



Pacific Coast Commons Specific Plan Final Environmental Impact Report

State Clearinghouse No. 2020050508

Prepared for:

City of El Segundo

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1 Preface

1.1 Purpose

This Final Environmental Impact Report (EIR) has been prepared by the City of El Segundo (City) for the Pacific Coast Commons Specific Plan Project (Specific Plan or Project). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed Project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

1.2 Format of the Final EIR

This Final EIR consists of the February 2021 Draft EIR and the following four chapters:

1 Preface. This chapter summarizes the contents of the Final EIR, the environmental review process, and several minor updates that occurred in the Draft EIR subsequent to the release of the Draft EIR for public review.

2 Response to Comments. During the 45-day public review period for the Draft EIR, 37 comment letters were received. This chapter contains these comment letters, which have been bracketed to organize the responses, and the City's responses to the comments.

3 Changes to the Draft EIR. Comments that are addressed in Chapter 2 may have resulted in minor revisions to the information contained in the February 2021 Draft EIR. Where necessary, deletions to the text are shown in ~~bold-strikeout~~ and additions to the text are shown in **bold underline** in all applicable sections of the Draft EIR. Additionally, through the certification of this Final EIR, where the term "Draft EIR" is used in the text, this is now deemed to be "Final EIR."

4 Mitigation Monitoring and Reporting Program. This chapter of the Final EIR provides the mitigation monitoring and reporting program (MMRP) for the proposed Project. The MMRP is presented in table format and identifies mitigation measures for the proposed Project, the implementation period for each measure, the implementing party, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

1.3 Environmental Review Process

1.3.1 Notice of Preparation

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of the proposed project. The EIR process is intended to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of the proposed project, and to identify feasible mitigation measures and alternatives that would reduce or avoid the proposed project's significant effects. In addition, CEQA requires that an EIR identify adverse impacts determined to be significant after mitigation.

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was circulated for a 30-day public review starting on May 26, 2020, to public agencies, organizations, and interested individuals. The purpose of the NOP was to provide notification that the City plans to prepare an EIR and to solicit input on the scope and content of the EIR. Additionally, a notice announcing the availability of the NOP was also published in the El Segundo Herald on May 21, 2020. Copies of the NOP were made available for electronic download on the City's website at <https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects>. Comments on the NOP were received from five agencies, seven letters/emails from individuals or groups, which are provided in Appendix A-2 to the Draft EIR.

A scoping meeting was held on June 10, 2020. Rather than conducting an in-person meeting, the Governor's Executive Order N-25-20 allowed local governments to hold meetings via teleconferencing while still meeting State transparency requirements. As such, the Project's Scoping Meeting was held online, through a webinar type format. The City hosted one Scoping Meeting on Wednesday, June 10, 2020, from 6:30 p.m. to 7:30 p.m. and was made available through the City's website at <https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects>. The purpose of this meeting was to seek input from public agencies and the general public regarding the potential environmental impacts of the proposed Project. The City received five comments/questions with environmental concerns during the Scoping Meeting, which are provided in the Draft EIR under Table A of Appendix A-2.

1.3.2 Noticing and Availability of the Draft

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The 45-day public review period for the Draft EIR started on February 25, 2021 and ended on April 12, 2021. At the beginning of the public review period, an electronic copy of the Draft EIR and an electronic copy of the Notice of Completion (NOC) and Notice of Availability (NOA) were submitted to the State Clearinghouse. Relevant State agencies received electronic copies of the documents. An NOA was distributed to interested parties and filed with the Los Angeles County Clerk as well as published in the El Segundo Herald. The NOA described where the document was available and how to submit comments on the Draft EIR. A hardcopy of the Draft EIR was available at the El Segundo Development Services Department located at 350 Main Street, El Segundo, CA 90245. Additionally, the NOA and the Draft EIR were available to be viewed on the City website at <https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects>.

The 45-day public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR. A total of 37 agency, organization, and individual comment letters were received and are included in Chapter 2, Responses to Comments, of this Final EIR.

1.3.3 Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. This Final EIR will be presented to City decision-makers for potential certification as the environmental document for the proposed project. All agencies who commented on the Draft EIR will be provided with a copy of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City’s website at: <https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects>.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with making findings under Section 15091, the lead agency may decide whether or how to approve or carry out the Project. When a lead agency approves a project that will result in the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency is required by CEQA to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. Because the Project would result in significant and unavoidable impacts, a “statement of overriding considerations” will be prepared pursuant to CEQA Guidelines Section 15093 and supported by substantial evidence in the record.

1.4 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in minor clarifications and modifications in the text of the February 2021 Draft EIR, as shown in Chapter 3, Changes to the Draft EIR. These changes are included as part of the Final EIR, to be presented to City decision makers for review and consideration of certification and Project approval.

CEQA Guidelines Section 15088.5 identifies when a lead agency must recirculate an EIR. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. Information includes changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.

4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in Chapter 3, Changes to the Draft EIR, of this Final EIR. None of the revisions that have been made to the Draft EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR; and, none of the revisions brought forth a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft EIR. Furthermore, the revisions do not cause the Draft EIR to be flawed such that it precludes meaningful public review. As none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted. As stated in CEQA Guidelines Section 15088.5(b), “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”

2 Responses to Comments

2.1 Introduction

A draft version of the Environmental Impact Report (EIR) for the proposed Pacific Coast Commons Specific Plan (Project) was circulated for a 45-day public review from February 25, 2021 to April 12, 2021. This chapter of the Final EIR includes a copy of each comment letter provided during the 45-day public review period for the Draft EIR. The City of El Segundo (City) has prepared responses to each comment, which are included in this chapter. The comments are ordered numerically, and the individual issues within each comment letter are bracketed and numbered. The City’s responses to comments on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the Lead Agency is required to evaluate and provide written responses to comments received on the Draft EIR (CEQA Guidelines, Section 15088).

As shown in Table 2-1 the City received comment letters from 1 agency, 4 organizations, and 32 community members. To finalize the EIR for the proposed Project, responses have been prepared for comments that were received during the public review period. In addition to providing individual responses to comments, one Topical Response has been prepared to respond to consistent comments raised by multiple commenters. When a commenter has made a comment that can be responded to using a Topical Response, the commenter is referred to the applicable Topical Response(s). For ease of reference, Topical Responses are included at the beginning of this Response to Comments chapter. In accordance with the requirements of CEQA Guidelines Section 15088(b), the City will provide a written response on comments submitted by public agencies to each respective public agency at least 10 days prior to certifying the Final EIR.

Table 2-1. List of Commenters

Comment Letter	Name	Type	Date
Agencies			
A1	Caltrans	Regional Agency	March 26, 2021
Organizations			
O1	CREED LA	Organization	March 8, 2021
O2	Attorneys for Southwest Regional Council of Carpenters	Organization	March 22, 2021
O3	Supporters Alliance for Environmental Responsibility (“SAFER”)	Organization	April 12, 2021
O4	Sam Dunlap	Tribe	April 10, 2021
Individuals			
I1	BYDS Chow	Individual	February 27, 2021
I2	Wendy Martin	Individual	February 28, 2021
I3	Paul Morrison	Individual	March 1, 2021
I4	Susannah Harper	Individual	March 2, 2021
I5	Laura Honsowetz	Individual	March 3, 2021
I6	Jed Montgomery	Individual	March 12, 2021
I7	Richard Leos	Individual	March 19, 2021
I8	Chris Johnson	Individual	March 20, 2021
I9	Jed Montgomery	Individual	March 20, 2021

Table 2-1. List of Commenters

Comment Letter	Name	Type	Date
I10	Antoine Michael	Individual	March 21, 2021
I11	McKenna Wilson	Individual	March 22, 2021
I12	Stephanie Jordan and Brenton C. Graham	Individual	March 22, 2021
I13	Maggie Matchett	Individual	March 22, 2021
I14	Lizabeth Allen	Individual	March 22, 2021
I15	Paul and Cami Trump	Individual	March 26, 2021
I16	Neil R. Cadman	Individual	March 26, 2021
I17	Frank Glynn	Individual	March 26, 2021
I18	Frances de Freitas	Individual	March 28, 2021
I19	Stephanie Sauter and Paul Kelly	Individual	March 28, 2021
I20	Bill Watkins	Individual	March 29, 2021
I21	Matthew Klemp	Individual	April 1, 2021
I22	Venu Joshi	Individual	April 5, 2021
I23	Jim deCordova	Individual	April 8, 2021
I24	Julia Riboli	Individual	April 9, 2021
I25	Bianca Mendoza	Individual	April 11, 2021
I26	Paul Morrison	Individual	April 11, 2021
I27	David S. Poepoe and Stephanie Young	Individual	April 11, 2021
I28	Eli Buck	Individual	April 12, 2021
I29	Eli Buck	Individual	April 12, 2021
I30	Gayle CdeBaca	Individual	April 12, 2021
I31	Stephanie Jordan and Brenton C. Graham	Individual	April 12, 2021
I32	Lionel Uhry	Applicant	April 12, 2021

2.2 Topical Responses

Topical Response No. 1 – Cumulative Impacts

In response to comments regarding the listing of cumulative projects included in the Draft EIR, an additional three development projects identified by the City of El Segundo have been added to the cumulative projects list. Table 2-2, Additional Related Projects, below, represents three additional projects that were reasonably foreseeable at the time of the issuance of the Notice of Preparation of the Draft EIR. These projects are hereby incorporated into Table 2-3, List of Cumulative Projects, within Draft EIR Chapter 2. Please see Chapter 3, Changes to the Draft EIR, Section 3.2, Errata, of this Final EIR, for revisions. These edits do not change the impact conclusions in the Draft EIR, nor do they result in any new significant impacts or the need for new or altered mitigation measures, as further demonstrated in the analysis below. Rather, this information merely augments the discussion that was already presented in the Draft EIR, and results in no changes to the conclusions or mitigation measures previously presented. As such, these changes would not result in a new significant impact or in an increase in the severity of a previously identified significant impact and, therefore, do not warrant recirculation of the Draft EIR.

Table 2-2. Additional Related Projects

Location ID	Related Project Location	Within City Limits	Land Use/Project Type	Unit	Size
31	1475 El Segundo Boulevard	Yes	Office	47.84	KSF
			Residential	4	DU
32	1320-1330 Franklin Avenue	Yes	Office	47.25	KSF
			Residential	4	DU
33	243 and 330 Kansas Street	Yes	Office	243.22	KSF

Note: DU = dwelling unit; KSF = thousand square feet

This Topical Response provides an assessment of these three additional related projects into the analysis of each topical sections assessed in the Draft EIR, as described below.

Aesthetics

As described in the Draft EIR (Section 4.1.5), the City is almost entirely built out, and cumulative projects within the City would be considered infill development. As further stated in Section 4.1.5, cumulative projects would not have a substantial adverse effect to existing scenic views of resources. The addition of the three related projects listed in Table 2-2 would not change this conclusion. Consistent with the other related projects listed in the Draft EIR, these three additional projects are infill, redevelopment projects in a highly urbanized area. They are located within the City, which does not identify any officially designated scenic vistas within City boundaries, and are not within the vicinity of the Santa Monica Mountains, San Gabriel Mountains, the coastline, or beaches. For the same reasons identified in the Draft EIR, cumulative projects would not have a substantial adverse effect to existing scenic views, and the newly added related projects would not change this conclusion.

With regard to scenic quality, the Draft EIR states that the proposed Project would have less than significant impacts on the scenic quality of the area and that no identified cumulative projects are within close proximity to the Project site such that combined effects could occur. While this analysis would remain the same for the revised related projects list provided in this Final EIR, one of the newly added related projects is situated closer to the Project site than the closest related project identified in the Draft EIR.¹ This more proximal related project is located at 243 and 330 Kansas Street. The northern boundary of this related project is located along Holly Avenue, approximately 0.15-mile west of the proposed Project’s southern boundary along Holly Avenue. However, the sloping topography of Holly Avenue between the proposed Project site and the related project site, combined with the distance between the two projects, intervening development, two-way roadway, landscaping, and utility lines, would minimize the potential for the two projects to combine within one viewshed to change the scenic quality of the area. As such, the proposed Project and the newly added proximal related project would not result in a significant impact to scenic quality.

As the related projects are implemented, a more dense and urban character would occur within the City, as described in Section 4.1.5 of the Draft EIR. The addition of three related infill development projects to the Draft EIR’s original list of 30 related infill development projects would not substantively alter the overall pattern of increased density and urbanization described in the Draft EIR. The three additional projects would be consistent with overall land use patterns and trends in the Project vicinity and would be required to comply with development

¹ By way of comparison, the closest related project identified in the Draft EIR is located at 455 Continental Boulevard & 1995 E Grand Avenue, which is over 0.3 mile southeast of the Project site. The related project at 243 and 330 Kansas Street is located approximately 0.15 mile southwest of the Project site. (The other two newly added related projects listed in Table 2-2 above are located in similar proximities to the Project site as the related projects identified in the Draft EIR.)

standards from the El Segundo Municipal Code and with applicable scenic quality regulations. Impacts related to conflicts with scenic quality regulations would remain less than significant, for the same reasons as identified in the Draft EIR.

With regard to shade/shadow, such impacts are site specific, and the geographic area of potential shade/shadow impacts is thus located within the immediate vicinity of the Project site. The distance between this related project and the Project site, as well as the intervening features, would preclude the shade/shadow impacts of the two projects from combining to produce a cumulative impact. Impacts would remain less than significant, and the newly added related projects would not change this conclusion.

As determined in the Draft EIR, upon compliance with applicable regulations and guidelines regarding light and glare, the proposed Project would not result in a cumulatively considerable light/glare impact. The related projects (including the three additional projects identified herein) would be subject to similar regulations and are infill projects within an already urbanized area. The addition of three related infill development projects to a list of 30 other infill development projects in an urbanized area would not change the conclusions regarding light/glare that are presented in the Draft EIR. Impacts would therefore remain less than significant, and the newly added related projects would not change this conclusion.

