



El Segundo South Campus Specific Plan (ESSCSP) Amendment and Vesting Tentative Tract Map No. 83236

EA-1348, Specific Plan Amendment No. ASP 23-01, and Subdivision No. SUB
23-02 for Vesting Tentative Tract Map No. 83236

Site Description

- 2100 East El Segundo Boulevard
 - Commercial/Office Mixed Use (CMU) district
 - Two contiguous lots (lots 15 and 16)
 - Identified as Phase 1 in the ESSCSP
 - Developed with a commercial retail center (a.k.a. Chargers Commons)



Project Description

- Amend the ESSCSP development standards by modifying:
 - Allowable uses table, setback requirements, and parking requirements within Phase 1 area only.
- Subdivide two existing contiguous lots (lots 15 and 16) currently developed with a commercial retail center (Chargers Commons Commercial Center) to allow:
 - A 7-lot tract map subdivision

Proposed Specific Plan Amendments

Permitted Uses:

Table IV-1 Allowable Uses in Section VI. Development Standards A. Permitted Uses of the ESSCSP is amended as follows:

Use	Phase 1 CMU District	Phase 2 CMU District	Phase 3 CMU District
Parking structures and surface parking lots	A ₁	PIA	PIA
Radar towers	A/AUP	A/AUP	A/AUP
Video arcades, defined as any business with three or more video or arcade machines.	C	C	C
All uses that are not permitted, conditionally permitted, or determined to be similar uses as specified above.	--	--	--
All uses that are involved with the storage of waste materials as the primary business	--	--	--
Freight Forwarding	--	--	--
Gasoline and Diesel Service Stations	--	--	--
<u>Mini-storage</u>	--	--	--
Residential Uses	--	--	--
AUP Administrative Use Permit A Permitted Accessory Use C Conditional Use P Permitted Use -- Not Permitted			
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.			
Surface Parking Lots is a permitted (P) use within Phase 1 CMU District subject to ESSCSP Section VI. Development Standards: D. Parking and Loading			

Proposed Specific Plan Amendments (cont.)

Setback requirements:

Section VI. Development Standards: 1. Setbacks (subsection B.3) of the ESSCSP is amended as follows:

- b. Building and structure setbacks within the interior of the Specific Plan must be a minimum of fifteen feet (15') from each lot line. **For lots with frontage on the portion of El Segundo Boulevard located east of the future extension of Continental Boulevard and west of the future extension of Nash Street, buildings and structures must be setback a minimum of five feet (5').** Actual required setbacks may vary depending on Building Code requirements that relate to type and height of the structure.

Proposed Specific Plan Amendments (cont.)

Parking requirements:

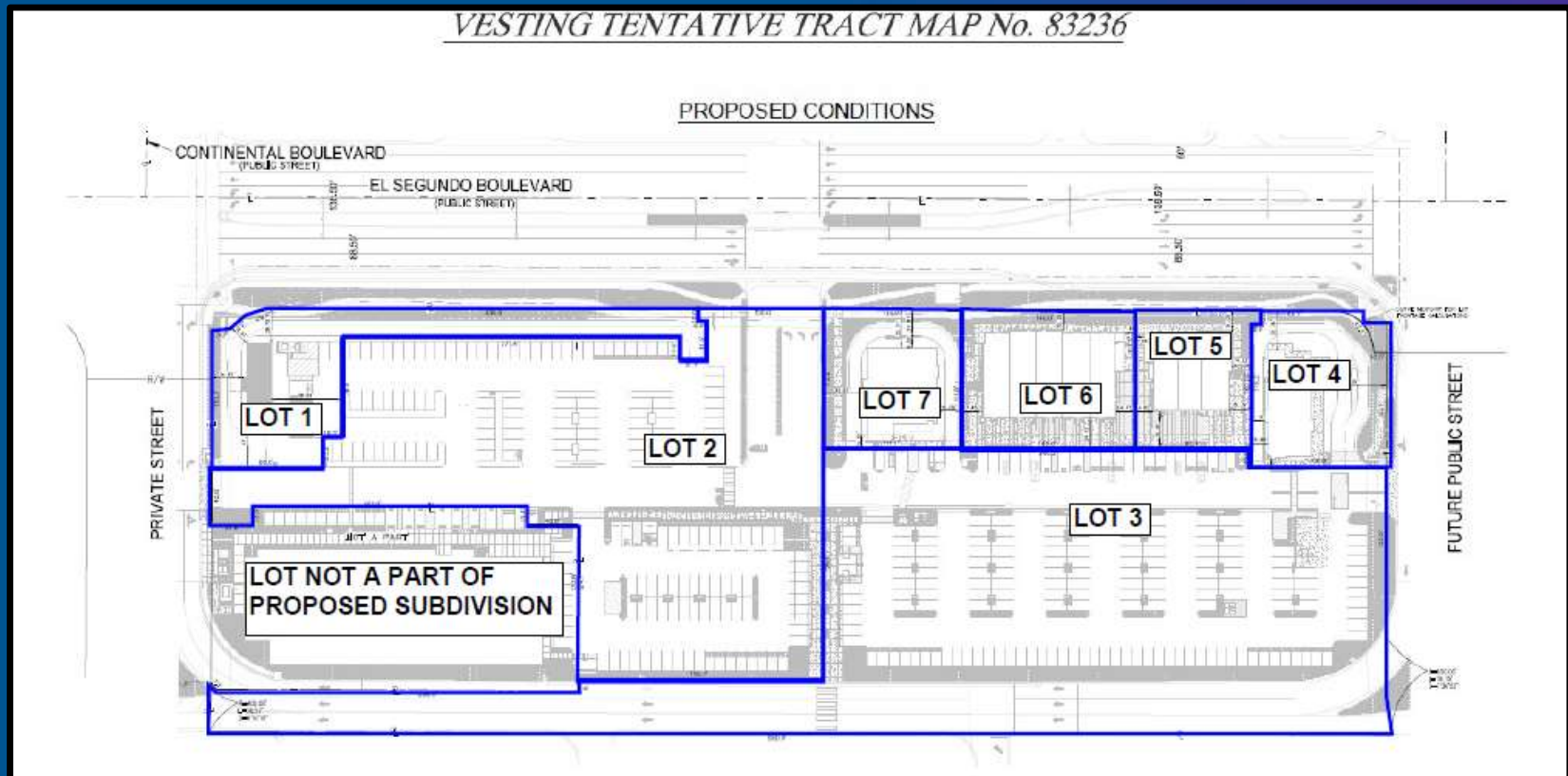
Section VI. Development Standards: 1. Setbacks (subsection B.3) of the ESSCSP is amended as follows:

