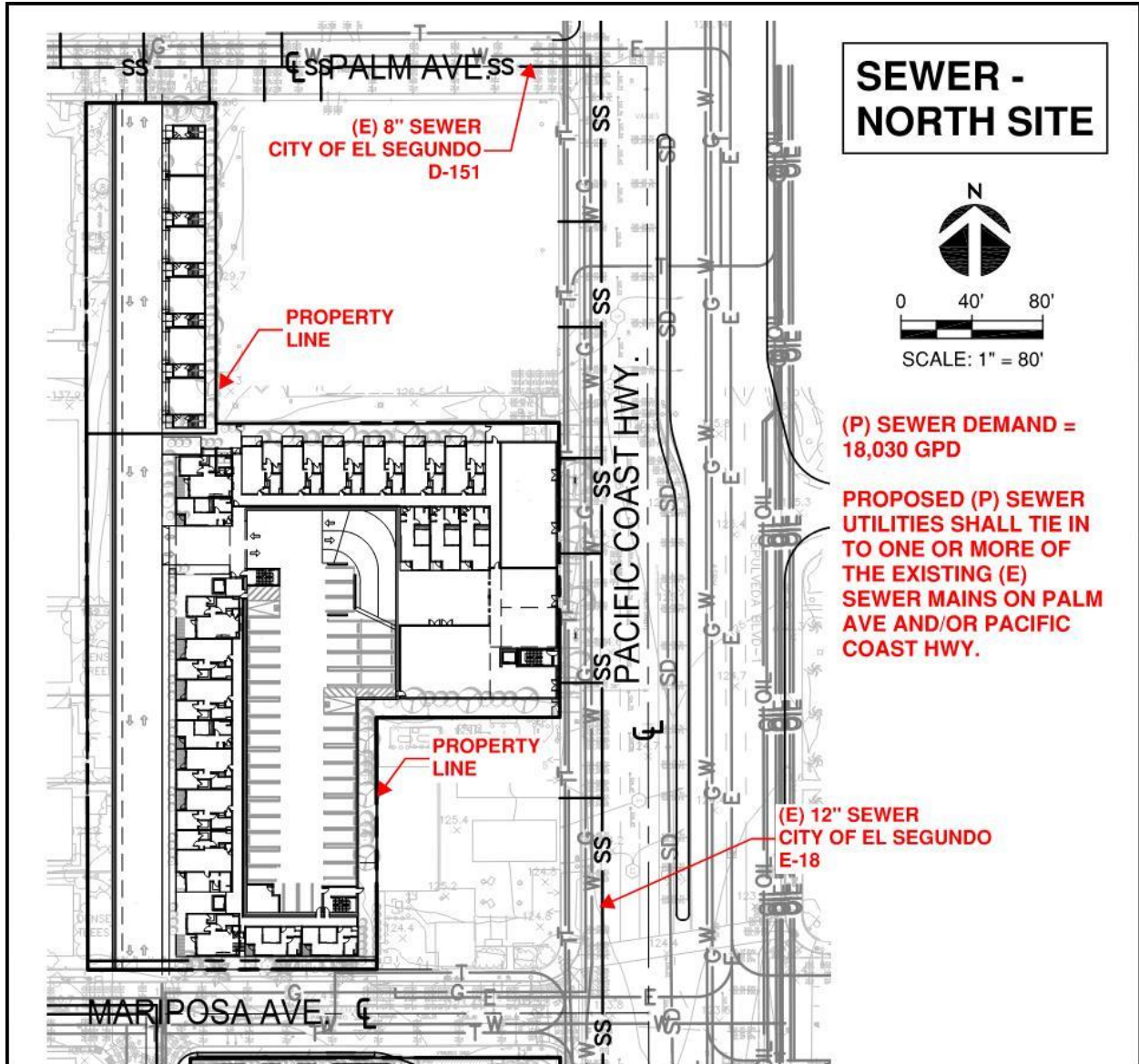
(Source: KPFF)

# SEWER - FAIRFIELD PARKING



## EXHIBIT 9B CONCEPTUAL SEWER PLAN FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)



**EXHIBIT 9C  
CONCEPTUAL SEWER PLAN  
NORTH SITE IN THE PCC MU-2 DISTRICT**

(Source: KPFF)

## **D. DRAINAGE**

### **EXISTING CONDITION**

There are two existing storm drains near this project that are owned by Caltrans and the City of El Segundo.

The existing Caltrans storm drain is located below Pacific Coast Highway. The storm drain is comprised of reinforced concrete pipe (RCP) and varies in size from 18-inches to 24-inches. The variable width existing RCP storm drain is located 66.5-feet east of the centerline in the portion of the street that is south of Pine Avenue and is located approximately 23-feet east of centerline in the portion that is north of Pine Avenue, although this location varies. The pipe flows from north to south. The depth of the pipe invert varies from approximately from 4-feet to 6-feet below grade.

The City of El Segundo storm drain is an existing 24-inch, RCP storm drain that runs through Indiana Street, and flows from north to south. It conveys stormwater from a catch basin on the west side of Indiana Street and is located 39 feet west of the project's property line. This storm drain runs south and ties in to another storm drain on Holly Avenue that runs west before ultimately discharging into a basin located approximately 0.5-miles southwest of the Specific Plan area, at the intersection of Center Street and Grand Avenue. The catch basin is located approximately 230-feet north of Holly Avenue.

Federal Emergency Management Agency (FEMA) map #06037C1770F shows this Project site is located within Zone X, which is described to be an area of minimal flood hazard and determined to be outside of the 0.2% annual chance floodplain. There are no Special Flood Hazards on-site.

### **PROPOSED CONDITION**

Drainage must comply with all applicable laws and regulations, including without limitation, the City's National Pollution Discharge Elimination System (NPDES) Permit.

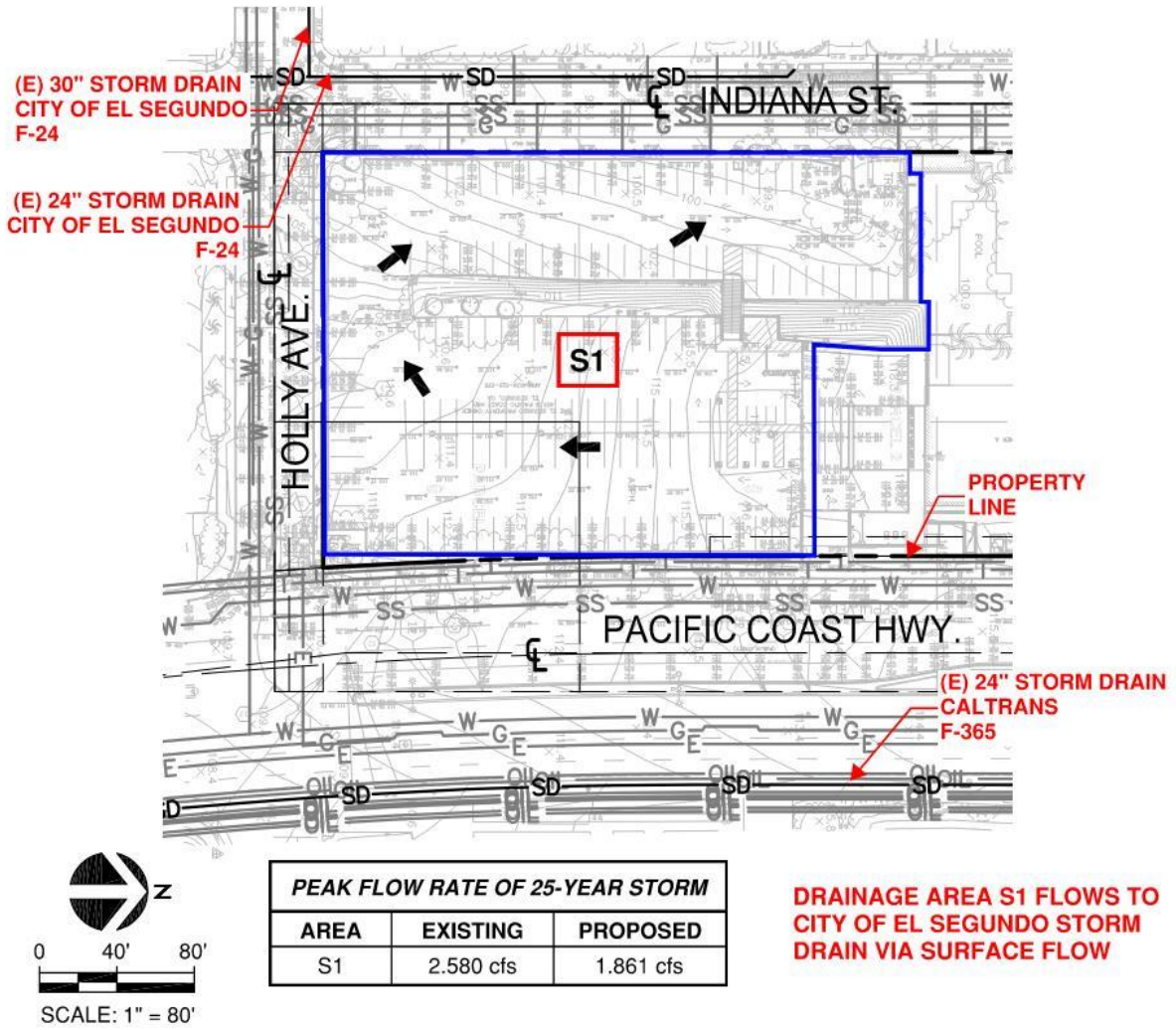
Proposed drainage will include stormwater treatment features on multiple sites within the Specific Plan area, in accordance with the City of El Segundo Low Impact Development (LID) requirements. The storm water quality design volume required by Los Angeles County Low Impact Development (LID) standards will be stored in the system and infiltrate into the soil beneath the underground system within 48 hours. These treatment features are designed to treat the 85th percentile storm event, while overflow drainage features will be designed based on the 25-year storm event.

Infiltration is feasible for stormwater treatment within the Specific Plan area. It appears that one drywell at each of the three new development sites within the Specific Plan area will be able to capture the required volume and will be able to treat that volume as quickly as it enters the drywell system. The same drywell design will be used at each site. The drywells will include overflow piping that will be sized based on the 25-year storm event. Overflow features will convey water to Indiana Street or Mariposa Avenue and into the City of El Segundo catch basin on Indiana Street. Thus, stormwater in the proposed condition will flow only to the City of El Segundo storm drain.

Because the peak flow rate will be reduced in the proposed condition, it is assumed that the City of El Segundo storm drain will have more than enough capacity to handle the flow rate generated.

A Conceptual Drainage Plan has been developed for the Specific Plan area that provides both existing and proposed conditions (refer to Exhibits 10A, 10B, 10C, 10D, 10E, and 10F, *Existing Drainage Plan South Site, Conceptual Drainage Plan South Site, Existing Drainage Plan Fairfield Parking Site, Conceptual Drainage Plan Fairfield Parking Site, Existing Drainage Plan North Site, and Conceptual Drainage Plan North Site respectively*).