Air Quality / Greenhouse Gas Emissions

Cumulative impacts to air quality from construction and operation of the Project and other past, present, and reasonably foreseeable projects were discussed in Draft EIR Section 4.2, Air Quality. Under Threshold 4.2b and under Section 4.2.5, Cumulative Impact Analysis, the Draft EIR states if a project does not exceed the South Coast Air Quality Management District (SCAQMD) recommended daily regional or localized emission thresholds for criteria pollutants, then project-specific impacts would also not result in a cumulatively considerable increase in emissions. While the proposed Project would contribute emissions for both short-term construction and long-term operations, its emissions would not exceed the SCAQMD's criteria pollutant threshold for criteria air pollutant emissions; therefore, the Project's contribution would not be cumulatively considerable. Furthermore, other projects would also be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113 (Architectural Coatings).

Additionally, a localized significance thresholds (LSTs) analysis was prepared to determine potential impacts to nearby sensitive receptors during construction of the Project. The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways and only assess emissions generated from onsite sources. As previously discussed, the SCAQMD has promulgated guidance that if daily emissions generated by construction or operation of a project remain below the regional or localized mass daily thresholds, those emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Project-related construction activities would not generate emissions in excess of site-specific LSTs as described under Threshold 4.3c in Section 4.2, Air Quality; therefore, site-specific impacts during construction and operation of the proposed Project would be less than significant and therefore, would not result in a cumulatively considerable increase in emissions of

nonattainment pollutants. Therefore, even with consideration of the additional related projects, the proposed Project's air quality emissions would be less than significant.

Likewise, with greenhouse gas (GHG) emissions, impacts are inherently cumulative as described in Draft EIR Section 4.6, as no single project could cause global climate change. The proposed Project was determined to result in emissions less than the significance threshold and would also be consistent with the City's Climate Action Plan. Therefore, even with consideration of the additional related projects, the proposed Project's GHG emissions would be less than significant.

Cultural Resources

As stated in the Draft EIR (Section 4.3.5), there are no known historical or archaeological resources on the Project site and as such, the Project site is not part of an existing or known grouping or district of historical or archaeological resources that would be impacted as part of the cumulative impacts of other projects. The addition of three related projects to the related projects list would not change this conclusion. The proposed Project site does not support significant historic built environment resources; as such, the Project would not have the potential to combine with any of the related projects (including the additional three projects identified herein) to produce a cumulatively considerable impact on historic built environment resources.

As identified in the Draft EIR, there is the potential for accidental discovery of archaeological resources during excavation activities associated with the proposed Project and the related projects, including those that have been added in this Final EIR. MM-CUL-2 identified in the Draft EIR would address the proposed Project's potential impacts related to inadvertent finds of archaeological resources. Other individual projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the proposed Project and any impacts to archaeological resources would be mitigated, as applicable. The addition of three related projects to the list originally identified in the Draft EIR would not change this conclusion.

The potential for effects to human remains from the proposed Project and related projects (including the three additional related projects identified herein) would continue to be addressed by compliance with applicable regulations, as identified in the Draft EIR. Effects to human remains would not be cumulatively considerable, for the same reasons set forth in the Draft EIR. Therefore, even with consideration of the additional related projects, the proposed Project's impacts to cultural resources would be less than significant.

Energy

As stated in the Draft EIR (Section 4.4.5), buildout of the proposed Project and the related projects would increase demands for energy (electricity, natural gas, and petroleum). The addition of the three related projects identified in Table 2-2 would marginally increase the energy demands of the overall cumulative development scenario. As stated in Section 4.4.5, the proposed Project and the related projects would be subject to increasingly stringent energy efficiency requirements and are also expected to reduce vehicle miles traveled (VMT) by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. The three additional related projects would be subject to the same energy efficiency requirements as the other related projects and may also promote reductions in VMT through provision of jobs and housing in an already urbanized area. As such, the addition of three related projects to the overall cumulative scenario would not change the conclusions or the analysis presented in the Draft EIR in the category of energy.

Geology and Soils

As stated in the Draft EIR (Section 4.5.5), the majority of impacts from geologic hazards, such as rupture of a fault line, liquefaction, landslides, expansive soils, and unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis. Each related project would be required to adhere to required building engineering design per the most recent version of the California Building Code in order to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, as needed, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site. The addition of three related projects to the originally identified list in the Draft EIR would not change the cumulative impacts conclusions included in the Draft EIR.

With regard to paleontological resources, MM-GEO-1 would ensure that the Project's potential impacts to paleontological resources would be less than significant. Other cumulative projects that would have a potential to impact soils that are sensitive for significant fossils would also require mitigation, including the three additional projects listed in Table 2-2. The newly added related projects would not alter the cumulative impacts conclusions related to paleontological resources that was presented in the Draft EIR.

Hazards and Hazardous Materials

As stated in the Draft EIR (Section 4.7.5), cumulative projects would be subject to federal, state, and local regulations related to hazardous materials and other public health and safety issues. Adherence to these regulatory requirements would reduce incremental impacts associated with public exposure to health and safety hazards in the vicinity of each related project. Furthermore, hazards and hazardous materials impacts are generally site specific. For these reasons, the Draft EIR concludes that cumulative impacts associated with hazards and hazardous materials would be less than significant. The three additional related projects would not change the impacts or conclusion, as these additional related projects would be subject to the same federal, state, and local regulations related to hazardous materials that are identified in the Draft EIR. Furthermore, as stated in Section 4.7.5, the proposed Project itself would not create significant human or environmental health or safety risk that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed Project would not result in cumulatively considerable impacts related to hazards and hazardous materials, and the newly added related projects would not change this conclusion.

Hydrology and Water Quality

The cumulative scenario for water quality that is analyzed in the Draft EIR (Section 4.8.5) encompasses the geographic context of the South Santa Monica Bay Watershed and accounts for all anticipated cumulative growth within this geographic area. As such, the analysis is regional in nature and is not altered by the addition of the three related projects listed in Table 2-2. As with the other related projects identified in the Draft EIR, the additional related projects are infill development projects that could temporarily increase sedimentation during construction and could increase impervious surfaces during operations. However, the same water quality regulations identified in the Draft EIR would apply to the newly added related projects. For the same reasons stated in the Draft EIR, Project impacts associated with water quality standards and polluted runoff would be less than significant, and the Project would not contribute considerably to cumulative impacts. The newly added related projects would not change this conclusion.

The cumulative impact analysis for drainage that is analyzed in the Draft EIR discusses cumulative development in the City and its potential to increase impervious surfaces that could cause or contribute to storm drain system

capacity exceedance, alter the existing storm drain system, and/or require construction of new or expanded facilities. However, as stated in the Draft EIR, new development would be subject to the same requirements for low impact development infrastructure and best management practices to address the potential for increased runoff from development sites. All projects must comply with current state and local environmental regulations, such as the El Segundo Municipal Code mandates. The related projects that are added to the cumulative development scenario would be subject to these same regulations. Furthermore, these three additional projects are redevelopment projects located on existing urbanized, developed sites. As such, they would not be expected to contribute to an increase in impervious surfaces. For the same reasons identified in the Draft EIR, potential impacts to drainage associated with the Project would be less than significant, and the Project would not contribute considerably to cumulative impacts. The newly added related projects would not change this conclusion.

Land Use and Planning

As stated in the Draft EIR (Section 4.9.5), cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles Metropolitan region, including the Project site, the Draft EIR states that cumulative development would likely convert existing underutilized properties in the Project area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The three newly added related projects fit into this pattern of cumulative development that is described in the Draft EIR. As further stated in the Draft EIR, land use conflicts are typically site-specific and not cumulative in nature; despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. As such, the addition of the three related projects would not change the cumulative analysis or conclusions presented in the Draft EIR for land use and planning. Cumulative impacts related to land use and planning would thus remain less than significant for the same reasons identified in the Draft EIR. The newly added related projects would not change this conclusion.

Noise

The addition of three related projects would not change the impact determinations for noise as addressed in Draft EIR Section 4.10, Noise. While these three additional projects would have the potential to incrementally increase construction and operational noise intensity in the Project area, they would not change the Project's potential for contributing to cumulative effects. The three additional related projects are not directly adjacent to the Project site. As such, the proposed Project would not contribute to or overlap with localized noise and vibration effects associated with these projects.

By way of example, construction of the 243 and 330 Kansas Street related project (the nearest of the three additional projects) would appear to have existing noise-sensitive residential receptors at the northwest corner of E. Holly Avenue and Kansas Street that are as close as approximately 140 feet; however, these offsite receptors are 700 feet from the Project site. Since implementation of the Project and its component site-specific development, as well as unrelated development projects within its vicinity would all be subject to applicable noise standards, this means that construction noise from 243 and 330 Kansas Street would need to meet the City's construction noise threshold of 65 dBA at these offsite receptors 140 feet away. But because construction noise from the Project needs to comply with 65 dBA at its nearest offsite receptors, which include those at the northwest corner of E. Holly Avenue and Indiana Street that are less than 65 feet from the Project boundary, the Project construction noise exposure level at the Kansas Street receptors would be much less due to the additional 640 feet of distance travelled. With each doubling of distance representing a 6 dB reduction, the 65 dBA construction

noise level at the Indiana Street receptor would thus be at least 18 dB less (i.e., -6 dB at 130 feet, -12 dB at 260 feet, and -18 at 520 feet) and consequently a negligible acoustic contributor compared to what may be concurrent construction noise from 330 Kansas Street at these receptors. The same conclusion could be made for the offsite receptors at Indiana Street, because they are 700 feet from the 243 and 330 Kansas Street related project and would similarly receive an acoustically negligible contribution to the cumulative noise level. Such contribution is considered negligible in this context due to the principles of acoustical energy logarithmic summation: in summary, when two noise levels received at a common receptor are more than 10 dB apart, the result is effectively the larger of the two values. Both construction of the Project and the 243 and 330 Kansas Street related project could occur concurrently and individually comply with the City's construction noise standard, and each would not contribute to cumulative exceedances of noise standards of the other. Therefore, the incremental noise effect would remain as a less-than-significant impact with mitigation incorporated (included as MM-NOI-1) for Project construction noise.

Future development from implementation of the Project along with other projects would generate off-site traffic noise; however, even with increased traffic volumes, the noise generated from the three additional related projects would not represent a new significant impact. For instance, the predicted peak-hour traffic volumes for selected roadway intersections that include the effect of adding these three related projects to the cumulative and cumulative-plus-Project scenarios were numerically compared to earlier future traffic volumes used as inputs for studied roadway segments in the Draft EIR's Appendix J-1. The largest differences in total peak hour traffic, predicted to occur in the afternoon, at the Pacific Coast Highway intersections with E. Mariposa Avenue and E. Palm Avenue, result in no greater than a 0.09 dB increase in predicted traffic noise for the cumulative scenario and no greater than a 0.35 dB increase for the cumulative-plus-Project scenario. On these bases, and with no changes to roadway vehicle speeds or other modeling parameters, cumulative off-site traffic noise impacts would remain less than significant. Therefore, even with consideration of the additional related projects, the proposed Project's noise emissions would be less than significant.

Population and Housing

The cumulative population and housing analysis in the Draft EIR (Section 4.11.5) identifies two related projects that would contribute new residential units to the City: the projects at 540 E. Imperial Avenue and 1225 Mariposa Avenue. Two of the three newly added related projects (shown in Table 2-2 above) would contribute over 300,000 sf of office land uses and a total of eight new residential units to the City, in addition to the other related projects described in the Draft EIR. As such, these three projects would contribute primarily to the employment-generating uses within the City, which could further exacerbate the need for additional local housing stock. The three related project's new units would be small (e.g., approximately 500 sf) and are intended for the caretakers of the commercial properties, such as for security guards or others that need to stay overnight. The addition of 8 units intended to serve the planned office uses for the three new related projects would not be a substantial change in the context of cumulative housing and population growth for the City.

The Draft EIR further states that the related projects would primarily increase employment in the City. The three newly added related projects primarily consist of office uses and, therefore, would contribute to this overall pattern. Furthermore, as mentioned in the Draft EIR, the City is jobs rich and the eight new units proposed to serve the new office projects would not help to balance the jobs-to-housing ratio in the City. With or without the three additional related projects, the proposed Project would provide additional housing in a jobs-rich area. For the same reasons described in the Draft EIR, it is not anticipated that the proposed Project, in combination with other future foreseeable projects, would create a cumulatively considerable impact to population, housing, or employment. The newly added related projects would not change this conclusion and may in fact further support the need for the proposed Project's residential uses to facilitate a more balanced jobs-housing community.

Public Services and Recreation

The cumulative analysis for public services and recreation presented in the Draft EIR (Section 4.12.5) states that cumulative impacts to fire protection, police protection, schools, parks and recreational facilities, and other public facilities such as libraries would be generally addressed through development fees from the related projects. The addition of three related projects to the overall cumulative development scenario would incrementally increase demands on services but would also represent a commensurate increase in fees. As such, the analysis and conclusions in the Draft EIR would not change, and cumulative impacts would remain less than significant for the same reasons identified in the Draft EIR. The newly added related projects would not change this conclusion.

Transportation

The addition of three related projects would not change the impact significance conclusions as addressed in Draft EIR Section 4.13, Transportation. As described in Draft EIR Sections 4.6, Greenhouse Gas Emissions; 4.9, Land Use and Planning; and 4.13, Transportation, the proposed Project is consistent with plans addressing the circulation system (SCAG’s 2020-2045 RTP/SCS, the City’s Climate Action Plan, Metro’s Long Range Transportation Plan, and LADOT’s Short Range Transit Plan) and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions. The addition of three related projects would not change the proposed Project’s proximity to public transit and the Project (and other related projects) would cumulatively contribute to transit ridership maintained by Metro and LADOT, which would result in less than significant impacts.

The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR). Automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). Therefore, as stated in the Draft EIR, the City’s LOS policy in the General Plan would not be applicable per Senate Bill (SB) 743; however, a discussion of the changes in the LOS analysis due to the inclusion of the three additional related projects is provided below for informational purposes.