3. For retail and restaurant uses within the CMU District **excluding the Phase I area** up to 20% of the required parking for an individual lot in may be provided off-site with approval by the Director of Planning and Building Safety, subject to the following performance standards:
 - a. Parking must be located within 150 feet of the lot it serves.
 - b. Pedestrian pathways must be provided connecting parking lots or structures with the buildings they serve. Where off-site parking is across a project roadway, a crosswalk must be provided.
 - c. Other conditions may be applied by the Director as part of site plan approval.
 - d. Requests for over 20% off-site parking require Planning Commission review and approval and may include such conditions as the Planning Commission may lawfully impose.
4. **For retail and restaurant uses in Phase I within the CMU District, up to 100% of the required parking for an individual lot may be provided off-site, with approval by the Director of Community Development, subject to the following performance standards:**
 - a. **Off-site parking must be contained within the CMU District Phase I lots.**
 - b. **Parking must be located within 150 feet of the lot it serves.**
 - c. **Pedestrian pathways must be provided connecting parking lots or structures with the buildings they serve. Where off-site parking is across a project roadway, a crosswalk must be provided.**
 - d. **Other conditions may be applied by the Director as part of site plan approval.**
5. For retail and restaurant uses within the CMU District **including Phase I**, parking lots may service multiple lots or buildings subject to the following standards:
 - a. Reciprocal parking and access easements or covenants must be recorded before issuance of a building permit **and or in conjunction with a final map as required by the Community Development Director** and must be shown or noted on the applicable site plans.

Specific Plan Amendment Findings

1. The amendment is consistent with the general plan.
2. The amendment is necessary to serve the public health, safety, and general welfare.

Proposed VTTM No. 83236



Subdivision Findings

1. That the proposed map is not consistent with applicable general and specific plans as specified in section 65451 of the California Government Code.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.



Subdivision Findings (cont.)

4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements will cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements are likely to cause serious public health problems.
7. That the design of the subdivision or type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Environmental Review

- Environmental Impact Report (“EIR”) for El Segundo South Campus Specific Plan (ESSCSP) (EA-905) was certified on December 15, 2015
- No new information of substantial importance shows any of the following:
 - (i) that the project will have one or more significant effects not discussed in the previous EIR;
 - (ii) that significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (iii) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (iv) that mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- Further environmental documentation is not required.

Recommendation

1. Adopt resolution No. 2947 recommending City Council approve an amendment to the El Segundo South Campus Specific Plan (ESSCSP) modifying permitted uses, setback requirements, and parking requirements.
2. Adopt resolution No. 2948 approving Subdivision No. SUB 23-02 for Vesting Tentative Tract Map No. 83236 to create seven land parcels for an existing commercial retail center (Chargers Commons Commercial Center).

Questions



CITY OF
EL SEGUNDO

Driveway and Curb Cut Standards

Public Hearing
(EA 1344 & ZTA 24-01)

Project Description

- Minimum Distance between Curb Cuts on Nonresidential Properties
- Current Minimum Distance: 24 feet
- Proposed Exception: 10 feet
 - Only on major and secondary arterial streets
 - Only on signalized driveways
 - Subject to CD Director and City Engineer design approval

Background and Justification

Code Intent

1. Preserve on-street parking
2. Improve Traffic Safety
3. Improve on-site circulation

Background and Justification

- Beach Cities Media Campus Project



- Rosecrans Avenue
1. Arterial street
 2. Higher speeds
 3. No parking permitted



Rosecrans Avenue

1. Arterial street
2. Higher speeds
3. No parking permitted
4. Two-lane entry and two-lane exit
5. 10-foot separation
6. Signalized Intersection

Conclusion

The exception for arterial streets and signalized intersection is:

1. Consistent with the code intent
2. Safe for pedestrians
3. Consistent with the General Plan

Recommendation

- Adopt Resolution No. 2949 recommending City Council approval of the amendment to ESMC Driveway and Curb Cut standards