# (E) STORM DRAIN AND HYDROLOGY - SOUTH SITE

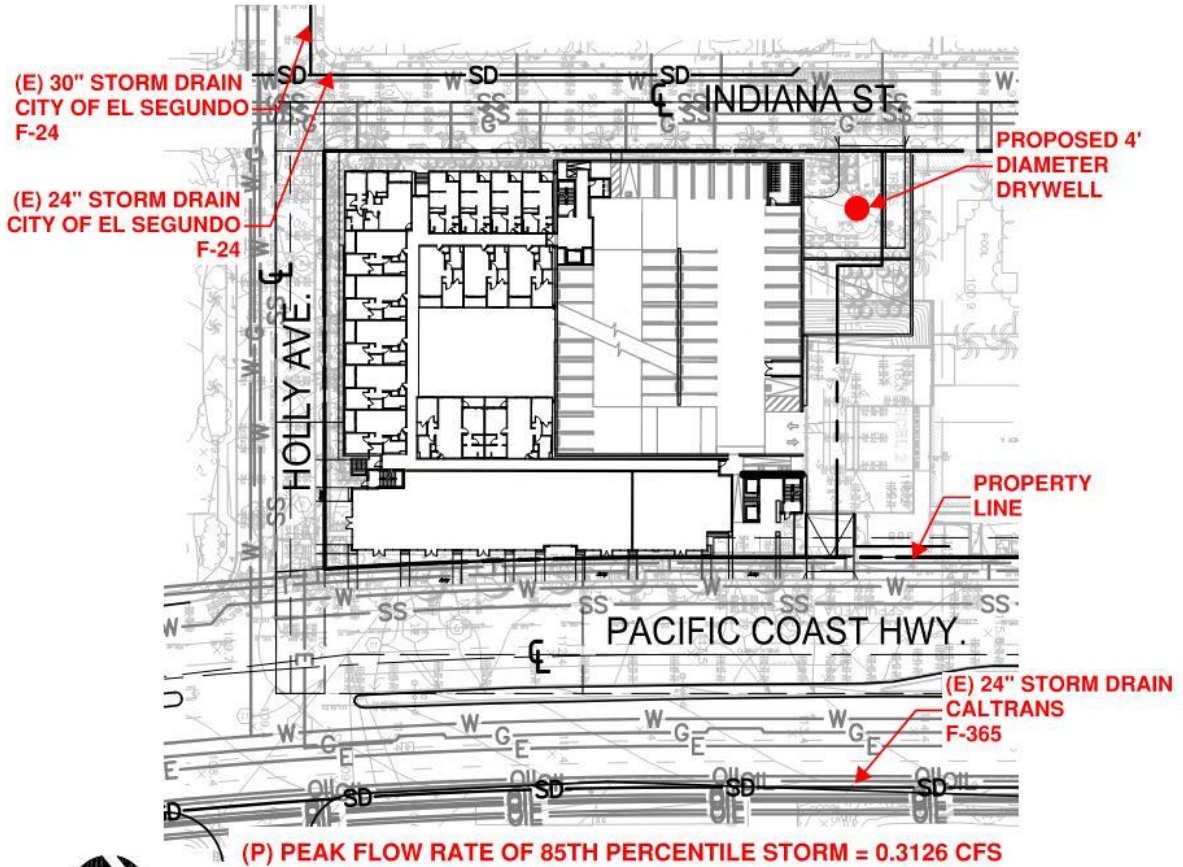


## EXHIBIT 10A EXISTING DRAINAGE PLAN SOUTH SITE IN THE PCC MU-1 DISTRICT

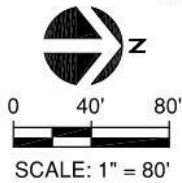
(Source: KPFF)



**(P) STORM DRAIN AND HYDROLOGY - SOUTH SITE**



**(P) PEAK FLOW RATE OF 85TH PERCENTILE STORM = 0.3126 CFS**



**CONCEPTUAL DRAINAGE PLAN:**

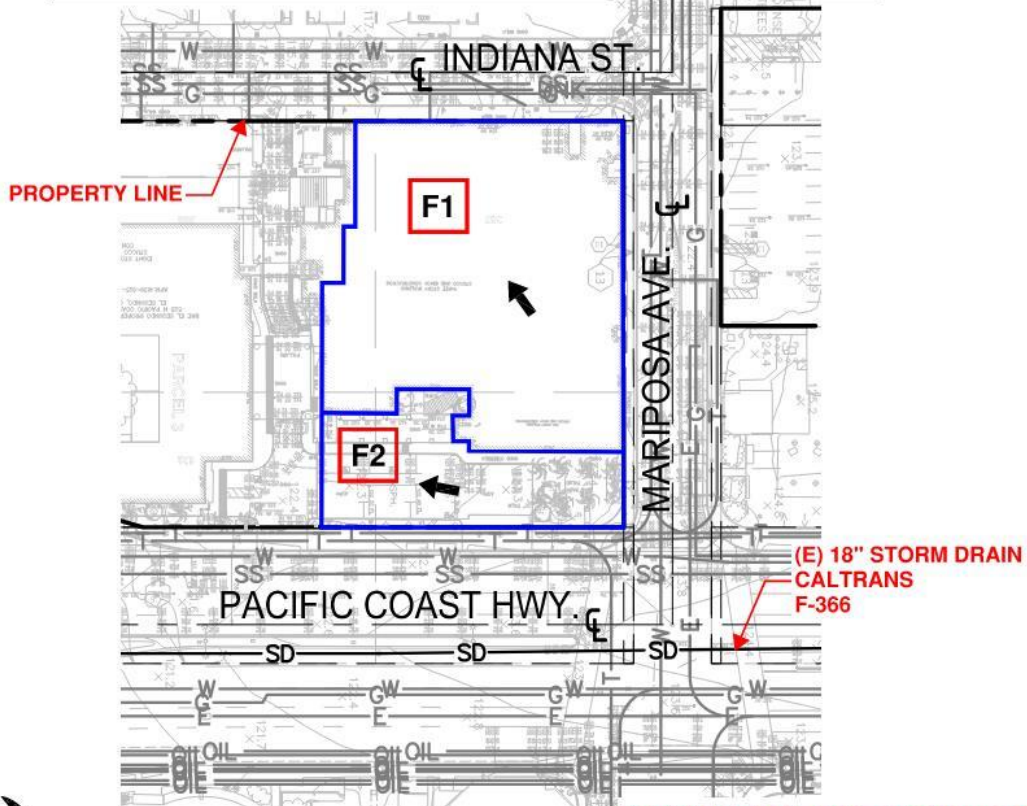
**ONE 40-FT DRYWELL WITH A DISPOSAL RATE OF 0.514 CFS IS ADEQUATE TO INFILTRATE ENTIRE FLOW GENERATED BY 85TH PERCENTILE STORM**

**OVERFLOW WILL BE ROUTED TO CALTRANS STORM DRAIN VIA SURFACE FLOW**

**EXHIBIT 10B  
CONCEPTUAL DRAINAGE PLAN  
SOUTH SITE IN THE PCC MU-1 DISTRICT**

(Source: KPFF)

## (E) STORM DRAIN AND HYDROLOGY - FAIRFIELD PARKING



PEAK FLOW RATE OF 25-YEAR STORM		
AREA	EXISTING	PROPOSED
F1	1.395 cfs	1.286 cfs
F2	0.409 cfs	—

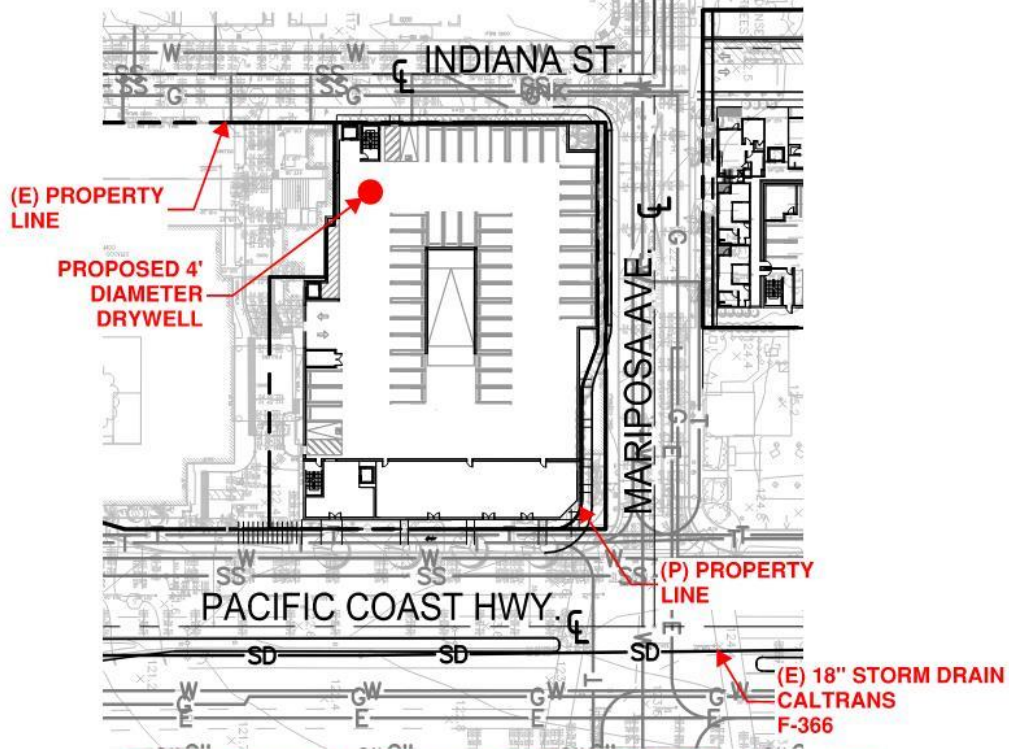
**DRAINAGE AREA F1 FLOWS TO CITY OF EL SEGUNDO STORM DRAIN VIA SURFACE FLOW**

**DRAINAGE AREA F2 FLOWS TO CALTRANS STORM DRAIN**

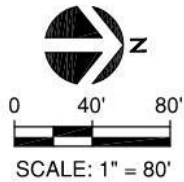
### EXHIBIT 10C EXISTING DRAINAGE PLAN FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