The addition of the three related projects listed in Table 2-2 above is anticipated to change the LOS of the intersection at Pacific Coast Highway/EI Segundo Boulevard in the AM peak hour from LOS D to LOS E, as shown in the attached memorandum (see Appendix A) to this Final EIR (Fehr & Peers 2021). Prior to the addition of these related projects, this intersection was forecast to operate at LOS D in the AM peak hour, as shown in Table 2-3. With the addition of the three related projects, this intersection is forecast to operate at LOS E in the AM peak hour, as shown in Table 2-4.

Table 2-3. Draft EIR Future (2027) Plus Project Intersection LOS Signalized Intersections

No.	Intersection	Peak Hour	Future (2027)		Future plus Project	
			V/C	LOS	V/C	LOS
6	Pacific Coast Highway/EI Segundo Boulevard	AM	0.867	D	0.877	D
		PM	1.115	F	1.117	F

Source: Fehr & Peers, 2020 (Appendix J-1); adapted from Table 8A

Note: V/C = volume to capacity; LOS = Level of Service

Table 2-4. Revised Future Plus Project Intersection LOS Signalized Intersections

No.	Intersection	Peak Hour	Future (2027)		Future plus Project	
			V/C	LOS	V/C	LOS
6	Pacific Coast Highway/El Segundo Boulevard	AM	0.901	E	0.908	E
		PM	1.170	F	1.172	F

Source: Fehr & Peers, 2021

Note: V/C = volume to capacity; LOS = Level of Service

This changed future LOS condition would occur with or without the proposed Project. Importantly, the addition of the proposed Project would not individually contribute to an LOS change from the pre-Project condition. In summary, the addition of the three related projects would not result in the Project creating adverse circulation conditions regarding trips generated on the street network.

Additionally, the addition of three related projects would not result in a cumulatively significant impact related to VMT. As stated in Section 4.13, Transportation of the Draft EIR, the City has not yet adopted VMT guidelines, metrics, and significance criteria per SB 743 guidelines. As such, the impact thresholds used for this Project are based on the Governor’s Office of Planning and Research (OPR) guidelines outlined in their Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). As shown in Table 4.13-3 of the Draft EIR, the Project is estimated to generate 10.9 daily household VMT per capita, which is lower than 15% below the existing City daily household VMT per capita (12.1 VMT). Per OPR guidelines, “...A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa...” Per the VMT analysis, the Project’s VMT of 10.9 VMT falls below the efficiency-based threshold of 12.1 VMT, and the Project site is located within an urbanized area served by public transit. As such, the Project would not exceed the SCAG threshold for VMT and the Project’s contribution to cumulative VMT would not be cumulatively considerable.

Finally, the addition of three related projects would not result in a cumulatively considerable significant impact related to emergency access. As with the proposed Project, driveways and/or circulation modifications proposed in the surrounding area would comply with applicable local, regional, state, and/or federal requirements. Further, since modification to access is largely confined to the Project site and the immediate surrounding area, Project-specific emergency access impacts would likely not impact other cumulative projects. Therefore, even with consideration of the additional related projects, the proposed Project’s transportation impact conclusions would remain less than significant as stated in Draft EIR Section 4.13.

Tribal Cultural Resources

As stated in the Draft EIR (Section 4.14.5), cumulative impacts on tribal cultural resources consider whether impacts of the proposed Project together with other related projects identified within the vicinity of the Project site, when taken as a whole, substantially diminish the number of such resources within the same or similar context or property type. As discussed in the Draft EIR, there are no known tribal cultural resources on the Project site and the area is considered to be of low potential to contain unanticipated cultural or tribal cultural resources. Furthermore, mitigation measure MM-TCR-1 is set forth for the proposed Project to address the potential for inadvertent finds during excavation. The related projects would be subject to the same requirements of CEQA as the proposed Project and any impacts to tribal cultural resources would be mitigated, as applicable. The three related projects that have been added to the cumulative scenario are also subject to the same requirements, and mitigation would be applied

if necessary. As stated in the Draft EIR, impacts would not be cumulatively considerable after the Project-specific mitigation measure is applied. The newly added related projects would not change this conclusion.

Utilities and Service Systems

As stated in Section 4.15.5 of the Draft EIR, the proposed Project and each cumulative project would incrementally increase demands for utilities and service systems. The analysis in the Draft EIR demonstrates that available capacity exists to serve the proposed Project's water, wastewater, electricity, natural gas, telecommunications, and solid waste disposal needs. Similar to the Project, the capacity and availability of utilities to serve the related projects would be determined on a project-specific basis. In the event that upgrades are required due to cumulative projects, all construction work would be subject to local municipal code and applicable agency requirements, and would be subject to CEQA review accordingly. Furthermore, increases in water demand would be analyzed relative to the available supply outlined in the applicable Urban Water Management Plan and the increase in sewer generation for related projects located in the City would be governed under Title 12 of the El Segundo Municipal Code, which regulates public sewer facilities. The three newly added related projects would be subject to these same requirements and would also undergo analysis for utilities capacity on a project-specific basis. For the same reasons described in the Draft EIR, the Project's impacts to utilities and service systems would not be cumulatively considerable, and the newly added related projects would not change this conclusion.

Other Environmental Topics

With regard to cumulative impacts for the other environmental topics addressed in the Draft EIR, the addition of the three related projects described above would not change any impact determinations. While these projects would incrementally increase development intensity in the Project area, they would not change the Project's potential for contributing to cumulative effects. The three additional cumulative projects are not directly adjacent to the Project site. As such, the proposed Project would not contribute to or overlap with localized effects associated with these projects. Compliance with local and regional policies and regulations, combined with on-going monitoring of service levels for public services, utilities, and infrastructure, would preclude the Project from creating a cumulatively considerable impact, with or without the addition of the three above projects to the cumulative development scenario. Additional details are provided above for the other environmental topics addressed in the Draft EIR.

Conclusion

As outlined above, no new or different impacts requiring new or different mitigation would be required as a result of the additional related projects. No changes are required to the analysis or conclusions within the Draft EIR. No significant new information regarding the additional related projects within the meaning of CEQA Guidelines Section 15088.5 is presented herein, and as such, recirculation of the Draft EIR is not necessary.

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Comment Letter A1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



March 26, 2021

Paul Samaras
City of El Segundo, Development Services Department
350 Main Street
El Segundo, California 90245

RE: Pacific Coast Commons Specific Plan –
Draft Environmental Impact Report (DEIR)
SCH# 2020050508
GTS# 07-LA-2020-03504
Vic. LA-1 PM 25.455
Vic. LA-105 PM 00.474

Dear Paul Samaras,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Pacific Coast Commons Specific Plan (Project) includes approximately 6.3 acres (post-dedication) of developed property located along Pacific Coast Highway. The entire area would receive a new General Plan Land Use Designation and zoning of Pacific Coast Commons Specific Plan. The adoption of a Specific Plan would allow for the following:

- 1. The continued operation of the Fairfield Inn and Suites Hotel and Aloft Hotel, which contain 596 rooms within 288,767square feet of hotel development;
2. 327,021 square feet of residential development for 263 new housing units, including 257 multi-family apartments and six condominium/townhomes;
3. 11,252square feet of new commercial/retail uses; and
4. Three new parking structures that would contain approximately 792 parking stalls.

A1-1

The nearest State facilities to the proposed project are SR 1 and I-105. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides a mix of land uses which allow a neighborhood to meet their needs for housing, work, and services, like the proposed Project aims to facilitate. Caltrans applauds the inclusion of a Shared Parking Analysis (Appendix J-2) which provides additional evidence that current municipal parking requirements result in more car parking than necessary. However, Caltrans still recommends reducing the amount of car parking to the fewest number of spaces possible. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other

A1-2

“Provide a safe and reliable transportation network that serves all people and respects the environment”

Paul Samaras
March 26, 2021
Page 2

travel modes and undermines a community's ability to choose public transit and active modes of transportation. If the car parking structures must be built, they should be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge so that they can be more easily converted to beneficial uses in the future.

↑
A1-2
Cont.

The project will not be providing unbundled car parking for residential units, despite it being a specific goal in the City of El Segundo Climate Action Plan. The DEIR states that this goal isn't applicable to the project, even though mandatory bundle parking has been shown to have a direct impact on housing costs, transportation choice, and ultimately results in additional Vehicle Miles Travelled (VMT). Additionally, the exact number of secure bike parking spaces to be provided is not specified. Caltrans recommends at least one long-term bicycle parking space per residential unit. Caltrans would encourage the Lead Agency to seriously consider unbundled car parking and providing an equitable number of long-term bike parking spaces as conditions of approval for this Project.

↑
A1-3

For any work on or adjacent to Caltrans Right-of-Way, an Encroachment Permit will be required. Please reference the following right-of-way maps when applying: P23579-1, P23579-3.

Additionally, transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

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A1-4

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03504.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response to Comment Letter A1

California Department of Transportation
March 26, 2021

A1-1 This comment summarizes the proposed Project's characteristics and location. The comment's summary of the Project's characteristics and location are correctly recorded with the exception of the Project site's acreage post street dedications. The comment letter recorded the approximate size as 6.3 acres. As detailed in Section 3.1, Project Summary, of the Draft EIR, the Project site totals approximately 6.385 gross acres or 6.23 acres post street dedications. No further response is required.

A1-2 This comment summarizes the Project and identifies the nearest State facilities, consistent with Draft EIR Section 4.13, Transportation. This comment also acknowledges that the Project constitutes an infill redevelopment rather than an all-new development and applauds the inclusion of the Shared Parking Analysis (included as Appendix J-2 of the Draft EIR) to reduce the parking requirements from what is currently required by the City of El Segundo. However, Caltrans still recommends reducing the number of parking spaces provided to the fewest number of spaces possible.

The Shared Parking Analysis reduced the City's parking ratios below what is required by the City's Municipal Code. Residential parking ratios were reduced from 2 spaces per dwelling unit to 1 space per studio, 1.5 spaces per 1-bedroom, and 2 spaces per 2-bedroom, which is supported by Institute of Transportation Engineers (ITE) rates per bedroom and further supported with research from Palo Alto (see Draft EIR, Appendix J-2, for a summary of this research). Hotel parking rates were also reduced based on the observed parking demands at the existing hotels, and then were adjusted to assume full occupancy of the rooms.

Caltrans also states that the proposed parking structures should be designed in a way that is conducive to adaptive reuse and should contain flat floors with ramps on the exterior edge so that they can be more easily converted to beneficial uses in the future. Taking into account site constraints, the parking structures have been designed to have flat floors to accommodate future conversions to different uses, as depicted in Figures 3-4C, Conceptual PCC-South Section, 3-5C, Conceptual PCC-Fairfield Parking Section, and 3-6C, Conceptual PCC-North Section of Chapter 3, Project Description of the Draft EIR.

A1-3 This comment states that the Project will not be providing unbundled parking for residential units, despite being a goal in the City of El Segundo Climate Action Plan. The Project Applicant has not proposed to unbundle parking in order to be responsive to community feedback received during public outreach in which concerns were expressed related to the potential for overflow parking into the adjacent residential community. Further, compliance with all goals of the City's Climate Action Plan is not mandatory to determine consistency. The Climate Action Plan is an aspirational document and does not modify what is in the City's General Plan or the El Segundo Municipal Code (ESMC). Further, vehicle parking is not a required threshold of consideration for the purposes of determining environmental impacts pursuant to CEQA.

The comment also points out that the number of bicycle parking spaces is not specified and recommends at least one long-term bicycle parking space per residential unit. This comment is acknowledged and will be taken into consideration by the City's decision makers as part of the Final

EIR. The Project will provide the following number of bicycle parking spaces, per the bicycle parking requirements established in the ESMC and CalGreen requirements:

- PCC South
 - 8 bike parking spaces for commercial uses
 - 34 bike parking spaces for residential use
- Fairfield Site
 - 6 bike parking spaces for commercial uses
- PCC North
 - 6 bike parking spaces for commercial uses
 - 24 bike parking spaces for residential use

The Project will provide more bicycle parking for both commercial and residential uses than is required by the City's Municipal Code.

Finally, Caltrans encourages the Lead Agency to consider unbundled car parking and providing an equitable number of long-term bike parking spaces as conditions of approval for this Project. This comment is acknowledged and will be shared with the City's decision makers.

A1-4

This comment states an Encroachment Permit will be required for any work on or adjacent to the Caltrans right-of-way and that a Caltrans transportation permit is required for oversized-transport vehicles utilizing State highways. These requirements are noted in the Draft EIR, within Section 3.7.3, Other Permits and Approvals. The comment also recommends large size truck trips be limited to off-peak hour commute periods. As stated in the Draft EIR, within Section 3.7.3, Other Permits and Approvals, the Project will require approval of a Traffic Control Plan in compliance with the California Manual Uniform Traffic-Control Devices. Additionally, MM-TRA-1 included in Section 4.13, Transportation, requires that the Traffic Control Plan address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following, if determined necessary and feasible: temporary traffic controls (e.g., a flag person) during construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors. These requirements are adequate to address potential impacts associated with use of large trucks during construction activities. Lastly, the comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required.

Comment Letter O1

From: Sean Silva [REDACTED]
Sent: Monday, March 8, 2021 2:52 PM
To: Samaras, Paul
Subject: Public Records Request - 401 N PCH Project

Follow Up Flag: Follow up
Flag Status: Flagged

March 8, 2021

Via Email and U.S. Mail

City of El Segundo
Attn: Paul Samaras
350 Main St.
El Segundo, CA 90245
psamaras@elsegundo.org

RE: Public Records Act Request and Request for Mailed Notice of Public Hearings and Actions – Pacific Coast Commons, 401 N Pacific Coast Highway El Segundo, CA 90245

Dear Mr. Samaras,

CREED LA is writing to request a copy of any and all records related to the project, the Pacific Coast Commons, located at 401 North Pacific Coast Highway in El Segundo. The project consists of a 6-story building with 120 residential units and 5,700 square feet of commercial space and a second 6-story building with 137 apartment units and 5,500 square feet of commercial space; along with 6 detached townhomes. We are also writing to request copies of all communications and mailed notice of any and all hearings and/or actions related to the Project.

