

RESOLUTION NO. 2968

A RESOLUTION OF THE EL SEGUNDO PLANNING COMMISSION APPROVING ENVIRONMENTAL ASSESSMENT NO. 1375, DOWNTOWN DESIGN REVIEW NO. 24-03, ADJUSTMENT NO. 24-02, AND PARKING DEMAND STUDY NO. 24-01 FOR A THREE-STORY MIXED-USE COMMERCIAL BUILDING WITH SIX RESIDENTIAL UNITS ON THE THIRD FLOOR, AND 50 PARKING SPACES AT 201-209 RICHMOND STREET.

The Planning Commission of the City of El Segundo ("Commission") does resolve as follows:

SECTION 1: The Commission finds and declares that:

- A. On July 8, 2021, the Planning Commission adopted Resolution No. 2897 conditionally approving Environmental Assessment No. 1299, Downtown Design Review No. DDR 21-01, and Parking Adjustment No. ADJ 21-01. The approved development included four residential units, 14,000 square feet of commercial area, and 64 parking spaces. The applicant Mark Telesz representing Smoky Hollow Industries, LLC was granted approval to provide more than the maximum number of car-lifts, or 15 of the required parking spaces through an adjustment. The approved development required a total of 49 parking spaces, and the design included a total of 64 parking spaces as follows: two compact stalls, four ADA stalls, and 58 stalls on 29 car-lifts;
- B. On July 8, 2022, the entitlement approvals to develop the project expired per Resolution No. 2968 and Condition No. 6 since the property owner was unable to remove an existing Major Wireless Communication Facility mounted on a 65-foot tall utility pole that is located near the southwest corner of the project site;
- C. On October 29, 2024, the applicant submitted a new design proposal for the development of the site and applied for Environmental Assessment No. 1375, and Downtown Design Review No. DDR 24-03. The submitted design proposal is required to meet the development standards, parking standards, and design guidelines adopted for the Richmond Street District in the DSP. The proposed parking configuration that includes an automated robotic vehicle-lift mechanism to satisfy the required parking for the project also requires an Adjustment and a Parking Demand Study. A total of 42 parking spaces are provided on an automated robotic vehicle-lift parking mechanism with cars stacked in three levels in height and three cars in depth;
- D. The site is located on the northwest corner of Franklin Avenue and Richmond Street in the historic section of the Downtown developed with brick buildings. The project site has a 20-foot wide alley to the west of the property that is accessible from Franklin Avenue to the south and Grand Avenue to the north.

The project site measures a combined total 17,500 square feet. The corner portion of the project site (at 201-205 Richmond Street) measures 10,500 square feet and is currently improved with the former Jail House, a 948 square-foot one-story brick building with surface parking. The middle portion of the project site (at 209 Richmond Street) is currently developed with a 4,000 square-foot, two-story brick building. The northern portion of the project site (farthest from the corner) is undeveloped;

- E. The proposal is a new mixed-use development project in the Richmond Street District within the Downtown Specific Plan (DSP), which incorporates two existing brick buildings in the design. The project preserves a one-story 948 square-foot Jail House building at 203 Richmond Street, and a two-story 4,000 square-foot brick building at 209 Richmond Street. The proposed development is three-stories in height with a total of 6,360 square feet of retail on the first floor, 12,061 square feet of office on the second floor, and six residential units on the third floor. A total of 42 parking spaces will be provided by an automated robotic vehicle-lift mechanism, and 8 surface parking spaces on the ground floor with access from the alley at the rear. The Project requires a total of 36 parking spaces and a combined total 50 parking spaces will be provided;
- F. On January 22, 2025, the applicant submitted a Parking Demand Study. The City hired Kimley-Horn to perform a professional peer review of the Parking Demand Study. On February 25, 2025, Kimley-Horn provided a memorandum for the peer technical review performed requesting clarifications and revisions to the Parking Demand Study. On April 15, 2025, a revised Parking Demand Study was submitted to the City. On April 24, 2025, Kimley-Horn completed their peer review of the revised Parking Demand Study and provided a memorandum concluding the proposed automated parking mechanism will work operationally for the combination of proposed uses, including during peak hours. The memorandum by Kimley-Horn indicated that the parking system is not anticipated to be a hindrance to the development;
- G. The City's Community Development Department staff reviewed the Project applications, in part, consistency with the General Plan and conformity with the El Segundo Municipal Code (ESMC), and Downtown Specific Plan;
- H. In addition, City staff reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), and the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the "CEQA Guidelines");
- I. Pursuant to Table 7-1 in the DSP, the proposed Project requires discretionary approval from the Planning Commission since the proposed new construction for the development exceeds 800 square feet;