**(P) STORM DRAIN AND HYDROLOGY  
- FAIRFIELD PARKING**



**(P) PEAK FLOW RATE OF 85TH PERCENTILE STORM = 0.2200 CFS**

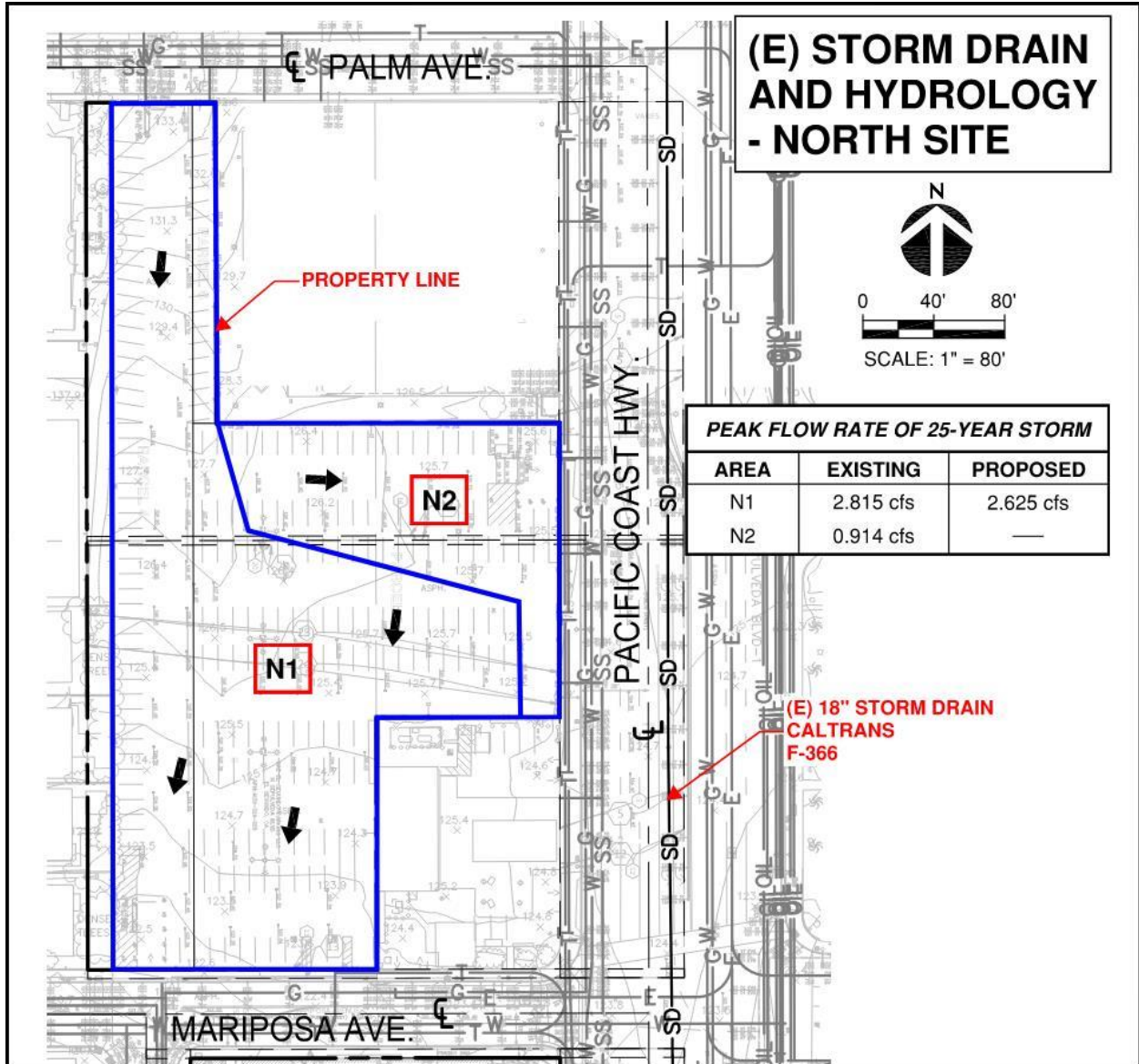


**CONCEPTUAL DRAINAGE PLAN:  
ONE 40-FT DRYWELL WITH A DISPOSAL RATE OF 0.514 CFS IS ADEQUATE  
TO INFILTRATE ENTIRE FLOW GENERATED BY 85TH PERCENTILE STORM**

**OVERFLOW WILL BE ROUTED TO CALTRANS STORM DRAIN SYSTEM VIA  
SURFACE FLOW**

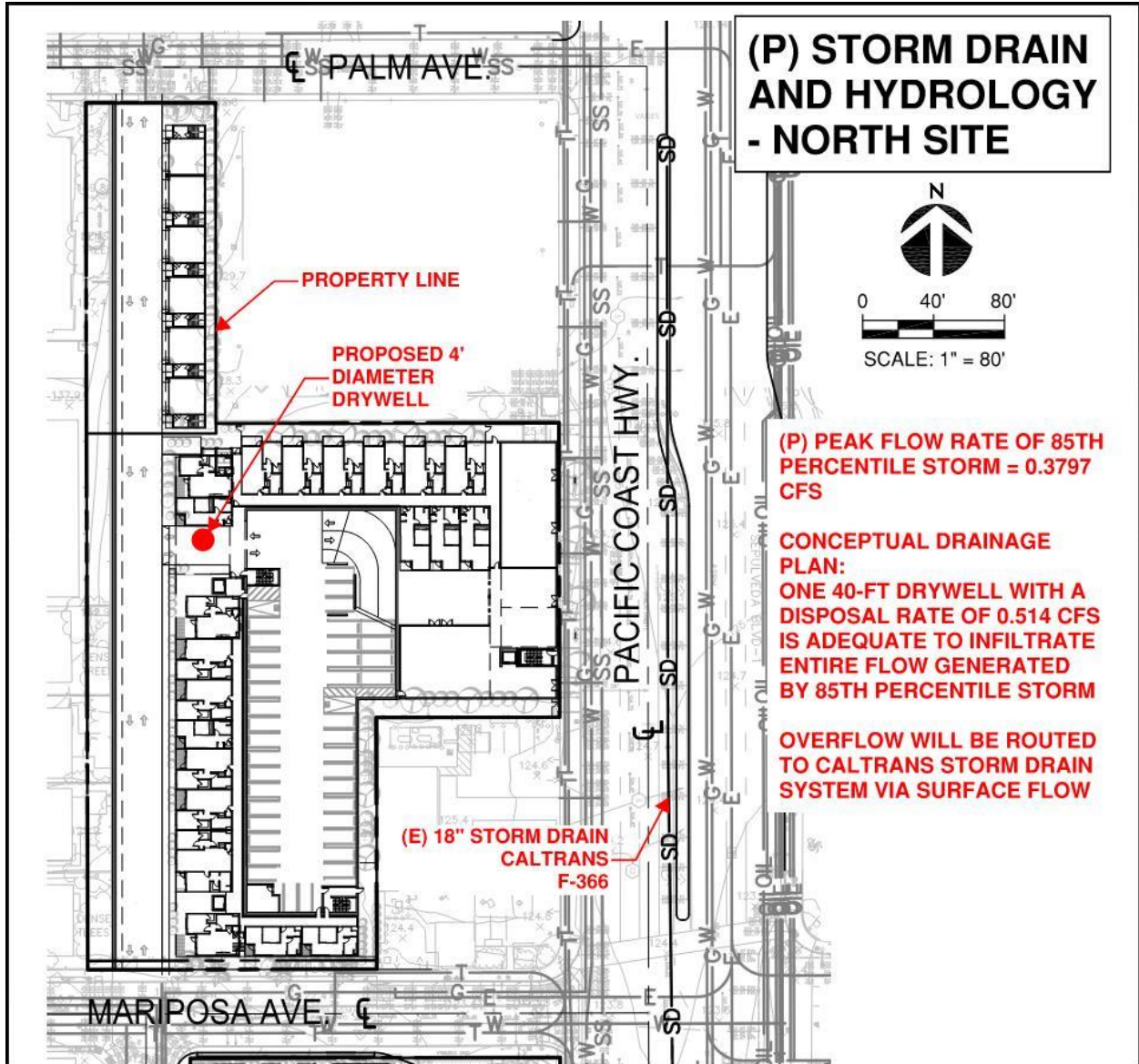
**EXHIBIT 10D  
CONCEPTUAL DRAINAGE PLAN  
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT**

(Source: KPFF)



**EXHIBIT 10E  
EXISTING DRAINAGE PLAN  
NORTH SITE IN THE PCC MU-2 DISTRICT**

(Source: KPFF)



**EXHIBIT 10F  
CONCEPTUAL DRAINAGE PLAN  
NORTH SITE IN THE PCC MU-2 DISTRICT**

(Source: KPFF)

## **E. GAS**

### **EXISTING CONDITION**

Natural gas service is provided by Southern California Gas Company (SoCal Gas) and is currently available within the developed portions of the site and in streets surrounding the project site. Specifically, existing SoCal Gas utilities are located in the following streets adjacent to the project site: Pacific Coast Highway, Palm Avenue, Mariposa Avenue, Indiana Street, and Holly Avenue.

### **PROPOSED CONDITION**

The existing gas service will be maintained and future gas service will be provided through private gas service line connections to the SoCal Gas utilities (public main line(s)) in the surrounding streets that include Pacific Coast Highway, Palm Avenue, Mariposa Avenue, Indiana Street, and Holly Avenue. The private gas service lines will be secured by easements with SoCal Gas.

A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

## **F. ELECTRIC**

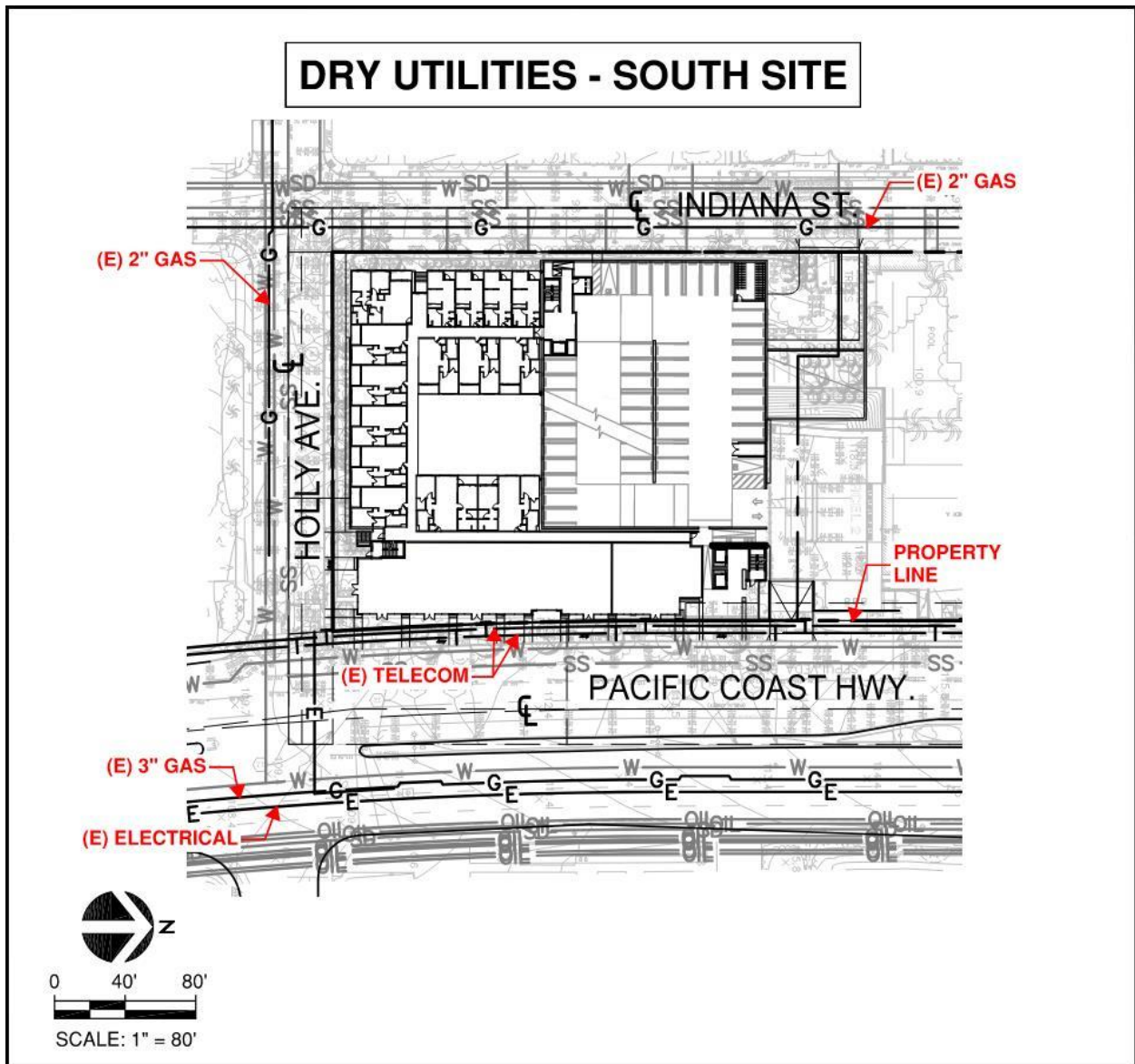
### **EXISTING CONDITION**

Electric power is provided by Southern California Edison (SoCal Edison) to the Specific Plan area through an underground utility conduit system in the streets adjacent to the project site including Pacific Coast Highway and Mariposa Avenue.