Our request for mailed notice of all hearings includes hearings, study sessions and community meetings related to the Project, certification of the MND (or recirculated DEIR), and approval of any Project entitlements. This request is made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body. Our request includes notice to any City actions, hearings or other proceedings regarding the Project, Project approvals and any actions taken, or additional documents released pursuant to the California Environmental Quality Act.

Our request for all records related to the Project is made pursuant to the California Public Records Act. (Government Code § 6250 et seq.) This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

O1-1

We will pay for any direct costs of duplication associated with filling this request up to \$200. However, please contact me at (877) 810-7473 with a cost estimate before copying/scanning the materials.

Pursuant to Government Code Section 6253.9, if the requested documents are in electronic format and are 10 MB or less (or can be easily broken into sections of 10 MB or less), please email them to me as attachments.

My contact information is:

U.S. Mail

Jeff Modrzejewski
CREED LA
501 Shatto Place, Suite 200
Los Angeles, CA. 90020

Email

creedla@creedla.com

Please call me if you have any questions. Thank you for your assistance with this matter.

Sincerely,
Jeff Modrzejewski
Executive Director

↑
O1-1
Cont.

Response to Comment Letter 01

CREED LA
March 8, 2021

01-1 This comment requests a copy of any and all records related to the proposed Project, including copies of all communications and mailed notices of any and all hearings and/or actions related to the Project. The comment's request will be granted pursuant to Public Resource Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152, and Government Code Section 65092, as cited in the letter. Below is a list of approvals required for Project implementation.

As specified in the above listing, the certification of the Final EIR and the adoption of the Pacific Coast Commons Specific Plan, for example, would be considered at a public hearing by the City's decision makers. As such, these potential future approvals would be notified to the public in compliance with State and local regulations including the Ralph M. Brown Act (Government Code Section 54950, et seq.). The designated contact for CREED LA will be included in all future notices of actions or hearings related to the proposed Project. Furthermore, in accordance with CEQA Guidelines Section 15094, the Lead Agency shall file a Notice of Determination (NOD) within five working days after deciding to carry out or approve the project. The NOD will also be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research State Clearinghouse.

Lastly, the comment only partially summarizes the project description by not including the components of PCC-Fairfield Parking. Please see Chapter 3, Project Description of the Draft EIR for more details, including Table 3-2, Conceptual Site Plan and Specific Plan Buildout Summary, for a breakdown of the proposed units and square footage for each land use. Lastly, the comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required.

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Comment Letter O2



Ph: (626) 381-9248
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E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA ELECTRONIC & U.S. MAIL

March 22, 2021

Tracy Weaver
City Clerk
City of El Segundo
350 Main Street
El Segundo, CA 90245
Em: allcityclerks@elsegundo.org

Paul Samaras
Principal Planner
City of El Segundo
350 Main Street
El Segundo, CA 90245
Em: psamaras@elsegundo.org

RE: Public Records Act and Mailing List Request Regarding Pacific Coast Commons Specific Plan (SCH #: 2020050508).

Dear Ms. Weaver and Mr. Samaras,

On behalf of Southwest Regional Council of Carpenters (“**SWRCC**”) and its members, this Office requests that the City of El Segundo (“**City**”) provide any and all information referring or related to the Pacific Coast Commons Specific Plan (“**Project**”) pursuant to the California Public Records Act (“**PRA**”), Cal. Government (“**Gov’t**”) Code §§ 6250–6270 (collectively “**PRA Request**”).

Moreover, the SWRCC requests that City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq.*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

O2-1

City of El Segundo – Pacific Coast Commons Specific Plan
March 22, 2021
Page 2 of 7

The Southwest Regional Council of Carpenters is a labor union representing 50,000 union carpenters in six states, including in southern California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

I. PUBLIC RECORDS ACT REQUEST.

SWRCC is requesting any and all information referring or related to the Project.

The Public Records Act defines the term “public record” broadly as “any writing containing information relating to the conduct of the public’s business . . . regardless of physical form and characteristics.” Gov’t Code § 6252(d). “Records” includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These “records” are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of City concerning the Project.

Please include in your response to this request the following examples of “records,” as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records (“email”), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 6252(g) (defining a writing to including “any record thereby created, regardless of the manner in which the record has been stored”). Responsive correspondence should include, inter alia, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices “relating to the conduct of the public’s business.” Cal. Government Code § 6252(e); *Citizens for Ceres v. Super. Ct. (“Ceres”)* (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov’t v. City of Lodi (“Lodi”)* (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer’s “writings about public business are not excluded” from the California Public Records Act “simply because they have been sent, received, or stored in a personal account.”) .

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O2-1
Cont.
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City of El Segundo – Pacific Coast Commons Specific Plan
March 22, 2021
Page 3 of 7

This Office requests any and all information referring or related to the Project, including but not limited to:

- (1) All Project application materials;
- (2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively “CEQA”) and with respect to the action on the Project;
- (3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;
- (4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;
- (5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;
- (6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;
- (7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;
- (8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;

O2-1
Cont.

City of El Segundo – Pacific Coast Commons Specific Plan
March 22, 2021
Page 4 of 7

- (9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;
- (10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City 's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and
- (11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.



O2-1
Cont.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 6253(c), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. SWRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the

City of El Segundo – Pacific Coast Commons Specific Plan
March 22, 2021
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documents via email, or inform us of the location at which we can copy these documents electronically.

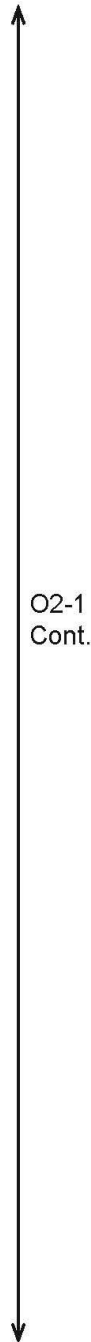
In preparing your response, please bear in mind that you have an obligation under Government Code section 6253.1 to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any “statute ... or other authority ... [that] limits the right of access” to “information concerning the conduct of the people’s business” must be “narrowly construed.”

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 6255, subd. (a) to “justify withholding any record by demonstrating that the record in question is exempt under express provisions” of the Public Records Act or that “the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record.”

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency “must retain ‘[a]ll written evidence or correspondence submitted to, or transferred from’ . . . with respect to” CEQA compliance or “with respect to the project.”



O2-1
Cont.

II. NOTICE LIST REQUEST.

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report (“EIR”) or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California



O2-1
Cont.

City of El Segundo – Pacific Coast Commons Specific Plan
March 22, 2021
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Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law
155 South El Molino Avenue
Suite 104
Pasadena, California 91101
Em: mitch@mitchtsailaw.com
Em: greg@mitchtsailaw.com
Em: leon@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai
Attorneys for Southwest Regional Council
of Carpenters

↑
O2-1
Cont.

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Response to Comment Letter 02

Southwest Regional Council of Carpenters
March 22, 2021

02-1 This comment requests a copy of any and all information related to the proposed Project, including any and all notices of any and all hearings and/or actions related to the Project. The comment's request will be granted pursuant to the California Public Records Act (Government Code §§6250-6270); California Environmental Quality Act (CEQA) (Public Resource Code §21000 et seq); and Planning and Zoning Law (Government Code §§65000-65010), as cited in the letter.

As specified in Section 3.7 of the Draft EIR, the Project applicant has requested approvals including the certification of the Final EIR and the adoption of the Pacific Coast Commons Specific Plan, for example, which would be considered at a public hearing by the City's decision makers. These potential future approvals would be notified to the public in compliance with State and local regulations including the Ralph M. Brown Act (Government Code Section 54950, et seq.). The designated contacts for the Southwest Regional Council of Carpenters will be included in all future notices of actions or hearings related to the proposed Project. Furthermore, in accordance with CEQA Guidelines Section 15094, the Lead Agency shall file a Notice of Determination (NOD) within five working days after deciding to carry out or approve the project. The NOD will also be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research State Clearinghouse. Lastly, the comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required.

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Comment Letter O3



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
rebecca@lozeaudrury.com

Via Email

April 12, 2021

Paul Samaras, AICP
City of El Segundo
Development Services Department
350 Main Street
El Segundo, CA 90245
psamaras@elsegundo.org

Re: Comment on Draft Environmental Impact Report, Pacific Coast Commons Specific Plan (SCH# 2020050508)

Dear Mr. Samaras:

I am writing on behalf of Supporters Alliance For Environmental Responsibility (“SAFER”) regarding the Draft Environmental Impact Report (“DEIR”) prepared for the Project known as Pacific Coast Commons Specific Plan, aka SCH# 2020050508, including all actions related or referring to the proposed demolition of existing surface parking lots and construction of a new mixed use development located at 401-575 N. Pacific Coast Highway (PCH) and the parking lot on 600-block of PCH in the City of El Segundo (“Project”).

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project’s impacts. SAFER requests that the Development Services Department address these shortcomings in a revised draft environmental impact report (“RDEIR”) and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

O3-1

Sincerely,

Rebecca Davis

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Response to Comment Letter 03

Supporters Alliance for Environmental Responsibility (SAFER)

April 12, 2021

03-1 This commenter's assertion that the Draft EIR "fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts" is inaccurate. This statement does not identify any deficiencies of the document and does not support this general assertion with any evidence.

The Draft EIR has been prepared in conformance with the substantive and procedural requirements of CEQA and the CEQA Guidelines. Specifically, the Draft EIR includes all of the required contents of an EIR and the associated required details and topics for analysis, as set forth in Sections 15120 through 15132 of the CEQA Guidelines. Furthermore, the Draft EIR was prepared by experts in the disciplines of environmental impact assessment. For example, the topic of noise was evaluated by an Institute of Noise Control Engineering certified professional; the topic of archaeological resources was evaluated by a Registered Professional Archaeologist; the topic of historic resources was evaluated by professionals with master's degrees in the field; the topic of hazards and hazardous materials was evaluated by a professional engineer; and the topic of transportation was evaluated by an American Institute of Certified Planners professional. All conclusions in the Draft EIR are supported by substantial evidence (including facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts), as defined in Section 15384 of the CEQA Guidelines.

The Draft EIR presents a comprehensive analysis of the Project's potential environmental impacts and feasible mitigation measures and contains approximately 700 pages of detailed analysis, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language (as required by Section 15123 of the CEQA Guidelines). The Draft EIR is also consistent with Section 15121 of the CEQA Guidelines, in that it constitutes an informational document that informs public agency decision makers and the public generally of the significant environmental effect of a project, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the project. While the Draft EIR identifies a number of significant environmental effects, based on substantial evidence in the record, it also identifies feasible mitigation measures that would reduce all of the identified significant impacts to below a level of significance. One exception is a significant impact related to the Project's consistency with the Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022² and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details. This conclusion and the infeasibility of mitigation for this impact is described and substantiated in Section 4.2.7 of the Draft EIR. For these reasons, the Draft EIR is considered adequate under CEQA, the Draft EIR meets the purpose and intent of CEQA, and the Draft EIR has imposed all feasible measures to mitigate the Project's significant impacts.

The commenter's assertion that the Draft EIR must be revised and recirculated is inaccurate. CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, describes the thresholds for recirculation of an EIR. Pursuant to Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of

² South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

the draft EIR but before certification. New information can include a disclosure showing that a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented, a substantial increase in the severity of an environmental impact, a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project (but the project's proponents decline to adopt it), or the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Significant new information, as it is defined in CEQA Guidelines Section 15088.5, has not been added to this EIR subsequent to its release for public review. No changes have been made to the Project, and no changes have occurred in the environmental setting such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. No additional data or other information has been added such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. Additionally, no feasible project alternatives or mitigation measures considerably different from those in the Draft EIR that would clearly lessen the environmental impacts of the Project have been identified. Lastly, the Draft EIR is not fundamentally and basically inadequate and conclusory in nature. As described above, the Draft EIR includes extensive environmental analysis that was conducted by qualified professionals. The Draft EIR discloses a number of significant impacts that would result from the proposed Project and identifies mitigation that would reduce these significant impacts below a level of significance. As such, the Draft EIR is not required to be revised and recirculated, and the commenter has not presented substantial evidence to support a need for recirculation.

Section 15204 of the CEQA Guidelines states that "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments." This comment states that the Draft EIR "fails as an informational document" and that it "fails to impose all feasible mitigation measures." However, no explanation, examples, or evidence is provided in support of these statements. As further provided in Section 15204, "When responding to comments, lead agencies need only respond to significant environmental issues..." This comment does not provide evidence, or reference to, any significant environmental issues associated with the Project, and the claims set forth in this comment are not supported by any substantial evidence. (Substantial evidence must include "facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts" (CEQA Guidelines Section 15384)).

Comment Letter O4

April 8, 2021

Sam Dunlap
Cultural Resource Director
Gabrielino Tongva Nation
P.O. Box 86908
Los Angeles, California 90086

Attention:
Paul Samaras, AICP
Principal Planner
City of El Segundo

Subject:
Pacific Coast Commons Specific Plan (State Clearinghouse No. 2020050508)

Dear Mr. Samaras,

The Gabrielino Tongva Nation requests AB52 consultation on the proposed Pacific Coastal Commons Project in the city of El Segundo. Since the project location is within the traditional tribal territory of the Gabrielino Tongva Nation, our tribe's concerns will focus on any potential impacts to tribal cultural resources. We will also like to ensure that appropriate mitigation measures will be implemented for this project.

I look forward to discussing these issues with you at your earliest convenience.

Sincerely,

Sam Dunlap
Cultural Resource Director
(909) 262-9351
Samdunlap@earthlink.net

O4-1

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Response to Comment Letter 04

Gabrielino Tongva Nation

April 8, 2021

04-1 This comment states that the Gabrielino Tongva Nation (Tribe) requests Assembly Bill (AB) 52 consultation on the proposed Project. As described in Section 4.14, starting on page 4.14-7, the City contacted the Tribe in formal AB 52 notification on May 18, 2020. The Tribe did not respond within the 30-day window requesting consultation. Additionally, the Gabrieleno Band of Mission Indians – Kizh Nation sent a letter to the City on May 29, 2020 requesting consultation. Records of the AB 52 Consultation are included as Appendix K of the Draft EIR but are confidential and not for public view.