- J. On May 15, 2025, the project applications and plans were circulated to all City departments for comments, and no objections were received. On June 4, 2025, the project application was deemed complete for processing;
- K. On June 26, 2025, a notice of public hearing was mailed to 50 property owners and occupants within a 150-foot radius, respectively. A public hearing notice was also published in the El Segundo Herald on June 26, 2025;
- L. On July 10, 2025, the Commission held a public hearing to receive public testimony and other evidence regarding the application including, without limitation, information provided to the Planning Commission by City staff, public testimony, the applicant; and,
- M. The Commission considered all oral and written evidence as part of such hearing, including, without limitation, the information provided by City staff, public testimony, the Applicant, and the property owner's representatives. This Resolution, and its findings, are made based on the evidence presented to the Commission at its July 10, 2025, public hearing including, without limitation, the staff report submitted by the Community Development Department.

SECTION 2: Environmental Assessment. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to 14 California Code of Regulations § 15332 as a Class 32 exemption (In-Fill Development) involving new construction consistent with the applicable general plan policies and zoning designation regulations. The proposed development is surrounded by urban uses in a developed area and is not anticipated to have any significant impacts with regard to traffic, noise, air quality, or water quality.

SECTION 3: Downtown Design Review Findings. Pursuant to Chapter 7 on page 7-6 of the DSP, the Planning Commission finds as follows:

- A. *The project design is consistent with the goals, policies, and objectives of the General Plan and the Specific Plan.*

The proposed project furthers the goals, policies and objectives of the specific plan, since the proposal expands the commercial and residential uses in the DSP, while maintaining the "small town" atmosphere through the preservation of two existing brick buildings. The project furthers the Specific Plan's vision "to create an economically prosperous Downtown with a mix of uses and entertainment options and cohesive elements that tie the community together." The Specific Plan's goal is to create a balance of uses within the Downtown to reach its optimal potential and will provide direction to streetscape beautification, outdoor gathering spaces, improved mobility, and other enhancements that will establish a unique and inviting environment that highlights its historical and cultural roots to enrich this community destination.

The proposed project is a mixed-use development that includes retail, office and residential units. The proposed project expands retail space and complies with the vision of the DSP, since project design revitalizes pedestrian activity through the use of large storefront windows that attract customers, and by creating inviting space to shop in the Downtown. The project is consistent with Goals, Objectives and Policies listed under Economic Development Goal ED3: Downtown Business Environment to preserve and improve the business environment and image of Downtown El Segundo. The project is consistent with Economic Development Goal ED3, since the proposed development preserves and improves the economic business environment by expanding both commercial retail and office space in the DSP. The proposed retail and office uses will attract investment and increase the economic vitality of Downtown to foster an active center serving residents, visitors and local workers.

The project is also consistent with the Housing Element goal and promotes a range of housing options since the proposal provides two, 1-bedroom units; three, 2-bedroom units; and one, 3-bedroom unit. The proposed project furthers the Housing Element goal by adding 6 units in the DSP by increasing the number of units in the City. The project is consistent with the Circulation Element since sufficient parking spaces for vehicles for the mix of land uses are provided at the site and accommodated in a convenient, safe manner for visitors. Therefore, staff believes the proposed project design is consistent with goals, policies and objectives of the General Plan and Specific Plan.