### **PROPOSED CONDITION**

SoCal Edison has existing underground electrical utilities in the streets adjacent to the project site, including Pacific Coast Highway and Mariposa Avenue. New underground utility conduit systems will be needed to intercept the existing underground electric system and provide electrical power to the proposed improvements. An easement will be granted to SoCal Edison for access and maintenance. Final locations and points of connection for the electrical system will be based on a final approved SoCal Edison design. A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

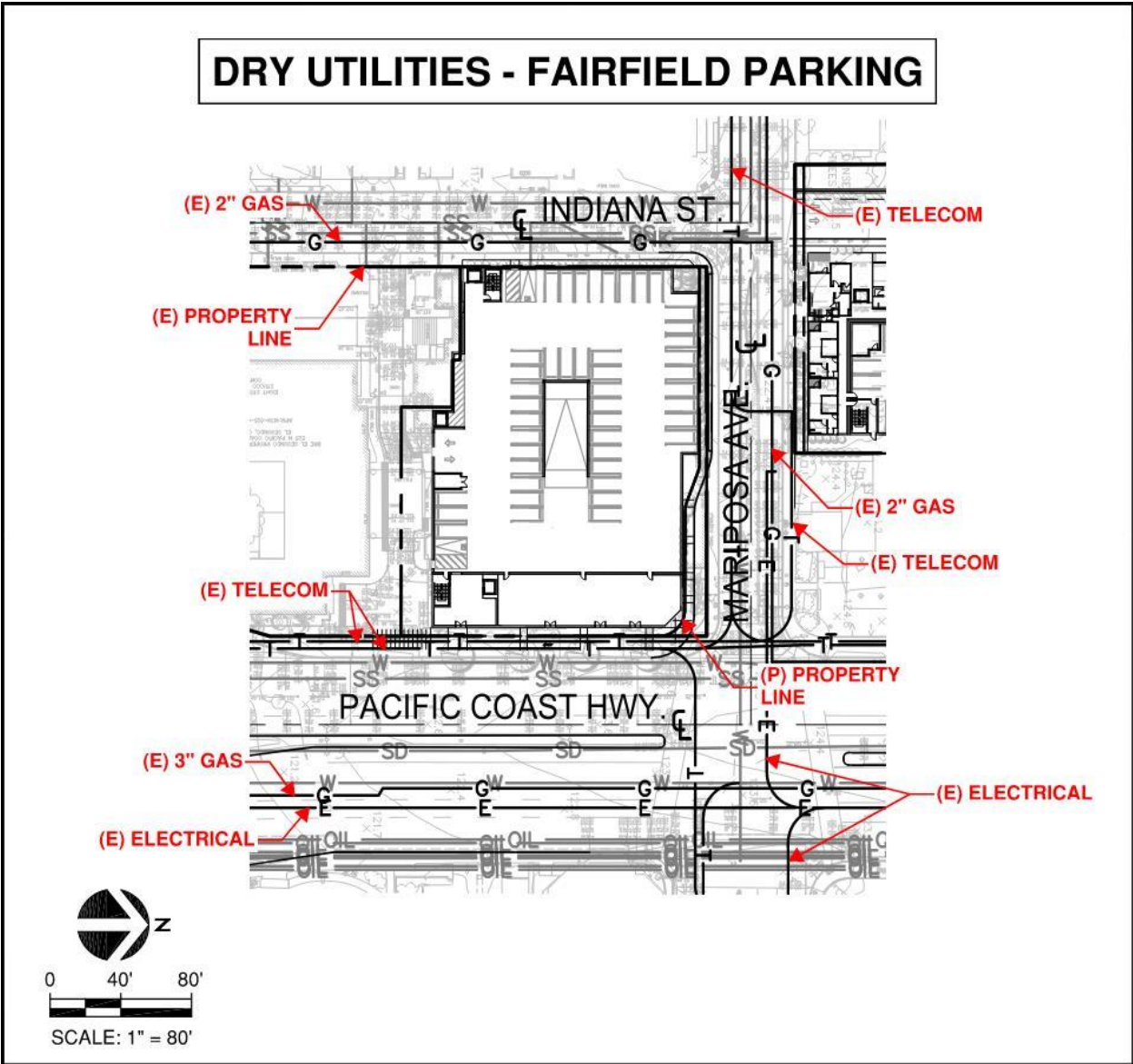
# DRY UTILITIES - SOUTH SITE



## EXHIBIT 11A CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

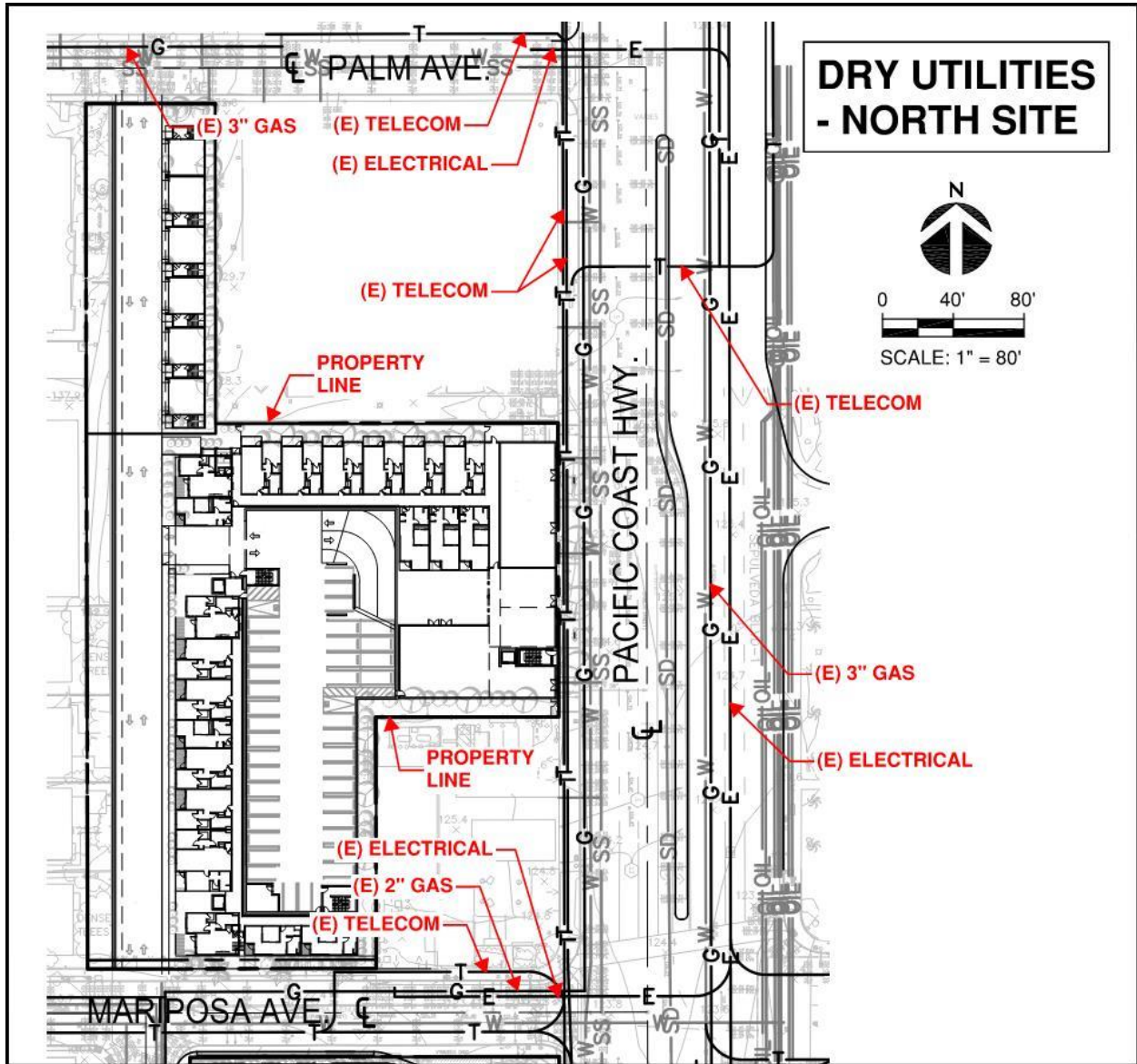
# DRY UTILITIES - FAIRFIELD PARKING



## EXHIBIT 11B CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)





**EXHIBIT 11C  
CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN  
NORTH SITE IN THE PCC MU-2 DISTRICT**

(Source: KPFF)

## **G. TELECOMMUNICATIONS UTILITIES**

### **EXISTING CONDITION**

Cable and telecommunication service is provided by Sonify, Velocity, Verizon, CenturyLink, and Charter Communications in the vicinity of the Specific Plan area. Verizon and CenturyLink currently have underground facilities in Pacific Coast Highway. Charter Communications has a combination of aerial and underground facilities in Indian Street, Mariposa Avenue, Palm Avenue and Holly Avenue. Velocity provides phone and internet service to the Aloft and the Fairfield Inn and Suites hotels. Currently, Sonify provides television service to the Aloft and Fairfield Inn and Suites hotels.

### **PROPOSED CONDITION**

It is anticipated that Velocity and Sonify would continue to provide service to the Aloft and the Fairfield Inn and Suites hotels. Charter Communications has indicated that it may provide service to the project, but will need to perform an investigation of the area to confirm that it is feasible. New underground utility conduit systems will intercept the existing underground telecommunications system and provide services to the proposed buildings. An easement will be granted to the telecommunication companies for access and maintenance. Final locations and points of connection for the telecommunications system will be based on a final approved design by the telecommunications providers. A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

## **H. SOLID WASTE DISPOSAL**

### **EXISTING CONDITION**

Solid waste disposal is provided to multiple-family and commercial users by a variety of private haulers.

### **FUTURE CONDITION**

Development within the Specific Plan would contract with a provider. Landfill capacity is adequate for assumed population and residential and commercial growth within Los Angeles County. Solid waste facilities within the Specific Plan area will comply with all ESMC requirements pertaining to building, fire, zoning codes (e.g., adequate trash enclosures and screening).