As discussed in Section 4.3, Cultural Resources, of the Draft EIR, MM-CUL-2 address potential impacts to archaeological resources (i.e., sites, features, or artifacts) and in Section 4.14, Tribal Cultural Resources, of the Draft EIR, MM-TCR-1 addresses potential impacts to tribal cultural resources. MM-CUL-2 and MM-TCR-1 are adequate to address all potential impacts to such resources, and no additional mitigation is required. However, while the window provided for consultation under AB 52 is concluded, the City will provide the results of the archaeological study to the Tribe and would review any additional information that the Tribe would like to provide with regards to tribal cultural resources or cultural resources that may be affected by the proposed Project.

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Comment Letter I1

From: BYDS Chow [REDACTED]
Sent: Saturday, February 27, 2021 2:39 PM
To: planning
Subject: Pacific Coast Commons -Objection

I1-1

Hi

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Response to Comment Letter I1

Byds Chow
February 27, 2021

- I1-1** This comment provides an objection to the proposed Project, as stated in the subject line of the email. The commenter's general opposition to the Project will be provided to the City's decision makers for their review and consideration as part of this Final EIR. The comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required.

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Comment Letter I2

From: wendy@martinlandscaping [REDACTED]
Sent: Sunday, February 28, 2021 6:48 AM
To: Samaras, Paul
Subject: Pacific Coast Commons

Follow Up Flag: Follow up
Flag Status: Flagged

February 28, 2021

Paul Samarus

RE: Pacific Coast Commons, El Segundo CA ,90245

Please keep me appraised of any developments, meetings, decisions etc. that become available regarding this proposed project as it develops.

Thank You

Wendy Martin

wendy052581@aolo.com

wendy@martinlandscaping.net



Wendy Martin / CFO
wendy@martinlandscaping.net
Office: 310-930-7892
www.MartinLandscaping.net
Lic. 932172

I2-1

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Response to Comment Letter I2

Wendy Martin
February 28, 2021

- I2-1** This comment requests to be notified of future information related to the proposed Project, including developments, meetings and decisions. As specified in Section 3.7 of the Draft EIR, the Project applicant has requested approvals including the certification of the Final EIR and the adoption of the Pacific Coast Commons Specific Plan, for example, which would be considered at a public hearing by the City's decision makers. These potential future approvals would be notified to the public in compliance with State and local regulations including the Ralph M. Brown Act (Government Code Section 54950, et seq.). The commenter's email address will be included in all future notices of actions or hearings related to the proposed Project. Furthermore, in accordance with CEQA Guidelines Section 15094, the lead agency shall file a Notice of Determination (NOD) within five working days after deciding to carry out or approve the project. The NOD will also be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research State Clearinghouse.

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Comment Letter I3

From: Paul Morrison [REDACTED]
Sent: Monday, March 1, 2021 12:01 PM
To: Samaras, Paul
Subject: MAR CDC Holly, LLC

Morning Mr. Samaras

My name is Paul Morrison, I live at 421 Indiana Street, Apt 4. I am a Survey Party Chief with the City of Los Angeles, currently telecommuting.

I met the project engineers for this project late last year. They informed me that the work would start in 2 years, sometime in 2022 I would think. The water main is currently being replaced, which I assume is part of this project. I am 67 years old and will retire from the City of Los Angeles May 8th of this year.

I will be submitting a written comment regarding the environmental effects of this project before the deadline. This email has nothing to do with that pending comment.

This project will have definite quality of life consequences for me. As a construction Survey Party Chief I have some idea of the scope of the project. Will construction start as I was told, sometime in 2022? Will this project take 2 years to complete? Your response will help me make decisions that I need to think about.

I would greatly appreciate your feedback on these questions.

Paul Morrison
Survey Division | Survey Party Chief
T: (213) 923-4694 | F: (310) 575-8864
1828 Sawtelle Blvd., Ste. 105
Los Angeles, CA. 90025



I3-1

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Response to Comment Letter I3

Paul Morrison
March 1, 2021

I3-1 This comment includes a question related to the proposed Project's construction schedule. Section 3.4, Project Construction, of the Draft EIR includes a description of the construction schedule for the proposed Project. It is important to note that the actual timing of construction depends on various factors that are unknown at the time of the preparation of the Draft EIR; therefore, conservative assumptions were included in the Draft EIR to ensure an adequate analysis of potential impacts. As stated in the Draft EIR, it is anticipated that the three new development areas (i.e., PCC-South, PCC-Fairfield Parking, PCC-North) will be constructed sequentially in separate phases, and if so, are anticipated to be completed within 4 1/2 years of EIR certification and Project approval. However, the Draft EIR assumes an overlap of construction phases, which is possible depending on market conditions and would provide a more conservative analysis of short-term air quality, greenhouse gas, noise, and transportation impacts.

Section 3, Project Description of the Draft EIR describes that construction would begin as early as October 2021 (beginning of Phase 1) and end in July 2024 (end of overlapping Phase 2 and 3).³ As shown in Table 3-3, Estimated Construction Schedule, the Draft EIR identifies site preparation and demolition as well as grading and evacuation would occur in Quarter 4 (Q4) of 2021. Additionally, building construction has been estimated to commence in Q1 of 2022.

Additionally, the comment notes an existing water main is being replaced. The commenter assumes the upgrade is part of the proposed Project. Although the comment is not specific in the particular water line under construction location, Section 4.15, Utilities and Service Systems, of the Draft EIR describes the existing and proposed water facilities supporting the Project site. Figure 4.15-1, Conceptual Water Utility Plan, of the Draft EIR provides the locations of the existing water lines and identifies the estimated domestic water demand for each of the proposed development areas within the Specific Plan, including PCC-South, PCC-Fairfield Parking, and PCC-North. Any required water line upgrades or improvements that would be a direct result of the proposed Project are not yet under construction and would not proceed unless the proposed Project is approved.

Lastly, the comment states an additional comment letter will be submitted by the commenter which will identify impacts to quality of life for the commenter. The aforementioned comment letter has been received and responded to; please see under Response to Comment Letter I26, below.

³ As explained in Section 4.2 of the Draft EIR, October 2021 represents the earliest possible start date. In practice, construction may begin at a later date. However, using an earlier start date for construction represents the worst-case scenario construction impacts, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles.

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Comment Letter I4

From: Susannah Harper [REDACTED]
Sent: Tuesday, March 2, 2021 11:37 AM
To: Samaras, Paul
Subject: Keep small town feel of El Segundo

As a homeowner in El Segundo, the draw is the small town feel. Please reject the proposal for Pacific Coast Commons apartment complexes.

Sent from my iPhone

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I4-1
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Response to Comment Letter I4

Susannah Harper

March 2, 2021

- I4-1** This comment expresses opposition to the proposed Project. The comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required. The commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I5

From: Laura Honsowetz [REDACTED]
Sent: Wednesday, March 3, 2021 12:33 PM
To: Samaras, Paul
Subject: PCC high density apartment proposals

Hi Mr. Samaras,

I have been a resident of El Segundo for over 30 years and I have to say I have never written to the city about any building proposals thus far. I received a flyer on my door step the other day explaining the Pacific Coast Commons plan to build 2 multi-story apartment units. I was quite surprised and angered that this would even be considered. I hope the city is not so greedy as to proceed solely for the tax revenues this would generate.

I5-1

This is a small town and we already recently added a huge number of new dwellings on the old Imperial School site just a short time ago. This added a large number of residents in a short amount of time that has impacted traffic, noise, school capacity, etc. We cannot continue to overdevelop our small little town. I live on the East side of town and we already have to content with hotel patrons and people parking in our neighborhoods to avoid airport parking fees (although this is down due to Covid now but I'm sure will resume eventually). We do not need more apartments on this side of town taking up residential parking spaces.

I5-2

As it is, you can barely find parking in the Ralphs parking lot on any normal day. I can't imagine adding hundreds more people to this area and expecting it not to get worse. I love this small town and it's charm. This is one of the qualities that brings people here. I am not opposed to making our city better, but this is not it. We can improve upon existing buildings, but we do not need to add any new apartment buildings.

I5-3

I know many people feel this way, but unfortunately there are many people that will not take the time to write.

Please do not approve this company's plan. We do not need it or want it.

Best regards,
Laura Honsowetz

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Response to Comment Letter I5

Laura Honsowetz

March 3, 2021

- I5-1** This comment expresses opposition to the proposed Project. The comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No changes or additions to the project description or analyses included in the Draft EIR are required. The commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.
- I5-2** The comment cites a recent project located at the former Imperial School site, which the commenter states resulted in a large number of new housing units and impacts to schools' capacity, and also states a general concern more traffic, noise, and overflow parking from the airport and hotels. Table 2-3, List of Cumulative Projects, of the Draft EIR identifies all anticipated cumulative projects at the time of the issuance of the Notice of Preparation, as well as the aforementioned site as #9 on the cumulative projects list, which comprises of 58 residential units within the City limits. The proposed Project's cumulatively considerable impacts were analyzed within each section of Chapter 4, Environmental Analysis, of the Draft EIR. As presented, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures, with the exception of conflicts related to exceedance of population growth projections in the Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022⁴ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details.
- As such, the effects of the proposed Project on the environment (combined with other past, present, and reasonably foreseeable future development in the City) are analyzed and disclosed in the Draft EIR, and mitigation measures have been provided to reduce impacts to the extent feasible. Nevertheless, the commenter's general opposition to the proposed Project and further growth in the City will be included in this Final EIR for review and consideration by decision makers.
- I5-3** This comment notes existing parking conditions on residential streets and is concerned for the Project's impacts to parking. The proposed Project includes an adequate amount of parking and would provide parking garages for the on-site residents, hotel guests, employees, and restaurant/retail patrons. Because the proposed Project would provide sufficient parking, and because parking adequacy is not considered an impact on the environment, no parking-related mitigation measures are required under CEQA. While CEQA does not require an analysis of parking, a parking evaluation was nevertheless included as part of the Draft EIR for informational purposes and in response to community concerns. For more information, please see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR.

⁴ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

Comment Letter I6

From: Jed Montgomery [REDACTED]
Sent: Friday, March 12, 2021 2:40 PM
To: Samaras, Paul
Subject: Pacific Coast Commons Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Samaras,

I live near the proposal site. I was wondering if this is adopted what the city is doing, thinking of doing, or requiring developer to do in order to mitigate any potential negative impacts?

I 16-1

1. Issue parking permits for all surrounding streets that **excludes** any Hotel, Restaurant, Retail and PCC resident?
2. Speed bumps along Washington St between Mariposa and Maple to deter short cutters when traffic backs up at Mariposa/PCH or just close off Washington Street access from Mariposa altogether ?
3. Plant dense tall hedge on west side of parks to dampen propagation of noise pollution ?
4. Fund a Residential Sound Insulation program for homes with largest noise impact? Dual double pane windows
5. Require developer to buy noise easements?
6. Change adjacent Park hours to mitigate potential of unwanted activity and/or noise? Currently, I believe they are technically all 24 hrs / day

I 16-2

I 16-3

I 16-4

Sincerely,
Jed Montgomery

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Response to Comment Letter I6

Jed Montgomery

March 12, 2021

I6-1 This comment asks whether the proposed Project has been adopted and what the City is doing in order to mitigate the Project's impacts.

The proposed Project will be considered for approval by City decision makers at a public hearing for the Project. Decision makers will also consider this EIR for certification. The Draft EIR for the Project has identified a number of potentially significant environmental impacts under CEQA that would be associated with the proposed Project. (A list of these impacts can be found Table ES-1 in the Executive Summary of the Draft EIR.) Mitigation measures have been set forth in the Draft EIR for all of the potentially significant impacts (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022⁵ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details). As part of the Project approval process, City decision makers will be required to adopt a mitigation monitoring plan (if the Project is approved), which is required to be in place and effective throughout all phases of the Project and would ensure that the identified mitigation measures are implemented. Mitigation measures that have been set forth for the Project include the use of efficient, low-emission construction equipment; measures to protect inadvertent discoveries of archaeological, paleontological, and/or tribal cultural resources during construction excavation; measures to ensure proper handling and disposal of hazardous materials that are encountered during construction; measures to reduce construction noise; and, measures to promote traffic safety during construction. These measures are also listed in Table ES-1 1 in the Executive Summary of the Draft EIR, as well as Sections 4.2 (Air Quality), 4.3 (Cultural Resources), 4.5 (Geology and Soils), 4.7 (Hazards and Hazardous Materials), 4.10 (Noise), 4.13 (Transportation), 4.14 (Tribal Cultural Resources).

I6-2 This comment provides a recommendation for the City to issue parking permits for all surrounding streets that would exclude any hotel, restaurant, retail, and Pacific Coast Commons residents.

The proposed Project includes an adequate amount of parking and would provide parking garages for the on-site residents, hotel guests, employees, and restaurant/retail patrons. Because the proposed Project would provide sufficient parking, and because parking adequacy is not considered an impact on the environment, no parking-related mitigation measures are required under CEQA. Nevertheless, the suggestion to provide parking permits for surrounding streets that excludes any hotel, restaurant, retail, and Pacific Coast Commons residents will be provided to City decision makers for their review and consideration as part of this Final EIR.

While CEQA does not require an analysis of parking, a parking evaluation was nevertheless included as part of the Draft EIR for informational purposes and in response to community concerns (see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR). As mentioned in the parking evaluation (Shared Parking Analysis, Fehr & Peers, February 2021), residential parking is not anticipated to be

⁵ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

unbundled (i.e., the residents would not be charged a separate parking fee from their base rental rate). Furthermore, as described in Appendix J-2 of the Draft EIR, a before and after study could be conducted on the adjacent residential streets to understand if the Project has an effect on street parking. Based on the results of the study and if desired by the City and the residents in the adjacent neighborhoods, a residential parking district could be implemented to deter non-residential users from parking on the street. The Project applicant would work with residents to suggest the boundaries of this potential permit parking district. A permit parking district is implemented by the City at the request and approval of the residents. The proposed Project would not prohibit the formation of permit parking, but it is not required for the proposed Project.