B. *The project design substantially complies with the development standards and guidelines in Chapter 2 of the Specific Plan.*

The proposed project substantially complies with the development standards required for the Richmond Street District described in Table 2-4 and Table 2-5 of the DSP. The proposed project design substantially complies with the design guidelines for the DSP. The project preserves the Jail House, a historically significant structure in the DSP, while introducing new more modern materials that will improve the area. The project complies with the development standards and achieves an overall aesthetic that improves the Richmond Street District.

The project includes buildings that front along Richmond Street with zero setback; and contain retail on the first floor, office on the second floor, and residential units on the third floor. Each residential unit exceeds the 250 square foot minimum unit size established in the DSP, and provide private open space areas adjacent to, and accessible from each residence. The 36 required parking spaces is provided for the project through the automated vehicle-lift mechanism containing 42 parking spaces with eight additional

surface parking spaces at the site on the ground floor, which are accessible from the abutting alley, in accordance with the DSP requirements.

In accordance with the intent of the Richmond Street District of celebrating the traditional "Old Town" character, the project preserves two existing brick buildings, which include the former Jail House built in 1917 of historic significance to the City, while maintaining the traditional "Old Town" architectural character of Downtown. The materials incorporate smooth plaster, board-formed concrete, stack concrete block, powder-coated black aluminum, glossy steel I-beams, brick, and white oak wood that are materials found in the immediate area of the project site. The combination of materials integrates the three existing brick buildings with more modern materials, resulting in an eclectic mix of architecture and uses that fit well within the urban context. The design utilizes steel, brick and wood construction materials that add warmth and a sense of richness to the overall design. The exposed steel construction on the third floor blends the architectural elements by expressing the neighborhood's eclectic fabric. Sloped rooflines architecturally compliment the old brick buildings in the area. Roof decks are proposed above the first and second floor facing Richmond Street and Franklin Avenue which provide less shade and shadow for pedestrians below at street level. The third floor is set back from the lower levels, which creates articulation in the building, minimizes bulk and mass and provides for open space for the residential units. The development is architecturally more attractive and provides a people-oriented design for the residents, visitors, and employees.

SECTION 4: Adjustment Findings. Pursuant to ESMC § 15-22-3, the Planning Commission finds as follows:

- A. *That the proposed adjustment would not be detrimental to the neighborhood or district in which the property is located;*

The subject site is in the Richmond Street District in the DSP Zone, The Richmond Street District contains some of the oldest commercial buildings in the city, including the Old Town Music Hall. The district abuts the Multi-family Residential (R-3) Zone containing multi-family residential dwelling units to the west across the alley. The neighboring properties to the site have a mix of commercial and residential uses similar to the proposed project land uses. In order to ensure the automated parking mechanism would not be detrimental to neighboring properties in the DSP, a Parking Demand Study was prepared and submitted to the City for review. The Parking Demand Study was prepared to demonstrate that sufficient parking spaces would be available during peak hours for the mix of land uses proposed for the project, and that the three-deep and three-high automated robotic vehicle-lift parking mechanism could function without being detrimental to the neighborhood.

On April 24, 2025, Kimley-Horn completed their peer review of the Parking Demand Study and concluded that the proposed automated robotic vehicle-lift parking mechanism will provide sufficient parking spaces to work operationally for the proposed combination of uses during peak hours without negatively affecting street traffic or neighboring properties in the Downtown. The proposed mechanism allows minimal waiting for a customer to retrieve their vehicle without the need of an attendant to monitor or move a vehicle that is in front or below in a normal tandem parking configuration. From this perspective, the proposed mechanism is more efficient than normal tandem parking configurations. Further, a condition of approval is included that requires residents and office employees of the project site be assigned parking spaces in the automated robotic parking mechanism. Additionally, the condition will also require language to be included in lease agreements for both residential and office tenants specifying the assigned parking in the proposed mechanism. This condition is included to ensure the 8-surface parking provided for the project remains available for retail customers.

The number of parking spaces provided on-site exceeds the minimum number of parking spaces required by 14 parking spaces. Further, it has been demonstrated that the proposed automated robotic vehicle-lift mechanism will not be detrimental to the operations and activities at the site. Thus, the DSP will not be negatively affected by granting the approval of the parking adjustment for the proposed development.