## **I. FIRE PROTECTION**

### **EXISTING CONDITION**

Fire protection services are provided by the El Segundo Fire Department which has two stations.

Fire Station 1 is located at 314 Main Street (next to City Hall) which is 1.1 miles from the Specific Plan area. Fire Station 2 is located at 2261 East Mariposa Avenue (at Mariposa Avenue and Douglas Street) which is 0.8 miles from the Specific Plan area. The provision of water for fire suppression is provided by on-site building sprinklers and from several off-site fire hydrants.

#### **FUTURE CONDITION**

Buildings will have sprinkler systems as required by the ESMC. Additional fire hydrants will be provided in addition to existing hydrants to provide coverage for portions of the proposed buildings that are in excess of 150 feet from a public hydrant. Spacing between fire hydrants for the South Site (in the PCC Mixed-Use 1 (PCC MU-1) land use district), Fairfield Parking Site (in the PCC Commercial-3 (PCC COM-3) land use district), and in the North Site (in the PCC Mixed-Use 2 (PCC MU-2) land use district) will be 300 feet for public fire hydrants. The North Site will have a minimum of 3 hydrants. The Fairfield Parking Site will have a minimum of 1 hydrant and the South Site will have a minimum of 3 hydrants. Fire hydrant requirements are discussed in greater detail above in “Section IV-A Water Service” of this Specific Plan. Development will be required to pay fire impact fees to off-set the additional demand for municipal fire protection services as a result of the new development.

### **J. POLICE SERVICES**

#### **EXISTING CONDITION**

Police services are provided by the El Segundo Police Department which is located at 348 Main Street.

#### **FUTURE CONDITION**

Development will be required to pay police impact fees to off-set the additional demand for municipal police services as a result of the new development.

## **V. DESIGN GUIDELINES**

These design guidelines are intended as “guidelines” instead of “development regulations.” Consequently, strict compliance is not required. These design guidelines apply only to new construction (not applicable to existing buildings and site improvements in the PCC MU-1, PCC COM-1, PCC COM-2, and PCC COM-3 land use districts) and site areas that are modified as of the effective date of this Specific Plan. To promote the quality of design planned for this Project, the design guidelines given in this document establish criteria that enhance the coordination, organization, function and identity of the site, while maintaining a compatible relationship with the surrounding development of the Pacific Coast Commons Specific Plan.

### **A. DESIGN OBJECTIVES**

Design Guidelines for the Pacific Coast Commons Specific Plan will promote and reinforce the City’s commitment to high quality development. The objectives of these guidelines are to:

- Provide for high-quality residential and commercial development within the Specific Plan area.
- Promote orderly and predictable development.
- Encourage individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- Ensure functional pedestrian, bicycle and motor vehicle circulation within the Project and convenient pedestrian and bicycle linkages to and from adjacent residential and commercial areas and schools.

#### **1. Site Planning**

- a. The arrangement of new buildings, parking and circulation areas should recognize the particular characteristics of the site and should create a cohesive identity.
- b. Site development should utilize variations on building orientation and landscaping adjacent to the public streets so that a monolithic “wall” of building faces is not created.
- c. The design and location of accessory buildings (e.g., maintenance and storage buildings, trash and recycling enclosures, and outdoor mechanical equipment enclosures) should be incorporated into and be compatible with the overall design of the Project and the main buildings on the site.

- d. Appropriate linkages between internal Project components and buildings should be incorporated, including pedestrian walkways.
- e. Buildings should be arranged to create opportunities for outdoor amenities (e.g., plazas, courtyards, outdoor eating areas, etc.) where appropriate and feasible.

## **2. Access and Parking**

- a. The use of common (shared) access points and driveways is encouraged; placement of vehicle access points close to building entries should be avoided to minimize pedestrian and vehicular conflicts.
- b. Entry driveway areas should be clearly marked by identifying features, (e.g., prominent landscape features and well-designed monument-type signs).
- c. Access to each building should be clearly visible to pedestrians and motorists through the use of signage, color, and/or design elements.
- d. Surface parking lots adjacent to and visible from public streets should incorporate landscaping to minimize undesirable visual impacts.
- e. Surface parking areas should be enhanced and visually broken up through the use of canopy trees and landscape improvements and to reduce the effects of heat gain.
- f. Parking lot and driveway design is encouraged to include water quality storm water facilities consistent with City standards.

## **3. Architecture/Orientation/Massing**

- a. The massing, scale and architectural style should consider compatibility with the surrounding character and existing buildings to reflect a cohesive character.
- b. The orientation of the newly constructed buildings should facilitate and encourage pedestrian activities.
- c. The mass and scale of new buildings should be compatible with the existing and adjacent structures and with each other. This can be accomplished by transitioning from the height of adjacent buildings to the tallest elements of the new building, stepping back the upper portions of taller buildings, and incorporating human scale elements, such as pedestrian scaled doors, windows, and building materials on the ground floor.

- d. Buildings should be divided into distinct massing elements and should be articulated with architectural elements and details. Changes in height, horizontal plane, materials, patterns and colors should be used to reduce building scale and mass.
- e. Primary building entries should be easily identified through the use of prominent architectural elements, signage, landscaping, decorative hardscape, lighting, canopies, roof form, architectural projections, columns, vertical and/or horizontal elements, and other design features that help emphasize a building's entry.
- f. Building elevations, whether front, side, or rear, that are visible from public rights-of-way should be architecturally detailed to incorporate quality materials and architectural features that reflect the theme of surrounding structures and facades. Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances is encouraged.
- g. Facades should include vertical and horizontal variations in wall planes, building projections, door and window bays, and similar elements. Building articulation should be present on the side and rear walls of the buildings if visible from the adjacent streets (Pacific Coast Highway, Mariposa Avenue, Holly Avenue, Indiana Street, and Palm Avenue) and the western facing building facades in the PCC Mixed-Use 2 (PCC MU-2) land use district.
- h. The exterior surfaces of buildings for the ground floor must be protected with anti-graffiti coating where not screened by shrubs, vines and trees.

#### **4. Color and Materials**

- a. Colors and materials should be consistent and complementary throughout the Project area.
- b. Exterior materials and architectural details should complement each other and should be stylistically consistent.
- c. Building materials must be durable and resistant to damage, defacing, and general wear and tear. Acceptable building materials may include concrete, fiber cement siding, stone masonry, metal, stucco, glass and/or other contemporary composites.
- d. Building materials that support sustainability through the use of environmentally sound building materials and local resources (e.g., locally available, contain high recycled-content, are reused, come from renewable sources, and that contain low volatile organic compound (VOC) levels) is highly encouraged.

## 5. Screening and Mechanical Equipment

- a. All screening devices should be compatible with the architecture, materials and colors of the building.
- b. Loading docks, bays and parking spaces, delivery service areas, outdoor storage areas, stand-alone mechanical equipment facilities, should be located and designed to minimize their visibility, circulation conflicts and adverse noise impacts. Sound attenuation walls should be used where appropriate to reduce noise where required by code or the Project's environmental analysis.
- c. Utility and mechanical equipment should be screened from view of public streets and nearby buildings on all sides with landscaping and/or architectural elements.
- d. Rooftop mounted equipment visible from the surrounding area, adjacent buildings, and any public rights-of-way should be screened from public view and equipment should be painted to match the roof color when equipment is visible.
- e. Trash and recycling receptacles areas should be completely screened from public view from public rights-of-way with solid walls, wood, and/or landscaping.
- f. Ground mounted enclosures should be protected with anti-graffiti coating where not screened by shrubs, vines and trees.



Trash enclosures with architectural screening elements

## 6. Parking Structures

- a. Parking garages should be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.
- b. Parking garages should be designed to minimize the view of vehicles in the garage through a combination of screen walls and plantings while providing adequate visibility for security purposes.
- c. The exterior elevations of parking structures should be designed to avoid a monotonous, monolithic appearance. This can be accomplished through a menu of options as follows:

- i. Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
  - ii. Design 'green screens' to provide visual relief.
  - iii. Use simple, clean geometric forms, and coordinated massing.
  - iv. Size openings in the parking garage to resemble large windows as in an office building.
  - v. Use masonry materials that are predominantly light in color but avoid unpainted concrete. Use of accent materials is encouraged.
  - vi. Avoid a sloping ramp appearance by providing level and uniform spandrels.
  - vii. Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.
- d. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view. Safe pedestrian street crossings should be taken into consideration.
  - e. Lighting levels should be equally distributed to provide uniform illumination over all parking areas.
  - f. Light sources should be shielded so that the source of the illumination is not seen from outside the structure.
  - g. The ground floor level of any parking structure must be protected with anti-graffiti coating.

## **7. Landscaping**

A Landscape Plan must be provided to the City concurrently with each site plan review submittal.

### **General**

- a. All areas not covered by buildings, parking structures, walkways, driveways, drive aisles, fire lanes, parking spaces, and service areas should be landscaped (with drought tolerant plantings and sustainable hardscapes in accordance with the City's water conservation requirements).
- b. Landscaping should enhance the quality of the Project by framing and softening the appearance of buildings, defining site functions, screening undesirable views and buffering incompatible uses.
- c. Landscaping at the perimeter of buildings is encouraged to soften the transition between building and adjacent uses and between building and the public right-of-way where feasible. Parking lot landscaping must be distributed evenly to the extent feasible to provide for consistent design and



shading.

- d. Landscaped areas should generally incorporate a combination of planting materials utilizing a three-tiered system consisting of: 1) trees, 2) shrubs or vines, 3) groundcover/ornamental grasses. Landscaping should be in scale with the adjacent buildings and be of appropriate size at maturity.
- e. Placement of landscaping should not interfere with the lighting of the Project area or restrict access to utilities.
- f. Landscaping should be utilized to define edges, buffer adjacent properties, screen parking areas and storage areas.
- g. Trees must adequately shade parking lots and provide sufficient area for water quality requirements.
- h. Paving materials should include pervious hardscape materials to facilitate water treatment and reduce runoff.
- i. Bio-retention areas can be used to detain/percolate run-off in planted swales, raised open-bottomed planters, etc.



On-site storm water capture system

- j. Site furnishings including, but not limited to, fixed and moveable seating, trash and recycling receptacles, bike racks, and pedestrian scaled lighting should be of durable and sustainable materials.

## **8. Walls and Fences**

- a. Wall and fence design should complement the Project's architecture. Landscaping may be used to soften the appearance of the wall surface.
- b. Wall and fencing materials must be made of a durable material. Wall and fencing materials may consist of wrought iron, tubular steel, stone, stucco, or brick. Solid walls should incorporate pilasters with decorative caps and offsets, consistent with the overall architecture.
- c. Landscaping should be used to soften the appearance of the wall surfaces and deter graffiti.
- d. Walls and fences that are not screened by vines, shrubs and trees should be protected with anti-graffiti coating.

## **9. Lighting Design**

- a. The type and location of parking structure, parking area, building and drive aisle/fire lane lighting should prevent direct glare on to adjacent residential properties.
- b. Pedestrian scale lighting should be present at all entries, plazas, courtyards, parking lots, parking structures, pedestrian ways, and other areas where nighttime pedestrian activity is expected.
- c. Lighting design of fixtures and their structural support should be architecturally compatible with the architecture of the Project.
- d. When appropriate, wall-mounted lighting may be incorporated. Wall-mounted lights should be compatible with the building's architectural style.