- I6-3** This comment provides a recommendation for the City to install speed bumps along Washington Street (between Mariposa Avenue and Maple Avenue) or to close off Washington Street access from Mariposa Avenue to prevent short cuts.

The topic of transportation is evaluated and discussed in Section 4.13, Transportation of the Draft EIR. A potentially significant impact was identified for Project construction; however, mitigation measure MM-TRA-1 has been set forth and would reduce the impact to below a level of significance, as described and substantiated in Section 4.13. As such, no further mitigation is required for the topic of transportation under CEQA. Furthermore, it is noted that the Transportation Impact Analysis in the Draft EIR (Appendix J-1) provides details on distribution of traffic from the proposed Project. Approximately 12% of the Project trips (i.e., approximately 300 daily trips) would be local and would use the adjacent street network such as Washington Street and California Street. As such, a very low percentage of Project-related traffic is expected to use local streets such as Washington Street. Nevertheless, the commenter's suggestion to add speed bumps along Washington Street between Mariposa Avenue and Maple Avenue or to close off Washington Street access from Mariposa Avenue will be provided to City decision makers for their review and consideration as part of this Final EIR.

- I6-4** This comment provides a number of recommendations pertaining noise reduction, including a sound insulation program, double-pane windows, noise easements, and changing adjacent park hours.

The topic of noise is evaluated and discussed in Section 4.10, Noise of the Draft EIR. The analysis therein determined that construction noise from the proposed Project would be potentially significant; however, mitigation measure MM-NOI-1 would reduce this impact to below a level of significance, as described and substantiated in Section 4.10. Operational noise impacts caused by the Project were determined to be below a level of significance. As such, mitigation for long-term operations of the Project is not required under CEQA. Nevertheless, the commenter's suggestions with regard to noise will be provided to City decision makers for their review and consideration as part of this Final EIR.

Comment Letter I7

From: Richard Leos
Sent: Friday, March 19, 2021 12:30 PM
To: Samaras, Paul; Planning
Subject: Questions and Comments on Pacific Coast Commons Development Proposal

Hello Mr Samaras:

Questions-

- Will all this increased housing and affordable housing possibly devalue current nearby/impacted properties?
If it even is remotely so, what is being thought of to mitigate or abate losses for current owners?
Can we utilize areas east of Sepulveda and south of Grand?
How will this impact the quality of life for current nearby/impacted residents?
Why is such extreme high density needed?
Lionel Uhry indicated that parking will be charged. Will this be mandatory or optional for resident?

17-1
17-2
17-3
17-4
17-5

Comments-

- Especially impacted are those in close proximity to these developments and recent buyers
Worried about increased congestion, noise, traffic...basically lowered quality of life
I have noticed that rent prices have dropped recently and for example Imperial Blvd, every single building has a "For Rent" sign in the yard, market forces at work, why mess with it...??

17-6
17-7

Employment Proximity-

- I referred to access to jobs in the "question" portion above, but are you aware that the overwhelming majority of employees at LAX (largest employer in the area) already live within 5-10 miles of their job?
Purpose of SCAG RHNA is to put people close to jobs, LAX employs around 50,000 (largest employer by far in area)
No jobs available at LAX now or near future
After 9/11 it took aviation 10 years to recover after this 1 day event, the pandemic will go on for over a 1 YEAR event, therefore no huge job needs in aviation
Also, when jobs needed at LAX, they will be filled by those furloughed or layed off.
I'm certainly not applying this to all, but historically people who live in apartments are less desirable neighbors...

17-8
17-9

outcomes for all. Unlike those who immediately think you're discriminating, that is definitely not the case. I don't care what demographic were to live there, they could be the most diverse affluent group in Los Angeles, it's just a fact with apartments. Who is looking out for the single family neighborhood? With my property taxes, mortgage interest (even currently refi'ed) and home mtc this total is nearly \$10,000 **MORE** than what annual rent would cost me and I have a simple 2/1, 1,000 sq ft fixer upper. I'm almost better off renting if my property gets devalued. Why am I paying all of these super high taxes and get nothing for it?

↑
17-9
Cont.

• **Bottom line is this project has a high potential to negatively impact the nearby community's quality of life, property value and feels like an attack on the single family neighborhood. Telecommuting has been adopted, mass transit and walking has not. City of El Segundo has same complaints/concerns towards LAX as recently seen in the City's response to an LAX DEIR.**

↑
17-10

Regards,
Richard Leos

Response to Comment Letter I7

Richard Leos
March 19, 2021

- I7-1** This comment asks if the Project's proposed housing component would impact nearby residences' property values. According to the State CEQA Guidelines, Section 15064(e) "economic and social changes resulting from a project shall not be treated as significant effects on the environment." The Project's impact on the site's surrounding property values is not within the scope of required environmental analysis. Therefore, this comment does not contain any specific concerns related to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.
- I7-2** This comment asks if the City could rezone and utilize areas east of Sepulveda Boulevard/Pacific Coast Highway and south of Grand Avenue as a Project site alternative. The potential for an alternative location for the proposed Project was considered within Section 6.4, Alternatives Considered and Eliminated During the Project Planning Process. Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the proposed Project. As stated in CEQA Guidelines Section 15126.6(f)(2)(A), the Draft EIR shall analyze alternative sites based on whether or not any of the Project's significant effects would be avoided or substantially lessened by putting that Project in another location. However, there are no significant and unavoidable impacts associated with the proposed Project that relate to the location of the Project site, and development of the Project on another site in the City is not likely to lessen or avoid the environmental impacts that required mitigation. Furthermore, only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the EIR, and no other sites along Pacific Coast Highway or east of Pacific Coast Highway and South of Grand Avenue are under control by the Project applicant. As such, alternate locations east of Sepulveda Boulevard/Pacific Coast Highway and south of Grand Avenue were rejected as being infeasible.
- I7-3** This comment questions the proposed Project's impacts to quality of life for current and nearby residents surrounding the Project site. While "quality of life" is not a topic that is addressed under CEQA, environmental effects to surrounding neighborhoods, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. With implementation of mitigation measures MM-AQ-1, MM-HAZ-1, MM-HAZ-2, MM-NOI-1, and MM-TRA-1, impacts in these categories were determined to be below a level of significance (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022⁶ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details.
- I7-4** This comment questions the need for developing a high-density development in the City. The commenter is concerned that rental units are already available in the City and due to COVID-19, more

⁶ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

people would prefer telecommuting and hence not need to live close to work. The commenter asks if the parking charge would be mandatory and would apply to all current and future property owners.

As described in Section 3.5, Project Objectives of the Draft EIR, the following objectives are set forth in support of the proposed Project's residential units: (1) Provide for additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the Housing Element of the City's General Plan; and (2) Improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees. These stated objectives, as well as the proposed Specific Plan, were determined to be consistent with the goals and policies of the City's General Plan, as described in Section 4.9, Land Use and Planning (see Table 4.9-1). Implementation of the proposed Project would not negatively impact any initiatives or public policies intended to increase telecommuting options. Furthermore, any potential long-term increases in the rate of telecommuting due to COVID are unknown at this time and any potential for a corresponding reduction in the need for housing in El Segundo is speculative.

As shown in the Section 4.13 of the EIR, the proposed Project is located in an efficient traffic analysis zone (TAZ) within the City, as measured using the new metric of transportation impact analysis under CEQA, i.e., Vehicle Miles Traveled (VMT). Therefore, the development of a high-density mixed-use project in the City would further improve availability of housing and jobs in a travel-efficient location served by bus routes and the Los Angeles County Metropolitan Transportation Authority (Metro) C Line. The proposed Project would contribute to the housing supply inventory as required by the SCAG's Regional Housing Needs Assessment (RHNA). However, it is the decision of the City's elected officials to approve or deny the proposed Project. CEQA requires decision makers to weigh the potentially significant environmental impacts of a project against its potential benefits.

- 17-5** For a response to concerns regarding parking at the Project site, see Section 4.13, Transportation, of the Draft EIR. While CEQA does not require an analysis of parking, a parking evaluation was nevertheless included as part of the Draft EIR for informational purposes and in response to community concerns (see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR). Specifically, the comment raises concerns regarding paid parking at the Project site. As described in Appendix J-2, the hotels will continue to charge for parking on site and the retail uses will provide free parking with validation. Furthermore, the Project will be including the cost of parking within the residential rents and will not charge residents separately for parking.
- 17-6** This comment raises concern for the residents surrounding the Project site and notes impacts related to noise and traffic would reduce quality of life. This comment is similar to the question above in Response to Comment 17-3, above. As such, please see the above response.
- 17-7** This comment notes existing "For Rent" signs on properties along Imperial Boulevard. This comment does not contain any specific concerns related to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.
- 17-8** This comment generally asserts that the majority of employees at the Los Angeles International Airport (LAX) live near their jobs and that the demand for new employees in El Segundo will be reduced due to various factors, including the federal stimulus and the COVID-19 pandemic. Additionally, this comment's assertion is speculative and not supported by evidence. This comment does not pertain to

the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.

- 17-9** This comment expresses opposition to the proposed Project's housing component. The comment further states socio-economic concerns that are not within the scope of the environmental analysis required by CEQA. As such, no response is required.
- 17-10** This comment summarizes the aforementioned points of opposition to the proposed Project, as responded to in 17-1 through 17-9. No further response is required.

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Comment Letter I8

From: Chris Johnson [REDACTED]
Sent: Saturday, March 20, 2021 4:05 PM
To: Planning
Cc: Samaras, Paul
Subject: Pacific Coast Commons proposal

Hi there.

I live in El Segundo, and have three kids in our schools. I was recently made aware of the Pacific Coast Commons development. Fortunately, a concerned citizen put a lot of time into analyzing the proposal and raised some very valid points calling for revision to the current plans. Please see his summary here: <https://pacificcommonsno.wixsite.com/report>

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18-1
I

The last thing we need in El Segundo is an increase in auto congestion, and vehicles zooming up and down our to-become-more-crowded streets along which our kids play and ride their bikes. Please consider this a request to review the above website, and to it into consideration prior to April 11th.

I
18-2
I

Thank you.
-Chris Johnson

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Response to Comment Letter I8

Chris Johnson
March 20, 2021

I8-1 This comment expresses concern for the proposed Project and cites a website prepared in opposition to the Project. The website provides the same links and letters as those presented in Response to Comment Letter I21, included in this Final EIR. As such, please see Response to Comment Letter I21. No further response is required.

I8-2 This comment states the proposed Project would result in an increase in traffic congestion, including increased speed of vehicles on surrounding streets thereby threatening the safety of neighborhood children. The topic of transportation is evaluated and discussed in Section 4.13 of the Draft EIR. A potentially significant impact was identified for Project construction; however, mitigation measure MM-TRA-1 has been set forth and would reduce the impact to below a level of significance, as described and substantiated in Section 4.13. As such, no further mitigation is required for the topic of transportation. Furthermore, the Transportation Impact Analysis (included as Appendix J of the Draft EIR) provides details on distribution of traffic from the proposed Project. Approximately 12% of the Project trips (i.e., approximately 300 daily trips) would be local and would use the adjacent street network such as Washington Street and California Street. As such, a minor amount of Project-related traffic is expected to use local streets such as Washington Street, which have capacity to accommodate the increase and would not result in new or increased hazards to pedestrian or bicyclists. No revisions to the Draft EIR are required.

The comment further asks for this comment to be reviewed and considered prior to April 11th. The Final EIR includes a copy of each comment letter provided during the 45-day public review period from February 25, 2021 to April 12, 2021. As such, the City has prepared responses to each comment for the City's review and consideration as part of this Final EIR. Under the CEQA Guidelines, the Lead Agency is required to evaluate and provide written responses to comments received on the Draft EIR (CEQA Guidelines, Section 15088). Therefore, this comment will be provided to City decision makers for their review and consideration as part of this Final EIR.

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Comment Letter 19

From: Jed Montgomery [REDACTED]
Sent: Saturday, March 20, 2021 5:47 PM
To: Samaras, Paul; Planning
Subject: Re: Pacific Coast Commons Proposal

Any update on this? Did you receive it?

Sincerely,
Jed Montgomery

19-1

On Fri, Mar 12, 2021 at 2:40 PM Jed Montgomery [REDACTED] wrote:
Hello Mr. Samaras,

I live near the proposal site. I was wondering if this is adopted what the city is doing, thinking of doing, or requiring developer to do in order to mitigate any potential negative impacts?

1. Issue parking permits for all surrounding streets that **excludes** any Hotel, Restaurant, Retail and PCC resident?
2. Speed bumps along Washington St between Mariposa and Maple to deter short cutters when traffic backs up at Mariposa/PCH or just close off Washington Street access from Mariposa altogether ?
3. Plant dense tall hedge on west side of parks to dampen propagation of noise pollution ?
4. Fund a Residential Sound Insulation program for homes with largest noise impact? Dual double pane windows
5. Require developer to buy noise easements?
6. Change adjacent Park hours to mitigate potential of unwanted activity and/or noise? Currently, I believe they are technically all 24 hrs / day

19-2

Sincerely,
Jed Montgomery

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Response to Comment Letter I9

Jed Montgomery

March 20, 2021

- I9-1** This comment consists of a follow-up to Comment Letter I6 and requests confirmation that the commenter's email was received by the City. The commenter's email (which is categorized as Comment Letter I6 in this chapter of the Final EIR) has been received by the City and is included in this Final EIR for review and consideration by decision makers.
- I9-2** This comment consists of the email that comprises Comment Letter I6. As such, refer to Response to Comment Letter I6 for responses.

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Comment Letter I10

From: Antoine Michael [REDACTED]
Sent: Sunday, March 21, 2021 10:01 AM
To: Samaras, Paul
Subject: Pacific Coast Commons - Rejection

To whom it may concern,

As an El Segundo resident living on Washington Street, I'd like to formally reject the PCC proposal to build multiple apartment complexes.

The city feels like it has been on a steady decline in quality (increased vandalism + homelessness) already as it is and this would further push those issues.