- B. *That the proposed adjustment is necessary in order that the applicant may not be deprived unreasonably in the use or enjoyment of his property; and*

The incorporation of robotic vehicle-lifts has become more popular in providing parking for visitors in urban areas with limited land area and is also more affordable compared to the cost and time it takes to build a new multi-story parking structure. Specifically, since a robotic parking mechanism requires less land area compared to a parking lot or structure to accommodate a larger number of vehicles. The option of an automated robotic parking mechanism also provides more design flexibility and reduces traffic, congestion, accidents and pollution to the environment. Requiring parking spaces be provided underground is not possible since there are two existing brick buildings with old foundations located on the property that will be preserved, which includes a significant historic structure (a Jail House built in 1917). The existing two brick buildings are not grouped close together or share a wall. An existing one-story brick building is located on the southwest corner of the property and the existing two-story brick building is almost in the middle of the site. An underground parking-level would require a ramp to go down to a lower grade-level that requires continuous uninterrupted land area to achieve the vehicular circulation and layout for maneuvering vehicles. The two existing buildings are far apart from each other, which does not facilitate

the design of a continuous underground parking floor level with one single ramp for access around the foundations of the two existing brick buildings.

With the inclusion of all spaces provided within the automated robotic vehicle-lift parking mechanism, the proposed number of parking spaces exceeds the minimum number of parking spaces required by 14 parking spaces, and the DSP will not be negatively affected by granting the approval of the parking adjustment for the proposed development, since sufficient parking spaces will be provided to work operationally for the proposed combination of land uses for the project. Allowing the proposed automated vehicle-lift mechanism containing 42 parking spaces with the additional 8 surface parking spaces complies with the minimum required parking for the project and provides the flexibility needed to develop the site while preserving two existing brick buildings. Therefore, this finding can be made since the approval of the adjustment is necessary to advance the transformation of the Richmond Street District and will not deprive the applicant of developing the property.

- C. *That the proposed adjustment is consistent with the legislative intent of this title.*

The purpose of the City's parking standards is to assure that parking spaces shall be suitably maintained and available for the use of the occupants of the site and to mitigate potential associated on-street parking and traffic circulation problems throughout the Downtown and surrounding areas. The purpose of the Adjustment request is to allow all parking proposed to be counted towards the minimum parking required. A Parking Demand Study was prepared to demonstrate that sufficient parking spaces would be available during peak hours and operational for the mix of land uses proposed for the project. The City's consulting traffic engineer peer reviewed the Parking Demand Study to ensure the automated parking mechanism would be operational during peak times and not be a hindrance to neighboring properties in the DSP, and concluded that the proposed automated robotic vehicle-lift parking mechanism will provide sufficient parking spaces to work operationally for the proposed combination of uses during peak hours without negatively affecting street traffic or neighboring properties in the Downtown. The adjustment request is to allow the majority of the required number of parking spaces for the project be provided by an automated vehicle-lift parking mechanism that exceeds the maximum depth dimension of 40 feet permitted for tandem parking spaces. The legislative intent of the adjustment provides relief to allow the development of the project, while preserving two existing brick buildings. The proposed automated vehicle-lift parking mechanism provides additional parking spaces that exceed the minimum number of parking spaces required for the project. The proposed additional parking spaces in the proposed automated vehicle-lift parking mechanism will provide the spaces required for the project and the neighboring properties in the DSP

will not be negatively affected by granting the approval of the adjustment application. Granting approval provides relief and meets the legislative intent for the parking adjustment.

SECTION 5: Approvals. Based on the foregoing findings and the evidence in the whole of the administrative record, the Planning Commission hereby approves Environmental Assessment No. EA-1375, Downtown Design Review No. DDR 24-03, Adjustment No. ADJ 24-02, and Parking Demand Study No. PDS 24-01, subject to the conditions set forth in the attached Exhibit A, incorporated herein.

SECTION 6: Reliance on Record. Each of the findings and determination in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire administrative record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the administrative record as a whole; and

SECTION 7: Limitations. The Planning Commission's analysis and evaluation of the project is based on information available at the time of the decision. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. In all instances, best efforts have been made to form accurate assumptions.