## **10. Signage**

- a. The character of signage, including the location, size, height, design and lighting should be in keeping with the architectural character and monument style of the overall Project.
- b. Signs should make a positive contribution to the desired character of the Project and provide for clear identification and wayfinding.
- c. Incorporate pedestrian level signage where appropriate throughout the commercial areas in the Specific Plan.

## VI. DEVELOPMENT STANDARDS

The following standards are intended to supplement the existing General Plan and ESMC. Where this Specific Plan is inconsistent with the ESMC, the Specific Plan prevails. Where this Specific Plan does not specifically regulate, development must comply with the standards and requirements set forth in the ESMC.

### A. PERMITTED USES

Uses within the Specific Plan area are governed by the following Table, by district: Wireless facilities are permitted subject to the requirements of ESMC Chapter 15-19.

**Table VI-1  
Allowable Uses**

Use	PCC MU-1	PCC COM-1	PCC COM-2	PCC COM-3	PCC MU-2
Bars (in conjunction with a Hotel)	-	CUP	CUP	CUP	-
Cafes	P	P	P	P	P
Conference Facility/Conference Rooms (in conjunction with a Hotel)	-	P, A	P, A	P, A	-
Fitness Facility or Private Training Studio	P	A	A	P	P
General Offices	P, A	P, A	A	A	P, A
General Storage	A	A	A	A	A
Hotels	-	CUP	CUP	CUP	-
Maintenance Buildings/Facilities (in conjunction with a Hotel or in in conjunction with a multiple-family residential building)	A	A	A	A	A
Medical/Dental Offices	P	-	-	P	P
Multiple-family residential lease office	P	-	-	-	P
Multiple-family residential dwellings (apartments, townhomes)	P	-	-	-	P

Off-site sale of alcohol at retail establishments	AUP	AUP	AUP	AUP	AUP
On-site sale and consumption of alcohol at restaurants and cafes	AUP	AUP	AUP	AUP	AUP
On-site sale and consumption of alcohol at bars, other than wine bars	-	CUP	CUP	CUP	-
On-site sale and consumption of alcohol at wine bars	CUP	CUP	CUP	CUP	CUP
Outdoor Dining	A	A	A	A	A
Parking structures and surface parking lots	A	A	A	A	A
Recreational facilities or multipurpose recreational building or room accessory to multi-family residential uses or hotels	A	A	A	A	A
Restaurants, full service	P	A	A	P, A	P
Restaurants, fast food	P	A	P, A	P, A	P
Retails Sales - including convenience stores and General Retail Stores (excluding building material stores, warehouse retail showrooms, and off-site sale alcohol sales)	P, A	A	A	P, A	P, A
Retail Services (including Personal Services and Business and Consumer Support Services)	P, A	A	A	P, A	P, A
Wireless Communications Facilities (Pursuant to ESMC Chapter 15-19)	AUP, CUP	AUP, CUP	AUP, CUP	AUP, CUP	AUP, CUP
Any use customarily incidental to a permitted use	A	A	A	A	A
All uses that are not permitted, conditionally permitted or determined to be similar uses as specified above.	-	-	-	-	-

<b>AUP</b>	<b>Administrative Use Permit</b>
<b>A</b>	<b>Permitted Accessory Use</b>
<b>CUP</b>	<b>Conditional Use</b>
<b>P</b>	<b>Permitted Use</b>
<b>--</b>	<b>Not Permitted</b>

Note: Pursuant to the ESMC, uses of a similar nature which are unlisted in Table IV-1 may be considered by the Director of Planning and Building Safety, subject to appeal to the Planning Commission.

## **B. DEVELOPMENT STANDARDS**

### **1. Lot Area**

- a. The minimum building lot area is 10,000 gross square feet in all land use districts.

### **2. Height**

- a. Buildings and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district in the Specific Plan cannot exceed 90 feet in height including elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas and roof level recreational facilities/open space areas are permitted and they cannot exceed 14 feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.
- b. Buildings and structures within the PCC Commercial-1 (PCC COM-1) land use district in the Specific Plan cannot exceed 105 feet in height, measured from lowest finished grade to the highest point of measurement. Exceptions to building height are permitted in accordance with ESMC §15-2-3.
- c. Buildings and structures within the PCC Commercial-2 (PCC COM-2) land use district in the Specific Plan cannot exceed 115 feet in height, measured lowest finished grade to the highest point of measurement. Exceptions to building height are permitted in accordance with ESMC §15-2-3.
- d. Buildings and structures within the PCC Commercial-3 (PCC COM-3) land use district in the Specific Plan cannot exceed 68 feet in height including elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas are permitted and they cannot exceed 14 feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.
- e. Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in the Specific Plan cannot exceed 85 feet in height including

elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas and roof level recreational facilities/open space areas are permitted and they cannot exceed 14 additional feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

### **3. Setbacks**

- a. Pacific Coast Highway: Building and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district, the PCC Commercial-1 (PCC COM-1) land use district, the PCC Commercial-2 (PCC COM-2) land use district, the PCC Commercial-3 (PCC COM-3) land use district, and the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Pacific Coast Highway.
- b. Mariposa Avenue (north and south sides): Buildings and structures within the PCC Commercial-3 (PCC COM-3) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Mariposa Avenue. Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Mariposa Avenue.
- c. Holly Avenue: Buildings and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Holly Avenue.
- d. Indiana Street: Building and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district, the PCC Commercial-1 (PCC COM-1) land use district, the PCC Commercial-2 (PCC COM-2) land use district, and the PCC Commercial-3 (PCC COM-3) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Indiana Street.
- e. Palm Avenue: Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Palm Avenue.
- f. Interior Setbacks: Minimum interior setbacks for buildings and structures in the PCC Commercial-1 (PCC COM-1), the PCC Commercial-2 (PCC COM-2) and the PCC Commercial-3 (PCC COM-3) land use districts within the Specific Plan must be setback a minimum of zero feet (0'). Parking and loading spaces must maintain a minimum of zero feet (0').
- g. Interior Setbacks in the PCC Mixed-Use 1 (PCC MU-1) land use district:

Buildings and structures in the PCC Mixed-Use 1 (PCC MU-1) land use district within the Specific Plan must maintain a minimum of zero feet (0') from each interior lot line. Parking and loading spaces may maintain a minimum of zero feet (0').

- h. Interior and Rear Setbacks in the PCC Mixed-Use 2 (PCC MU-2) land use district: The apartment building and townhomes in the PCC Mixed-Use 2 (PCC MU-2) must maintain a minimum of forty-one feet (41') from the western lot line. The apartment building and townhomes must maintain a minimum of ten feet (10') and balconies, decks and patios must maintain a minimum of five feet (5') from all other interior lot lines except that only a minimum of 3 feet (3') is required from the interior property line between the 2 parcels in the PCC Mixed-Use 2 (PCC MU-2) land use district. Accessory buildings in the PCC Mixed-Use 2 (PCC MU-2) land use district within the Specific Plan must maintain a minimum of ten feet (10') from each interior or rear lot line. Structures in the PCC Mixed-Use 2 (PCC MU-2) land use district within the Specific Plan must maintain a minimum of three feet (3') from each interior or rear lot line. Fences and walls may be located at zero feet (0'). Parking and loading spaces may maintain a minimum of 0 feet (0') from the interior property line between the 2 parcels in the PCC Mixed-Use 2(PCC MU-2) land use district.
- i. Exceptions to setback requirements are permitted subject to the requirements of ESMC § 15-2-7 Open Space Areas and Encroachments, and as permitted in Sections VI(D) and VI(E) of this Specific Plan.

#### **4. Lot Frontage**

- a. A minimum of 100 feet of frontage must be provided for all lots on a dedicated public street, except that only a minimum of 50 feet of frontage must be provided for a lot with frontage on Palm Avenue. Lot frontage only applies to ground parcels and not to airspace parcels.

#### **5. Residential Density**

- a. A maximum of 120 dwelling units is permitted in the PCC Mixed-Use 1 (PCC MU-1) land use district.
- b. A maximum of 143 dwelling units is permitted in the PCC Mixed-Use 2 (PCC MU-2) land use district.

#### **6. Floor Area**

Floor area shall be based upon the net floor area definition established in this Section VI(B)(6)(f) below.

- a. The maximum floor area permitted in the PCC Mixed-Use 1 (PCC MU-1) land use district is 2.70:1.
- b. The maximum floor area permitted in the PCC Commercial-1 (PCC COM-1) land use district is 2.51:1.
- c. The maximum floor area permitted in the PCC Commercial-2 (PCC COM-2) land use district is 2.28:1.
- d. The maximum floor area permitted in the PCC Commercial-3 (PCC COM-3) land use district is 0.16:1.
- e. The maximum floor area permitted in the PCC Mixed-Use 2 (PCC MU-2) is 2.29:1.
- f. Net floor area consists of the area of all floors, stories or levels, as measured to the interior of a building's perimeter walls. Space devoted to the following is not included when determining the total net floor area within a building or structure:
  - 1. Balconies, decks, patios, porches and verandas that are covered up to a cumulative total of 100 square feet per unit for multiple-family residential dwellings in the in the PCC MU-1 and PCC MU-2 land use districts;
  - 2. Balconies, decks, patios, porches and verandas that are covered up to a cumulative total of 300 square feet per townhome unit in the PCC MU-2 land use district;
  - 3. Elevator shafts;
  - 4. Stairwells and stairway enclosures;
  - 5. Courts, courtyards or atriums;
  - 6. Rooms exclusively holding building operating equipment;
  - 7. Parking spaces at or above grade and access thereto;
  - 8. Structures or portions of buildings or structures devoted exclusively for parking;
  - 9. Restrooms in common areas of nonresidential buildings; and
  - 10. Up to 500 square feet of interior floor area of an attached garage per townhome unit in the PCC MU-2 land use district.
- g. Gross floor area consists of the area included within the surrounding exterior walls of a building or portion thereof, exclusive of garages, vent shafts, and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls is the usable area under the horizontal projection of the roof or floor above. Covered balconies, decks, patios, porches and verandas for residential uses up to a cumulative total of 100 square feet for multiple-family residential dwellings per unit and 300 square feet per townhome unit are excluded.



## **6. Walls and Fences**

- a. All walls and fences must comply with ESMC § 15-2-4 except as specified in Section VI(B)(2) of this Specific Plan and except that the maximum height of retaining walls in the PCC Mixed-Use 1 (PCC MU-1) land use district cannot exceed 15 feet.
- b. Razor wire is not permitted.
- c. Chain link fencing is not permitted that is visible from any public rights-of-way.

## **8. Accessory Structures**

- a. Trash and recycling areas, outdoor storage areas, utility and mechanical equipment, rooftop and ground mounted equipment, transformers and similar structures are permitted subject to screening requirements in ESMC § 15-2-8 and the Design Guidelines in Section V.A(5) of this Specific Plan.
- b. Other permitted accessory structures include architectural landscape features per Section VI(E) Landscaping of this Specific Plan and playground equipment.