The reason anyone moves to El Segundo is to get the benefits of a small neighborly community, which is rare in West LA. Crowding the city with high density apartments changes the entire vibe of the city and the current residents should have a say in whether or not they'd like that.

Thanks,
Antoine

I10-1

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Response to Comment Letter I10

Antoine Michael

March 21, 2021

- I10-1** This comment expresses opposition to the proposed Project's housing component. Additionally, the comment states a concern for a decline in the quality of life in the City with an increase in vandalism and homelessness. This comment does not pertain to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment. The commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I11

From: McKenna Wilson [REDACTED]
Sent: Monday, March 22, 2021 11:49 AM
To: Samaras, Paul
Subject: Concerns about PCC proposed 6 story apartment complexes

Hello City Planner Paul Samaras,

I was made aware of the Pacific Coast Commons (PCC) proposing multiple high-density 6 story apartment complexes, 263 units, around me and I am very concerned. I live on the corner of Mariposa and Illions in the 9 unit condo buildings and the traffic has gotten increasingly worse over the past 6 years. Not taking into account where people are going to park and how the complexes will impact this community is something I strongly suggest looking into. Illinois Street and Indiana Street are heavily populated with cars parked from the surrounding business including Grand Motorsport, Bizhaus, Insight Investment Counsel, Walgreens, and the W XYZ bar.

I11-1

Adding more residents would increase the density of this area significantly. There are already issues with parking with construction going for almost a year, on Illinois Street between E. Pine Ave and E. Holly Ave. This area already has a high volume of apartments and I am fully against the construction of the 6 story complexes around me.

I11-2

If you have any further questions, please don't hesitate to reach out.

Thanks

McKenna Wilson
C: (310) 600-8109

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Response to Comment Letter I11

McKenna Wilson

March 22, 2021

I11-1 The commenter raises concern over increase in traffic and parking demand that could occur with the development of the proposed Project. The commenter notes that the streets adjacent to the Project site are already experiencing traffic congestion and parking shortages due to construction and development of high-density apartment complexes. For response to concerns regarding increased traffic along streets adjacent to the Project site, see Response to Comment I7-4.

I11-2 This comment addresses concern for parking-related construction impacts. The shortage of availability of parking in the area during construction is discussed in Section 4.13 of the Draft EIR. As such, and as further detailed in Section 4.13, the City would implement the following requirement as a condition of Project approval:

- If the timing of the proposed construction of PCC-South and PCC-North (i.e., Phase 2 and Phase 3) would overlap and the total parking demand would exceed the total parking supply, the Project applicant/developer would be required to accommodate the excess parking demand at an off-site location and provide shuttle service to and from the Project site accordingly to ensure that that parking is adequately provided during short-term construction activities. (Draft EIR Section 4.13, Development Agreements/Conditions of Approval, page 4.13-10)

Once the proposed Project and other related projects are constructed, the availability of parking would return to normal conditions that existed during the pre-construction phase. No changes or additions to the project description or environmental document are required in response to this comment.

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Comment Letter I12

From: Stephanie Jordon [REDACTED]
Sent: Monday, March 22, 2021 6:01 AM
To: Samaras, Paul
Subject: High density apartments

Dear Paul,

I Brenton C Graham @ 1630 e palm Ave
Unit 08 El Segundo , Ca have Air rights.
The parking structure would be blocking my
View of the mountains and the view of PCH.
I did not purchase my property 25 years ago
To look at a parking structure. This is not
An eminent domain situation.
Sent from my iPhone

I12-1

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Response to Comment Letter I12

Stephanie Jordon and Brenton C. Graham

March 22, 2021

I12-1 This commenter states that they reside in El Segundo and that the proposed parking structure would block the commenter's view of Pacific Coast Highway and of the mountains. The commenter further states that the Project does not involve eminent domain.

The uses that are proposed directly adjacent to the commenter's address include a proposed fire access lane and townhomes, which are consistent with the adjacent multi-family residences at 1630 Palm Avenue. The aesthetic impacts of the proposed Project, including its impacts on public views, have been evaluated in Section 4.1 of the Draft EIR. This analysis determined that the proposed Project would not have a substantial adverse effect to existing scenic views of the mountains, the coastline, or beaches as viewed from public vantage points. Generally, views of a highway (such as the Pacific Coast Highway) are not considered scenic. Effects on private views are not considered impacts on the environment under CEQA. Furthermore, the proposed Project does not involve eminent domain in any manner, as the proposed Project is completely within the private ownership of the Project applicant, with the exception of the off-site roadway improvement at Mariposa Avenue. Nevertheless, the commenter's concerns regarding views of the Project from their property will be included in this Final EIR for review and consideration by decision makers.

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Comment Letter I13

From: Maggie Matchett [REDACTED]
Sent: Monday, March 22, 2021 12:29 PM
To: Planning; Samaras, Paul
Subject: NO - High Density Apartments

WE DO NOT SUPPORT HIGH DENSITY APARTMENTS IN EL SEGUNDO

Our family will not support it, nor will we support any elected official who supports it.

We own three lots in town and will happily sell and move onto PV if this place gets over crowded.

I'm sure many others will as well.

Thank you,
Maggie Matchett & Family

I13-1

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Response to Comment Letter I13

Maggie Matchett
March 22, 2021

I13-1 This comment expresses opposition to the proposed Project's housing component. This comment does not pertain to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.

The comment further states they will move if the City gets overcrowded. As discussed in Section 4.11, Population and Housing, of the Draft EIR, the proposed Project would provide a resident population that exceeds the Southern California Association of Government's (SCAG's) projections. However, the proposed Project would support SCAG's goals and strategies for growth in the region by developing new housing which would improve the City's job/housing balance. As such, impacts related to population growth were found to be less than significant. The commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I14

From: LGA@310 [REDACTED]
Sent: Monday, March 22, 2021 5:11 PM
To: Samaras, Paul
Subject: Re: El Segundo - Pacific Coast Commons project

Hello Paul,

Thank you so much for your time today and for providing me with this information. I will definitely look into this project.

I'll also provide you with a picture and information on what I'm hoping to do in the front of my house.

Thanks, again.

Best regards,

Lizabeth Allen

Sent from my iPhone

I14-1

On Mar 22, 2021, at 3:26 PM, Samaras, Paul <PSamaras@elsegundo.org> wrote:

Hello Ms. Allen,

It was nice speaking with you. Per our conversation, I have added you to our email list for the Pacific Coast Commons project. In addition, if you would like to learn more about the project you can follow the link below to our "active projects" page on the City webpage. Please look for the Pacific Coast Commons (EA 1248) section. There is a link to the Environmental Impact Report (EIR) for the project and its appendices.

<https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects>

As I mentioned during our conversation, I would encourage you to submit your comments/concerns about the EIR or the project in general in writing. Just email me back with your thoughts, and I will make sure your comments are part of the record for the City Council to consider.

Regarding your own project at your residence, please email me your address and a detailed description of what you're trying to do and I will confirm whether or not a permit is required. A photograph will be helpful as well.

Thanks,

Paul Samaras, AICP
Principal Planner
City of El Segundo

I14-2

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Response to Comment Letter I14

Lizabeth Allen
March 22, 2021

- I14-1** This comment presents an email communication from the commenter to City staff, which acknowledges receipt of Project information as well as a non-related comment concerning improvements to commenter's property. This comment does not pertain to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.
- I14-2** This comment presents an email communication from City staff to the commenter, which notifies the commenter that they have been included in the email communication listing for the proposed Project. In addition, City staff provided a link to the City's website which contains the Project's Draft EIR and technical appendices. City staff encouraged the commenter to provide written comments or concerns about the Draft EIR. Lastly, City staff acknowledged a non-related comment regarding improvements to the commenter's property. This comment does not contain specific concerns regarding the adequacy of the Draft EIR; no further response is required.

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Comment Letter I15

From: PAUL TRUMP [REDACTED]
Sent: Friday, March 26, 2021 9:47 AM
To: Samaras, Paul
Cc: Planning
Subject: 401-575 N. PCH Applicant MAR CDC Holly, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Samaras: We write to strongly oppose allowing the development of new homes at the above address. For the same reasons that the City opposed LAX modernization on March 17, 2021, we to strongly oppose this project based on our concerns about increased noise pollution, negative affects to the air quality and traffic congestion impacting residents and other business. Mariposa is in the middle of this town and feeds traffic for people using the retail locations on the east side of PCH and Mariposa. Adding another 200-400 cars a day to the intersection would create extreme traffic congestion, noise, pollution and residential impacts.

I15-1

My wife and two kids have lived at 1523 E. Mariposa, two blocks from the proposed location, for the past 24 years. In those 24 years we have seen many changes on this side of town. We have seen the addition of McDonalds to most recently In-N-Out. When the Hacienda hotel was operating their ballroom we would experience an increase in traffic, a reduction in parking, and an increase in trash left on the street. The traffic and trash have only increased with In-N-Out and people working from home. No longer is this City a peaceful Mayberry but slowing becoming a City based on the taxes provided by large companies, ADU's, and any other way it can increase revenue.

I15-2

Today, if you look along Washington and Illinois in the early morning when the parks are empty, almost all street parking is taken. It is my belief that this is due to the number of people living in the apartments and townhomes on the streets the intersect Mariposa. For those of us that live within blocks of the proposed location, we would see increased parking along already congested streets and potential litter. There was a time when after nine or ten at night Mariposa would be almost empty, but not today. Traffic is a constant and the Fire and Police activity is a nightly event. By substantially increasing the population in this area, as well as the draw of shoppers, the area cannot handle the increases in traffic or noise.

I15-3

We ask that the City please deny any developers request to add new homes along PCH as requested.

Thank you,
 Paul and Cami Trump
 1523 E. Mariposa Ave

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Response to Comment Letter I15

Paul and Cami Trump
March 26, 2021

I15-1 The commenters raise concern over development of the proposed Project because it would potentially increase noise, air, and traffic impacts to the residents and businesses in the area and especially along Mariposa Avenue.

As analyzed in Draft EIR Section 4.2, Air Quality, the proposed Project would result in less than significant impacts regarding the Project's potential to result in a cumulatively considerable net increase of criteria pollutants as well as the Project's potential to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Mitigation was incorporated to reduce the Project's potential to expose sensitive receptors to substantial pollutant concentrations, thus, reducing the potential impacts to a less-than-significant level. Therefore, the commenter's concern for air pollution along Mariposa Avenue and the potential impacts to existing residential are analyzed in the Draft EIR. Although, the Draft EIR also determined a significant and unavoidable impact related to Project's potential to conflict with or obstruct implementation of the applicable air quality plan, these impacts considered on a regional scale (e.g., South Coast Air Basin). Furthermore, the determination is based on an exceedance in population growth projections in the Air Quality Management Plan and not related to the commenter's concern for vehicular emissions. No change is required.

Section 4.13, Transportation, of the Draft EIR analyzed the Project's potential impacts related to transportation and determined less than significant impacts would occur. As such, the Project would be consistent with existing programs, plans, ordinances, and policies addressing the circulation system; would be consistent with Section 15064.3(b) of the State CEQA Guidelines; and would result in less than significant impacts related to design hazards and incompatible uses. Mitigation was incorporated to reduce potential impacts related to emergency access. The commenter's concern for traffic congestion along Mariposa Avenue was analyzed within the Draft EIR and considered within the Project's design. In fact, implementation of the proposed Specific Plan includes site-specific development standards. Development Standard C.1 would reconfigure the eastbound lane of Mariposa Avenue at PCH from one left lane and one through-right lane to one left, one through, and one right-turn lane. The proposed right-turn lane is recommended to accommodate peak-hour 95th percentile queues. This infrastructure improvement has been taken into account for the plus-Project scenarios of the transportation impact analysis (i.e., Level of Service Analysis [LOS] for General Plan Consistency). Specifically, the Future plus Project scenario of the impact analysis at Mariposa Avenue and PCH has also been analyzed without the Project improvement to show its potential benefit when compared to the Future Base and Future plus Project with improvement conditions at Mariposa Avenue. The analysis shows that LOS at Mariposa Avenue and PCH is better with the addition of the Project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without Project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E of the TIA (Appendix J-1).

With respect to noise, Table 4.10-6 of the Draft EIR includes assessment position "ST4", located on the corner of Illinois Court. and Mariposa Avenue. At this position, the change in traffic noise due to the

Project is expected to be a reduction, not an increase, due largely to the introduction of PCC buildings as occlusions to direct sound paths from PCH.

I15-2 The commenters state concerns with the recent commercial development in the area has changed the character of the neighborhood due to increased traffic congestion, reduced parking availability and an increase in trash accumulation on streets. This comment does not pertain to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.

I15-3 The commenters state that there is an existing lack of on-street parking in the area and the proposed Project would cause a further increase in parking demand and traffic due to the addition of new population in the area.

For response to concerns regarding increased demands for parking in surrounding neighborhoods, see Response to Comment I6-2.

Comment Letter I16

From: Neil Cadman [REDACTED]
Sent: Friday, March 26, 2021 4:12 PM
To: Samaras, Paul
Subject: Pacific Commons Development

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Paul.

As a business owner, homeowner, and operator of a building across the street from the development (1729 E. Pine Avenue), I fully support the Continental Development/Mar Ventures proposed development of the parking structures and apartment/retail buildings on PCH.

I16-1

Concerned about traffic, but we always adapt!

Thank you.

Neil R. Cadman, CPM®
President



214 Main Street #361
El Segundo, CA 90245
310-606-5894
ncadman@cadmangroup.net
www.cadmangroup.net
DRE #01061980

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Response to Comment Letter I16

Neil Cadman
March 26, 2021

I16-1 This comment expresses support for the proposed Project. The commenter's general support to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

The comment further notes concern for traffic as a result of the proposed Project. The topic of transportation is evaluated and discussed in Section 4.13 of the Draft EIR. A potentially significant impact was identified for Project construction; however, mitigation measure MM-TRA-1 has been set forth and would reduce the impact to below a level of significance, as described and substantiated in Section 4.13. The commenter's concern for traffic may relate to traffic congestion which is no longer considered an environmental topic of concern under CEQA (California Public Resources Code Section 21099(b)(2)). The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only. The analysis is included as it relates to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1). Although, automobile delay and traffic congestion are not considered to be impacts on the environment, analysis was prepared related to the Project's consistency with Section 15064.3(b) of the State CEQA Guidelines. Impacts related to vehicle miles traveled were found to be less than significant, no mitigation is required.