SECTION 8: Summaries of Information. All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 10: The Commission secretary is directed to mail a copy of this Resolution to any person requesting a copy.

SECTION 11: This Resolution may be appealed within ten calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

SECTION 12: Except as provided above, this Resolution is the Planning Commission's final decision and will become effective on the tenth day after its adoption.

PASSED, APPROVED AND ADOPTED this 10th day of July, 2025



Kevin Maggay, Chair
City of El Segundo Planning Commission

ATTEST:



Michael Allen, Secretary

Maggay - Aye
Inga - Aye
Christian - Aye
McCaverty - Absent
Tayolr - Aye

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: 

David King, Assistant City Attorney

PLANNING COMMISSION RESOLUTION NO. 2968

Exhibit A

CONDITIONS OF APPROVAL

In addition to all applicable provisions of the El Segundo Municipal Code (ESMC), Mark Telesz on behalf of Smoky Hollow Industries, LLC ("Applicant") and his successors-in-interest, agree to comply with the following conditions for the approval of Environmental Assessment No. EA-1375, Downtown Design Review No. DDR 24-03, Adjustment No. ADJ 24-02, and Parking Demand Study No. PDS 24-01 ("Project Conditions"):

Zoning Conditions:

1. This approval is for the project as shown on the plans reviewed and approved by the Planning Commission on file. Any subsequent modification to the project as approved shall be referred to the Director of Community Development for a determination regarding the need for Planning Commission review of the proposed modification.
2. Any subsequent modification to the project as approved (including change of use) shall be referred to the Community Development Director for approval or a determination regarding the need for Planning Commission review of the proposed modification.
3. The Community Development Director is authorized to approve minor modifications to the approved plans or any of the conditions if such modifications achieve substantially the same results as would strict compliance with said plans and conditions. Otherwise, all other modifications shall be subject to review and approval by the Planning Commission.
4. The approval consists of 6,359 square feet of retail, 12,952 square feet of office, and six residential units varying in size on the third floor. The project includes the preservation of an 891 square-foot historic brick building (former Jail House at 203 Richmond Street), and an existing 3,847 square-foot building at 209 Richmond Street. The proposed project approvals include the following:

First Floor:

2,401 square feet of Retail at 201 Richmond
891 square feet of Office at 203 Richmond Street (Preserving a Historic Jail House)
2,038 square feet of Retail at 207 (Preserving former 209 Richmond Street building)
1,920 square feet of Office at 209 Richmond Street

Second Floor

8,465 square feet of Office at 201 Richmond Street

1,809 square feet of Office at 207 Richmond Street (Former 209 Richmond Street)
1787 square feet of Office at 209 Richmond Street

Third Floor:

Two one-bedroom units

Three two-bedroom units

One three-bedroom unit

5. The project shall provide a total 50 parking spaces as illustrated in the approved plans, and distributed as follows:
 - a. An automated robotic vehicle-lift parking mechanism (Tapco, The Automated Parking Company) shall contain 42 spaces with cars stacked in three levels high and three cars deep.
 - b. An additional eight surface parking stalls shall be provided at the site.

Any change in the configuration of the parking stalls or a change in the automated robotic vehicle-lift parking mechanism's manufacturer or product brand specified above shall be referred to the Community Development Director for review and approval.

6. The four required parking spaces for the six residential units shall be assigned to use the parking provided in the automatic robotic vehicle-lift parking mechanism and are not allowed to utilize the eight surface parking stalls. The residential lease agreements must contain language alerting the tenants of this requirement and restriction.
7. The 24 required parking spaces for the 12,061 square feet of office tenants and the employees shall be assigned to use the parking provided in the automatic robotic vehicle-lift parking mechanism and are not allowed to utilize the eight surface parking stalls. The office lease agreements must contain language alerting the tenants and employees of this requirement and restriction.
8. The automated robotic vehicle-lift parking mechanism, comprised of 3 vehicles horizontally by 3 vehicles vertically, shall remain in continuous operation and be available for use by the tenants and visitors to the project site. Any mechanical, operational or other problems that render the mechanism inoperable and/or unavailable for use must be corrected within 48 hours immediately failures that
9. The first-floor glazing facing Richmond Street shall be a minimum plate height of 14 feet for the ground floor commercial use measuring from the adjacent sidewalk grade. The first-floor glazing shall have 30% minimum transparency for the first-floor front façade. The bottom of the first-floor window glazing shall not be higher than three feet above the adjacent sidewalk.