## **C. CIRCULATION**

1. Public streets must be designed and constructed in accordance with the General Plan and in the overall right-of-way size identified in the Street Classification and Standards (Exhibit C-8) in the Circulation Element of the General Plan or as exempted or a waiver granted subject to the regulations in ESMC Chapter 15-24A Right of Way Dedications and Improvements. No private streets are located within the Specific Plan area. A portion of one public street, Mariposa Avenue (a commercial collector), bisects the northern and southern portions of the Specific Plan area. Streets that adjoin the boundaries of the Specific Plan area include Pacific Coast Highway (a major arterial street that is a Caltrans owned State Highway Facility), Holly Avenue, Indiana Street and Palm Avenue. Holly Avenue, Indiana Street and Palm Avenue are classified as local streets. A portion of Mariposa Avenue between Indiana Street and Pacific Coast Highway is proposed to be expanded on the south side of the street to include a dedicated right turn lane (eastbound on Mariposa Avenue to southbound on Pacific Coast Highway).

## **D. PARKING AND LOADING**

1. Parking and loading must be provided in accordance with the requirements of ESMC Chapter 15-15, except as provided below:
  - a. Multiple-family Residential Parking: A minimum of 1 parking space will

be provided for each studio unit. A minimum of 1.5 parking spaces will be provided for each one-bedroom unit. A minimum of 2 parking spaces will be provided for each two-bedroom unit. A minimum of 1/3 of a parking space per residential unit will be provided for guest parking. Guest parking for multiple-family residential uses may be co-located and shared with parking for commercial uses. Required non-guest multiple-family residential parking is permitted to be shared with parking that is required for commercial uses up to a maximum of five percent (5%) of the total required parking. The maximum five percent (5%) of shared multiple-family residential parking is based upon the total parking provided within the entire Specific Plan area and is not calculated for individual lots.

- b. Multiple-family Residential Parking for Affordable Units: A minimum of 0.5 parking spaces will be provided for each studio unit. A minimum of 1 parking space will be provided for each one-bedroom unit. A minimum of 1.5 parking spaces will be provided for each two-bedroom unit. No guest parking spaces will be required for affordable units.
- c. Multiple-family Residential Parking for Townhomes (Condominiums): Townhomes will be provided a two-car garage. A minimum of 1/3 of a parking space per residential unit will be provided for guest parking.
- d. The number of parking spaces required for uses other than multiple-family uses specified above will be determined based upon review and approval of a parking demand study which may include shared use analysis.
- e. Compact Parking: Compact parking is permitted for a maximum of twenty percent (20%) of spaces for residential and commercial uses.
- f. Tandem Parking: Tandem parking is permitted for a maximum of twenty percent (20%) of spaces for residential uses.
- g. Vehicle Lifts: Vehicle lifts are permitted for a maximum of ten percent (10%) of parking spaces for multiple-family residential and hotel uses. Vehicle lifts are not permitted for other commercial and retail uses. Vehicle lifts would be permitted in parking structures. A vehicle lift may only be used to store two (2) vehicles vertically where a minimum vertical height clearance in the parking structure is a minimum of fourteen feet (14') clear of obstructions. Both the upper and lower space where a lift is used count toward the maximum percentage. A vehicle lift may be permitted only with a key locking mechanism and an automatic shutoff safety device which is installed in accordance with manufacturer specifications. Maintenance of vehicle lifts is required in accordance with manufacturer specifications. Lifts shall be maintained in good working condition. Lifts shall be maintained through either a maintenance contract or self-performance and they may be inspected by the City of El Segundo.

- h. Loading Spaces: Two small truck loading spaces (as defined in ESMC Section 15-15-7 are required in the PCC Mixed-Use 1 (PCC MU-1) land use district to serve the multiple-family residential and commercial uses. Two small truck loading spaces are required in the PCC Mixed-Use 2 (PCC MU-2) land use district to serve the multiple-family residential and commercial uses. One small truck loading space is required for the commercial uses in the PCC Commercial-3 (PCC COM-3) land use district.
  - i. Parking Space Dimensions (for All Residential and Commercial Uses): All standard parking spaces must be a minimum of 8'-6" in width by 18'-0" in length. All compact parking spaces must be a minimum of 8'-6" in width by 15'-0" in length.
  - j. Off-site parking and off-site loading is permitted. The parking and loading spaces must be located on private property within the boundary of the Specific Plan area it serves unless otherwise approved by the Planning Commission. A written agreement must be executed by all parties concerned, and recorded to the satisfaction of the Director of Development Services and the City Attorney assuring the continued availability of the number of parking spaces and loading spaces located off-site. Reciprocal access easements or covenants must be recorded for contiguous lots before issuance of a building permit and must be shown or noted on the applicable site plans.
  - k. Parking lots and driveways may straddle lot lines subject to provisions in a reciprocal parking and access easement or covenant. Driveways that connect parking lots with a right-of-way may encroach into a required landscape setback. Such documents must provide provisions for shared maintenance.
2. Preferential parking must be provided for carpools and vanpools.
  3. Bicycle parking and EV Charging must comply with the stricter of ESMC Chapters 15-15 and 15-16 or Cal Green Code.

## **E. LANDSCAPING**

This section will ensure that adequate landscaping area and permanent maintenance is provided for the development.

Landscaped areas must be provided and permanent irrigation systems installed in the landscaped areas at: 1) around the perimeter of the buildings in the setbacks, 2) within the required setbacks along the property perimeter and, 3) in the Vehicular Use Areas (VUAs) as defined in ESMC §15-1-6.

A Landscape Master Plan must be prepared for each sub-district of the Specific Plan area to ensure a unified appearance implementing the intent of the Design Guidelines and objectives of this Specific Plan. The Landscape Master Plan must be prepared by a licensed landscape architect and it must be submitted to the City concurrently with the first site plan review within the Specific Plan area.

### **ALL LANDSCAPING**

1. Landscaping must conform to the City's Water Conservation in Landscaping requirements as set forth in ESMC Chapter 15-15A.

### **BUILDING PERIMETER LANDSCAPING**

1. Except as otherwise allowed by this Plan, a minimum horizontal depth of five feet of landscape materials, excluding curbs, must be provided around each building except for entrances to buildings and any other required paved areas. In instances where two buildings are separated by ten feet, the landscape requirement may be reduced to allow for pedestrian walkways/access.

### **PROPERTY PERIMETER LANDSCAPING**

1. Landscaping must be provided in all property perimeter areas except where buildings, driveways, pedestrian walkways, driveway visibility and corner clearance areas are located. One shade tree must be provided for every 25 feet of street frontage where landscaping is provided. One shade tree must be provided for every 25 feet along interior property lines where landscaping is provided in the PCC Mixed-Use 2 (PCC MU-2) land use district. Trees are not required to be evenly spaced.
2. The following encroachments are permitted into the landscaped setback areas:
  - a. "Architectural landscape features" including fountains, water features and waterfalls, free-standing arbors/ pergolas, and similar features, may encroach into the landscaped setback area subject to site plan review, provided a minimum landscaped setback of three feet is maintained. The features may cover a maximum of twenty-five percent of the total area of the setback and be a maximum of twenty feet in height.

### **VEHICULAR USE AREAS**

1. Vehicular Use Areas (VUA) include surface parking lots. Landscaping in the VUAs must cover a minimum of five percent of the VUA and be distributed throughout the VUA for any new surface parking lots. Such landscaping is in addition to the required property perimeter and building perimeter landscaping.
  - a. Planting areas containing trees must have a minimum width of 5 feet except

for existing planting areas. Trees are required to provide shade.

## **MINIMUM SIZES FOR PLANT MATERIAL**

1. The minimum tree container size for all trees on site shall be provided as follows:
  - a. At least twenty percent (20%) of the trees must be thirty-six inch (36") box size or larger.
  - b. At least thirty percent (30%) of the trees must be twenty-four inch (24") box size or larger.
  - c. The remaining fifty percent (50%) must be fifteen (15) gallon size or larger.
  - d. The Director of Development Services may approve smaller tree container sizes than required based on site conditions, however no tree may be smaller than a fifteen (15) gallon size.
2. Shrubs must be planted from a minimum five (5) gallon size container. One (1) gallon size containers may be allowed for shrubs that are not commonly available in five (5) gallon size containers, subject to approval by the Director of Development Services.

## **F. COMMON RECREATION FACILITIES/OPEN SPACE AND PRIVATE OPEN SPACE**

Common recreation facilities/open space and private open space are required for multiple-family residential uses in the PCC Mixed-Use 1 and PCC Mixed-Use 2 districts. Common recreation facilities/open space are not required for the townhomes.

Common recreation facilities/open space are facilities that are accessible to all multiple-family residential unit occupants. Common recreation facilities may include indoor and/or outdoor areas. Indoor areas may include, but are not limited to, gyms or fitness areas, indoor pools, indoor spas and saunas, multi-purpose recreation and community rooms and similar facilities.

Private open space includes decks, patios and balconies that are accessible from the multi-family residential unit or townhome unit and exclusively devoted to that unit. There is no requirement to provide private open space for each multiple-family residential unit, however, any private open space that is provided must meet minimum dimensions. In order to count towards these requirements, the minimum dimensions for any private open space shall be 5 feet in width by 5 feet in length.

Multiple-family residential units must provide an average of 100 square feet per unit in combined common recreation facilities/open space and private open space. Townhomes must provide a minimum of 100 square feet of total private open space. In order to count towards these requirements, the minimum dimensions of private open space for townhome units shall be 5 feet in width by 5 feet in length.

## **G. PUBLIC SAFETY**

In an effort to ensure the safety of residents, employees and visitors to the Pacific Coast Commons Specific Plan area, the following strategies must be incorporated into site development:

1. Lighting must be adequate throughout the Specific Plan area and shielded to minimize off-site illumination. Submittal of photometric studies is required as part of any site plan review submittal which includes parking lots, and parking structures in the Specific Plan area.
2. The site design and operation must comply with fire and police safety regulations with regard to site layout, building configurations, landscape design, and infrastructure requirements.
3. Street lighting must be provided in accordance with ESMC requirements.

## **H. SIGNAGE**

1. Signage within the Specific Plan area must conform to the signage regulations of ESMC Chapter 15-18 except as established and approved in a Master Sign Program for each land use district in the Specific Plan. The existing Master Sign Program for the existing buildings in the Specific Plan area (for the Aloft and the Fairfield Inn and Suites hotels) remains in effect and is excluded from the Master Sign Program requirements for the new development.
2. Section 15-18-3 shall apply relating to exempt signs.
3. Neon signage is not permitted on any building façades facing west in the PCC Mixed-Use 1 land use district or on any building façade facing west in the PCC Commercial-3 land use district. Neon signage is not permitted on the Palm Avenue street frontage or on any building facades facing west in the PCC Mixed-Use 2 land use district between Mariposa and Palm Avenues or along the Palm Avenue.
4. The following signs are not permitted within the Specific Plan:
  - Balloons or other inflated devices or signs used in conjunction with commercial premises for commercial purposes; unless allowed by a temporary sign permit
  - Beacon signs
  - Billboards, as defined in the ESMC
  - Pole signs
  - Signs incorporating flashing or blinking lights
  - Signs that flash, rotate, pulsate or otherwise move in a way to create a traffic hazard
  - Signs that emit sounds, odor or visible matter such as smoke or steam
  - Strobe lights used in signs; and

- Trailer or portable signs except for sandwich board signs for restaurants.
5. A Master Sign Program for each land use district in the Specific Plan area must be developed and submitted for review and approval by the Director of Development Services concurrent with the first site plan review in that land use district within the Specific Plan. The Master Sign Program must include the following elements:
- Master signage (entryways, common sign design throughout the Specific Plan area);
  - Sign standards developed for the mixed-use multiple-family residential and commercial development;
  - Provisions for wayfinding and decorative elements such as banners;
  - General features that all signs are required to comply with; and
  - Regulations for temporary signs (including construction signs).