10. The height of the structure is limited to 45-feet (highest maximum ridgeline elevation: 142.42-feet) as measured from the average elevation of the highest and lowest existing grades adjacent to the property lines along the street prior to excavation. Based on the Site Survey prepared by Denn Engineers dated 7/3/2019, the lowest grade elevation is 92.75 feet adjacent to the property line along Richmond Street and the highest grade elevation is 102.10 feet adjacent to the property line along Franklin Avenue, resulting in an average elevation of 97.42-feet. Further, the highest maximum ridgeline elevation of 142.42-feet is measured from a benchmark elevation of 102.10-feet located at southwest corner of the property utilizing the SET L&T RCE 30826 with TAG ELEV= 102.10 feet illustrated in the Site Survey. Subject to review and approval by the Building Official, a ridge height certification is required by a licensed land surveyor or engineer prior to building permit final
11. Prior to the City issuing a building permit, the applicant must submit plans, showing that the project substantially complies with the plans presented to the Planning Commission on July 10, 2025, the Downtown Specific Plan (DSP), and conditions of approval on file with the Community Development Department.
12. The building elevations shall substantially match the materials that were submitted and on file with the Planning Division to the satisfaction of the Community Development Director.
13. All building drainage gutters, down spouts, vents, and other roof protrusions shall be concealed from view within exterior walls. Ladders for roof access shall be mounted on the inside of the buildings.
14. All utility, mechanical, and electrical equipment, including fire risers, shall be enclosed within the buildings.
15. All roof-mounted equipment shall be architecturally screened from ground level view (from the parking area and adjacent surface streets) by the parapet wall and/or other screening methods as approved by the Community Development Director. Prior to permit final, the aforementioned equipment shall be adequately screened to the satisfaction of the Director.
16. All utility lines to serve the development shall be placed underground.
17. A weatherproof notice/sign to report dust, noise, or other construction-related impacts shall be posted and prominently displayed on the construction fencing clearly visible to the public from along Richmond Street and along Franklin Avenue. The notice/sign shall set forth the name of the person(s) responsible for the construction site and a phone number(s) to be called in the event that a construction-related impact occurs.

18. All conditions of approval must be listed on project plans submitted for plan check and the plans for which a building permit is issued.
19. An overall Master Sign Program for the mixed-use project shall be submitted and approved by the Community Development Director prior to any non-residential tenant signage installation.
20. This Downtown Design Review and Adjustment approvals will become null and void if the plans are not submitted to plan check within two years from the effective date of this approval, or if the permit expires. The Planning Commission may grant an extension for a period specified by the Planning Commission, provided that prior to the expiration date, a written request for a time extension is filed with the Director.
21. The applicant shall provide a method for the collection and disposal of waste matter so as not to create a public nuisance pursuant to ESMC Title 7 Chapter 1 (Nuisances) or violate any other requirements established in the ESMC.
22. Prior to issuance of a Temporary Certificate of Occupancy, Certificate of Occupancy, or a Final Certificate of Occupancy, the applicant shall record a Covenant and agreement with the Los Angeles County Recorder's Office regarding the maintenance of the robotic vehicle-lift parking mechanism (Tapco, The Automated Parking Company) containing 42 spaces.

Building and Safety Conditions:

11. All projects shall comply with the El Segundo Municipal Code, and the 2022 editions of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Energy Code, and the California Green Building Standards Code.
12. Construction projects must comply with Best Management Practices for construction and storm-water runoff requirements of the National Pollutant Discharge Elimination System MS4 Permit. Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger common plan of development or sale must obtain the Stormwater Pollution Prevention Plan (SWPPP) Construction Activities Storm Water General Permit.
13. A stamped setback certification by a Licensed Surveyor will be required to certify the location of the new construction in relation to the setbacks prior to the first foundation inspection. A stamped setback certification by a Licensed Surveyor will be required to certify the height of the structures prior to issuance of Certificate of Occupancy.
14. Plans submitted for plan check must be stamped by a State-licensed architect or engineer and shall include:
 - a. Complete structural calculations, details, notes and material specifications.

- b. Complete Accessibility Plan with a statement from a California Certified Access Specialist (CAsp) indicating that a plan review has been performed and that it complies with the requirements of Chapter 11A & 11B of the CBC.
 - c. A stamped and signed Boundary and Topographic survey by a California licensed Land Surveyor.
 - d. A complete grading and drainage plan showing compliance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Low Impact Development (LID) requirement. The Los Angeles County LID Manual may be used as a guideline for preparing the LID report.
 - e. Plans showing compliance with California Green Building Standards Code requirements including but not limited to: Indoor and Outdoor water use and light pollution reduction.
15. Architect to provide appropriate building separation distance and opening protection per Code.

Public Works Department Conditions:

General

- 16. All work in the City's public right-of-way or on City-owned and maintained facilities shall require review and approval of the City Engineer or his/her designee. "City Engineer" = City Engineer or his/her designee throughout this document.
- 17. The applicant shall ensure that encroachment permits are secured from the Public Works Department/Engineering Division before commencing any and all work in the City's public right-of-way (ROW), including lane closures.
- 18. Construction inspection shall be coordinated with the Public Works Inspector and no construction shall deviate from the approved plans without approval of the City Engineer. If plan deviations are necessary, the applicant shall provide a revised plan or details of the proposed change for review and approval of the City Engineer prior to construction.
- 19. Prior to issuing of the Certificate of Occupancy, the applicant shall ensure installation of all improvements required by the Public Works Department are inspected and approved by the City Engineer.
- 20. All construction-related parking shall be accommodated on-site. No construction related parking shall be permitted off-site.

Street Improvements & Traffic Control

21. All existing sidewalk, curb & gutter, driveway approaches, and curb ramps that are broken or not in conformance with the latest SPPWC or City standards shall be removed and constructed per the latest SPPWC and City standards.
22. PG-64-10 tack coat and hot mix asphalt shall be used for all slot paving required next to new concrete installations. Slot paving shall be 3 feet wide and 1 foot deep, consisting of 6 inches of asphalt over 6 inches of base.

Fire Department Conditions:

23. The applicant must comply with the applicable requirements of the 2022 California Building and Fire Codes and the International Fire Code as adopted by the City of El Segundo and El Segundo Fire Department Regulations.
24. The roof decks and stairways must comply with requirements in the California Building Code.

Impact Fee Conditions

25. Pursuant to ESMC §§ 15-32, *et seq.*, the applicant must pay the required Development Impact Fees adopted by the City Council. The fee amount shall be based upon the adopted "Master Fee Schedule" at the time the building permit is issued.
26. Before building permits are issued for the Development, the applicant shall pay the required school fees (as specified by the corresponding school district(s)).

General Condition:

27. Mark Telesz on behalf of Smoky Hollow Industries, LLC agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including attorney's fees), injuries, or liability, arising from the City's approval of Environmental Assessment No. EA-1375, Downtown Design Review No. DDR 24-03, Adjustment No. ADJ 24-02, and Parking Demand Study No. PDS 24-01. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of Environmental Assessment No. EA-1375, Downtown Design Review No. DDR 24-03, Adjustment No. ADJ 24-02, and Parking Demand Study No. PDS 24-01, Mark Telesz on behalf of Smoky Hollow Industries, LLC agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of El Segundo's elected officials, appointed officials, officers, and employees.

By signing this document, Mark Telesz on behalf of Smoky Hollow Industries certifies that he has read, understood, and agrees to the Conditions listed in this document.

Mark Telesz
Smoky Hollow Industries, LLC

Date

{If Corporation or similar entity, needs two officer signatures or evidence that one signature binds the company}