## **I. SUSTAINABILITY**

1. All new development must have buildings designed to be energy efficient to meet or exceed Title 24 requirements.
2. The Project parking lot areas must include storm water management practices that treat storm water runoff in compliance with the ESMC and all applicable law.
3. Bicycle parking must comply with the ESMC and Cal Green Code.
4. Exterior lighting must be energy efficient and designed to minimize light pollution.
5. Low-emitting building materials must be utilized.
6. Roof structures of new buildings must be designed to support solar panels.
7. Reclaimed water must be utilized for all landscaped areas if available and feasible.

## **J. ENCLOSED AND UNENCLOSED USES**

All uses must be conducted wholly within an enclosed building or structure except for the following:

1. Mechanical equipment provided they comply with the requirements of ESMC § 15-2-8.
2. Outdoor restaurants and cafes incidental to the permitted use, provided they comply with the provisions of ESMC § 15-2-16.

3. Recreation facilities customarily conducted in the open (including but not limited to pools and play equipment).
4. Outdoor private common area for residential developments.
5. Wireless communications facilities (including antennas, and dishes) provided they comply with the requirements of ESMC Chapter 15-19 subject to applicable law.

## **K. NON-CONFORMING USES AND BUILDINGS**

Any existing uses, buildings, structures, parking areas, landscaping and signage located in the PCC Commercial-1 (PCC COM-1), PCC Commercial-2 (PCC COM-2), and PCC Commercial-3 (PCC COM-3) that become non-conforming at the time of adoption of this Specific Plan will be permitted to remain.

Until such time as building permits are issued for development of the Specific Plan, the existing food and beverage building may continue to be used for commercial, restaurant and meeting spaces.



## **VII. ADMINISTRATION**

### **A. INTRODUCTION**

Unless regulated by this Specific Plan, development will be administered and enforced by the City in accordance with the ESMC. This Specific Plan supersedes any conflicts with ESMC zoning regulations.

1. The Director of Development Services may grant administrative use permits in accordance with ESMC Chapter 15-22.
2. The Director of Development Services may make other administrative determinations using the same procedures set forth in ESMC Chapter 15-22.
3. The Director of Development Services may grant adjustments in accordance with ESMC Chapter 15-22.
4. The Planning Commission may grant conditional use permits in accordance with ESMC Chapter 15-24.
5. The Director of Development Services may grant off-site parking covenants between parcels within the Specific Plan area in accordance with ESMC Chapter 15-15.
6. The Director of Development Services may grant modifications to the number of parking spaces as determined in a parking demand study in accordance with Section VID of this Plan and ESMC Chapter 15-15.

### **B. MUNICIPAL CODE REFERENCES**

All section references in the Specific Plan refer to the El Segundo Municipal Code (ESMC) as adopted at the time of Specific Plan approval.

### **C. MODIFICATIONS**

#### **1. Major Modifications**

The following modifications constitute a Major Modification and require an amendment to this Specific Plan:

- a. Any decrease in the required building setbacks as set forth in Section VI.B.3 above;

- b. Any increase in the total developable square footage of the entire Specific Plan in excess of the maximum allowable development intensity allowed under the Specific Plan;
- c. Any increase in height of buildings or structures on the Property above 5 feet;
- d. Any change in use to a use which is not permitted under the Specific Plan, except as approved by the Director in accordance with Chapter 15-22 of the ESMC;
- e. Any change in the land use plan categories identified in Exhibit 5 of this plan;
- f. Any decrease in the minimum required lot area;
- g. Any decrease in the minimum required lot frontage;
- h. Any material modification that requires modification to the EIR other than an Addendum; and
- i. Any modification deemed by the Director of Development Services as a major modification and requiring amendment to this Specific Plan.

## **2. Minor Modifications**

Any modification to this Specific Plan not listed above as a “major modification,” including a use approved subject to an Administrative Use Permit, is a Minor Modification. The Developer may make Minor Modifications without amending this Specific Plan upon the administrative approval of the Director of Development Services or designee, provided that such modifications are consistent with the Development and Design Standards, Applicable Rules, and Project Approvals. Such Minor Modifications may include:

- Modifications to infrastructure sizing based upon final engineering plans approved by the City.
- Adjustments, Administrative Determinations subject to the requirements in Section VII.A, above.

## **D. SITE PLAN REVIEW**

### **1. Overview**

In order to develop a Project that is in conformance with the uses, density, approved FAR, and Design Guidelines of this Specific Plan, a Site Plan Review (“SPR”) application shall be filed with the Development Services Department in accordance with ESMC Chapter 15-

25 except as specified below.

## **2. Site Plan Review - Procedure**

- a. The Director of Development Services may extend the Site Plan approval for up to two additional years for good cause upon written request of the applicant received prior to expiration of the site plan approval.
- b. After the Site Plan is approved, the Director of Development Services may approve minor changes in the Site Plan or its conditions if the Director finds that there are practical reasons for such changes, that such changes do not substantially vary from the previously approved site plan and applicable law and that such changes do not involve deviations from the design's intent.

## **3. Exempt Activities**

The following is a list of activities which are exempt from the site plan review process. This list is not all-inclusive; the Director of Development Services may exempt other activities not listed:

- a. All interior changes and alterations
- b. Exterior mechanical equipment (heating, air conditioning, water heater, transformers) designed with mechanical equipment screening compatible with the architecture of the building to which it is adjacent or affixed.
- c. Minor exterior repairs with the same or similar types of building materials as determined by the Director of Development Services.
- d. Minor surface parking area changes and restriping of parking stalls.
- e. Re-glazing new mullions.
- f. Re-landscaping consistent with the landscape palette.
- g. Repainting.
- h. Reroofing with similar style roofing materials.

## **E. AMENDMENT**

In accordance with the Government Code §§ 65450-65457, Specific Plans must be prepared, adopted and amended in the same manner as General Plans except that Specific Plans may be adopted by resolution or by ordinance.

This Specific Plan may be amended as necessary by ordinance. Said amendment or amendments do not require a concurrent General Plan amendment unless the Director of Development Services

determines that the proposed amendment would substantially affect General Plan goals, policies, objectives or programs.

**F. INFRASTRUCTURE IMPROVEMENTS/COORDINATION**

The developer and/or property owner shall be responsible for making transportation and infrastructure utility improvements required by the Pacific Coast Commons Specific Plan. All improvements shall be to the specifications of the City of El Segundo Development Services Department, Public Works Department, and/or other applicable departments.

**G. FINANCING MEASURES**

Implementation and financing of improvements of the Pacific Coast Commons Specific Plan depend exclusively on private investment and development. The developer and/or property owner shall be responsible for financing the project, including all improvements and mitigation measures.

**H. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

The Pacific Coast Commons Specific Plan and related entitlements were approved in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines (Guidelines), and City policies adopted to implement the CEQA and the Guidelines.

An Environmental Impact Report was prepared and certified by the City Council which establishes the development thresholds shown in Table VII-1 below.

**Table VII-1  
California Environmental Quality Act Compliance**

EIR Project	Floor Area
The Specific Plan, including the Conceptual Site Plan and Application Materials evaluated within the EIR document.	340,000 gross square feet (new development in Specific Plan)

The existing development located in the Pacific Coast Commons Specific Plan area totals 324,058 gross square feet (Fairfield Inn and Suites hotel is 217,311 gross square feet and the Aloft hotel is 106,747 gross square feet). A portion of the Fairfield Inn and Suites hotel will be demolished. More specifically, the 41,660 square-foot 2-story “food and beverage” building (that contains banquet room facilities, a restaurant and storage uses located at the southwest corner of Pacific Coast Highway and Mariposa Avenue) will be demolished leaving 282,398 square feet of existing development to remain within the Pacific Coast Commons Specific Plan area. The CEQA clearance indicated above analyzes the effects of a maximum of 340,000 gross square feet of new incremental development per the Specific Plan. Based upon the maximum allowable floor area in each land use district, the 340,000 square feet will be comprised of 150,000 gross square feet in the “PCC South” development site (PCC Mixed-Use 1 District), 5,000 gross square feet in the “Fairfield Parking” site (PCC COM-3 District), and 185,000 gross square feet in the “PCC North”

site (PCC Mixed-Use 2 District). The Development Project depicted in the Conceptual Site Plan includes 327,068 gross square feet of new development that will occur after the demolition of the existing 41,660 gross square-foot 2-story “food and beverage” building. The demolition of the 41,660 gross square-foot “food and beverage” building will reduce the existing Fairfield Inn and Suites Hotel to 175,651 gross square feet in size.

## **APPENDIX A**

### **PACIFIC COAST COMMONS SPECIFIC PLAN LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 4139-025-075)

LOT 428 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2: (APN: 4139-025-073, 074, 076, 081)

LOTS 385, 386, 387, 429 AND 430 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 4139-025-091)

LOTS 382, 383, 384, 431, 432 AND 433 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM PARCELS 1 AND 2, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM, GAS, ASPHALTUM, OTHER HYDROCARBONS AND OTHER MINERALS AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OPERATIONS AND THE EXCLUSIVE RIGHT TO USE THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN, OR WITHDRAWING THEREFROM GAS, OIL, OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING, OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL

COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 AS INSTRUMENT NO. 480 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 4: (portion of APN: 4139-024-057)

THE WESTERLY 60 FEET OF LOTS 2 AND 9 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN: 4139-024-058)

LOTS 1, 2, 9 AND 10 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 60 FEET OF SAID LOTS 2 AND 9.

ALSO EXCEPT THEREFROM THE NORTHERLY 181.00 FEET OF SAID LOTS 1 AND 2.

ALSO EXCEPT THE SOUTH 147.03 FEET OF LOT 10.

ALSO EXCEPT THEREFROM ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM SAID LAND, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM AND OTHER HYDROCARBONS, AND OTHER MINERALS IN AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN OR WITHDRAWING THEREFROM GAS, OIL OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 6: (portion of APN: 4139-024-057)

A PARCEL OF LAND SITUATED IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF BLOCK 113 OF EL SEGUNDO, AS PER MAP RECORDED IN BOOK 20, PAGES 114 THROUGH 115, INCLUSIVE, IN THE OFFICE OF THE RECORDER OF SAID COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF TRACT NO. 48436, AS PER

MAP RECORDED IN BOOK 1180, PAGES 68 THROUGH 69, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58' 36" EAST 60.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58' 36" EAST 13.19 FEET; THENCE SOUTH 00° 03' 15" WEST 181.00 FEET; THENCE NORTH 89° 58' 36" WEST 13.11 FEET; THENCE NORTH 00° 01' 50" EAST 181.00 FEET TO THE TRUE POINT OF BEGINNING.

APN: 4139-025-057 thru 4139-025-058, 4139-025-073 thru 4139-025-076, 4139-025-081, 4139-025-091