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Comment Letter I17

From: Frank Glynn [REDACTED]
Sent: Friday, March 26, 2021 5:23 PM
To: Samaras, Paul
Subject: Pacific Commons Project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Paul:

I would like to register my support for the Pacific Commons project. The parcels of land for proposed development have been a blight for as long as I have lived in town (26 years). The developers have actively responded to the concerns raised by the community, and have created an appropriately scaled project. I am fully in favor of mixed use developments that assist the City in meeting the mandated RHNA goals and that activate the street.

I17-1

Best wishes,

Frank

FRANK GLYNN AIA
www.sagarchitecture.com
233 California Street, El Segundo, California 90245 USA
Tel: 310 322 0022 Mob: 310 245 4848



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Response to Comment Letter I17

Frank Glynn
March 26, 2021

- I17-1** This comment expresses support for the proposed Project. The commenter's general support to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I18

From: Frances de Freitas [REDACTED]
Sent: Sunday, March 28, 2021 11:21 PM
To: Samaras, Paul
Subject: Pacific Coast Commons Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Paul,

I live one block from the proposed development and am very concerned about the negative impacts from a six story apartment complex to our neighborhood.

I18-1

Pacific Coast Commons Comments:

-
- A question was asked at the Environmental report scoping meeting about studying the impact charging for parking at Pacific Commons would have on parking on nearby residential streets, (Original Question: Will analysis be performed to understand the impact of charging for parking on the density of cars parked on surrounding neighborhood streets?) I understand parking is outside of the Environmental impact report but all analysis in the report assumes everyone would use Pacific Coast Commons provided parking. This assumption is flawed as people will not pay for the parking if there is free street parking. We already see this fact at the Fairfield and Aloft hotel where many guests opt to park on the street instead of paying for parking. Parking on Washington/Palm is already full each day due to people who work in nearby office buildings (near PCH and Imperial) which charge for parking as people who work there opt to park for free on our streets. A parking district was created near these office buildings but that only pushed the problem to the edge of the parking district
- around Palm Ave. Here there are numerous existing apartments and condos on Palm Ave between PCH and Washington Street with inadequate parking which already makes parking impossible on street cleaning days. The parking issue must be addressed and resolved
- (outside of the Environmental report) as apartment residents will clog the streets in front of our homes instead of paying for parking at the proposed complex.

I18-2

-
-
- There is already a backup of cars to make a left turn from Mariposa onto PCH and adding traffic from all the people from a six story apartment and business building, it is extremely likely that people will take other streets such as Washington to go around the traffic, but Washington Street and Mariposa Ave are not studied in the report. Analysis of the impact of traffic on Washington Street must be included as it lies directly behind project location and will be used as a cut through due to congestion on Mariposa

I18-3

-
- The metro Green line is unreasonably far for people to walk to and people do not use the 232 bus to connect to it due to its infrequent service

I18-4

-
- The traffic analysis hinges on people actually using

I18-5

- the Mass Transit services but no analysis was done of current use of these services by people who already live in the same vicinity. The report uses generic assumptions that do not represent the people living here. The findings of such a survey would likely
- contradict the transport claims made by the environmental impact report. People who currently live here do not use MassTransit nor walk to nearby services.

I18-5
Cont.

-
-
- Someone at the scoping meeting also said “I am a resident on Palm Avenue and permit parking would be necessary for current residents.” When will the rest of the questions that are outside of the Environment Report get addressed?

I18-6

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-
- Need to address the sound from the airport bouncing off a 6 story building into the surrounding neighborhood

I18-7

-
- The report did not truly study the impacts of this massive project in our neighborhood. It used generic data which does not represent reality here to get this project approved. It did not adequately address any of the actual issues with this project

I18-8

Thank you in advance for helping keep our neighborhood from being negatively affected from this massive development. Please let me know if you need any further information or clarification.

I18-9

Frances de Freitas

Response to Comment Letter I18

Frances de Freitas

March 28, 2021

I18-1 The commenter states that they live one block from the proposed Project and are concerned about the negative impacts of the proposed Project in their neighborhood.

The proposed Project has been assessed for its impacts on the environment as part of the Draft EIR. Effects to surrounding neighborhoods and nearby residents, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. With implementation of mitigation measures MM-AQ-1, MM-HAZ-1, MM-HAZ-2, MM-NOI-1, and MM-TRA-1, impacts in these categories were determined to be below a level of significance (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022⁷ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details.). As such, the potential environmental effects of the Project on its surroundings (including the surrounding neighborhood) have been evaluated and disclosed in the Draft EIR, and any identified significant impacts would be mitigated to the extent feasible. The commenter's concerns regarding negative impacts to their neighborhood will be included as part of this Final EIR for City decision makers' review and consideration.

I18-2 This comment raises concerns regarding the impact of charging for parking at the Project site on the surrounding neighborhood streets. The main concern expressed is that people will not pay for parking at the Project site if there is free street parking in the surrounding neighborhoods. While the hotels will continue to charge for parking on site, the retail uses will provide free parking with validation. Furthermore, the Project will be including the cost of parking within the residential rents and will not charge residents separately for parking.

While CEQA does not require an analysis of parking, a parking evaluation was nevertheless included as part of the Draft EIR for informational purposes and in response to community concerns (see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR). Based on the results of parking evaluation (Shared Parking Analysis, Fehr & Peers, February 2021) and if desired by the City and the residents in the adjacent neighborhoods, a residential parking district could be implemented to deter non-residential users from parking on the street. The Project applicant would work with residents to suggest the boundaries of this potential permit parking district. A permit parking district is implemented by the City at the request and approval of the residents. The proposed Project would not prohibit the formation of permit parking, but it is not required for the proposed Project.

I18-3 This comment raises concerns regarding the volume of traffic making an eastbound left-turn from Mariposa Avenue onto Pacific Coast Highway. The main concern is that because there is already a high

⁷ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

level of vehicle volumes turning left at this intersection, vehicles will use other streets such as Washington Street to head north.

The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). As detailed in this informational analysis, pre-COVID traffic counts show 120 vehicles per hour (vph) turning left in the AM peak hour and 107 vph in the PM peak hour (approximately 2 vehicles per minute) from eastbound Mariposa Avenue to northbound Pacific Coast Highway. The Project is projected to add 36 vph in the AM peak hour and 29 vph in the PM peak hour (approximately 1 vehicle every 2 minutes) to this movement. The analysis shows that this intersection operates at Level of Service (LOS) C under existing conditions (acceptable according to City of El Segundo standards) and LOS C/D under future base conditions. This intersection is also projected to operate at LOS C/D with the addition of the Project. Its operations would be improved with the Project as an eastbound right-turn lane will be added to the intersection as a project feature. This right-turn lane is projected to improve capacity (i.e., less vehicles per lane per hour) at this intersection from 78% capacity during the AM peak hour and 88% capacity in the PM hour without the Project (and no right-turn lane) to 75% capacity in the AM peak hour and 86% capacity in the PM peak hour with the Project and the right-turn lane.

Therefore, the Draft EIR estimated that Project traffic wanting to go north on Pacific Coast Highway would use Mariposa Avenue. Even if a disproportionately high percentage, such as 25%, of the Project traffic desiring to travel north on Pacific Coast Highway were to use Washington Street to Maple Avenue or Walnut Avenue instead, the effect on Washington Street would be small, with less than 5 cars every half hour on average during peak hours. This would not result in an impact pursuant to CEQA and no changes to the Draft EIR are required.

I18-4 This comment states that the Metro Green Line station is “unreasonably far for people to walk to” and that “people do not use the Metro bus line 232 to connect to the Metro Station.”

The Metro C Line Mariposa Station is considered to be within walking distance of the Project site (see Appendix J-1 of the Draft EIR; note that “Metro Green Line” is also referred to as “Metro C Line”). The Project site is located approximately 0.51-mile from the Mariposa Station. This distance equates to an approximately 12-minute walk. Metro Route 232 has average headways of 20 minutes during weekday morning peak periods and 30 minutes during weekday afternoon peak periods (Draft EIR, Appendix J-1). Furthermore, to provide a better bus system for Los Angeles County, the NextGen Bus Plan was approved in October 2020 by Metro. Service improvements are planned for Metro Route 232 to provide a 15-minute frequency during peak hours.

The commenter does not provide evidence that the distance between the Project site and the Mariposa Station is an “unreasonable walk” or that Metro Route 232 is not used to provide connections to the Mariposa Station.

The Project site is also located in proximity to other regional transit lines and to a wide diversity of land uses and services within reasonable walking distance. These factors, in combination, support and substantiate a conclusion that a portion of Project-related trips would be made via walking, bicycling, and/or transit. While the precise number of Project residents, employees, and patrons who would use

alternative modes of travel is unknown, a 5% trip credit was taken for walking, bicycling, and transit use, which is considered a conservative estimate, particularly given the transit services that are available in the Project area and the urbanized nature of the Project vicinity. Furthermore, U.S. Census data from 2019 shows that 6.7% of residents in the City take transit, walk, or bike. As such, analysis associated with the proposed Project's vehicular trips assumes that a small fraction of future Project residents, employees, and/or patrons would use transit, walking, and/or bicycling. As such, the Project's vehicular operational analysis which addresses traffic and intersection levels of service remains conservative in nature.

I18-5 This comment states that the traffic analysis hinges on the use of mass transit but that local residents do not use mass transit or walk to nearby services. The commenter states that the analysis uses generic assumptions that are not representative of local conditions and that findings of a local survey of transit use would likely contradict the assumptions used in the EIR.

See Response to Comment I18-4, which also addresses concerns regarding the EIR's assumptions related to alternative modes of transportation. As stated in Response to Comment I18-4, the trip credits taken for walking, bicycling, and transit use are minimal and conservative, particularly given the urbanized nature of the Project vicinity and the availability of transit services in the area. Furthermore, increased traffic and traffic congestion are no longer considered impacts on the environment under CEQA. The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). Additionally, plans and policies are in place at the local, regional, and state level to support and encourage increased use of alternative modes of transportation. As these plans and policies are carried out, use of alternative modes of transportation (transit, walking, and bicycling) is expected to increase over time, particularly in urbanized areas.

Additionally, see Response to Comment I7-4, regarding VMT analysis (conducted using the SCAG travel demand model and documented in Section 4.13 of the Draft EIR) of the proposed Project, which demonstrates that that Project site is in a travel-efficient location served by bus routes and Metro C Line.

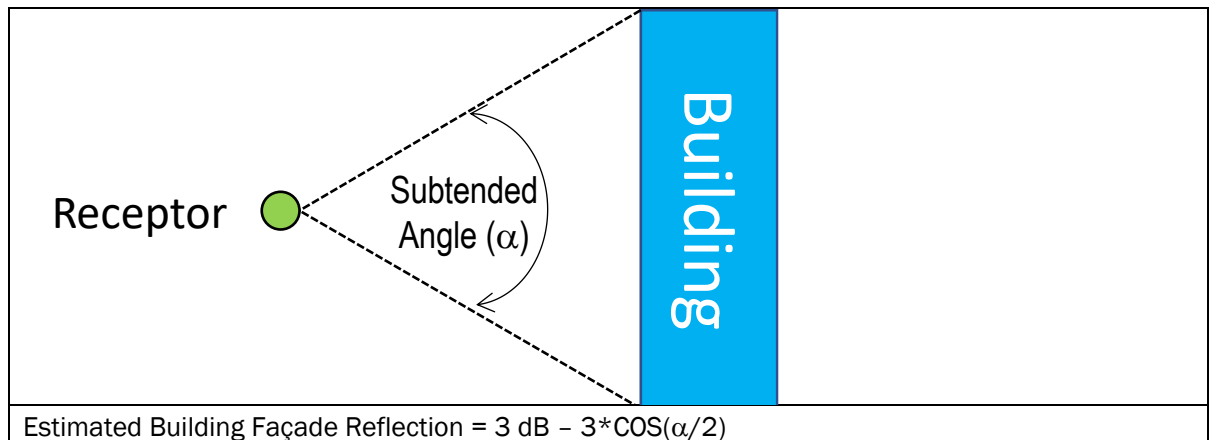
I18-6 This comment incorporates a question that was asked by another commenter at the EIR scoping meeting regarding parking permits for current residents. The commenter then asks when the questions not pertaining to the EIR will be answered by the City. As described in Draft EIR Section 1.5.2, Scoping Meeting, attendees of the webinar were able to provide comments and questions about the proposed Project to the City, the applicant, and the CEQA Consultant during the questions and answers portion of the meeting. Five comments/questions with environmental concerns during the Scoping Meeting (including the referenced commenter) are provided in Table A of Appendix A-2. This table cited Section 4.13, Transportation, of the Draft EIR for more information. Nevertheless, the comment regarding parking permits will be provided to City decision makers for their review and consideration as part of this Final EIR.

I18-7 This comment raises a concern about a multi-story building reflecting airport (aviation traffic) noise into its surrounding community.

Noise from LAX aviation traffic associated with the nearest southern runways travels approximately 4,000 feet before reaching the Project vicinity, by which time it has attenuated due to distance and other effects. This demonstrates why the Project vicinity is beyond the LAX aviation noise 65 dBA CNEL contour, as shown in Figure 4.10-2 of the Draft EIR. The diffuse noise from LAX aviation traffic impinging upon a proposed Project building façade would either be absorbed, diffracted, or reflected by its surface. But for a building façade that is porous (e.g., a parking garage), some sound would travel through the building unimpeded. The anticipated added sound contribution to an offsite receptor would depend on several variables that include its distance to the reflecting façade, the length of the façade, and the acoustical characteristics of the reflecting facade.

For an offsite receptor such as multi-family homes on the west side of Indiana Street, an introduced Project building façade across the street would present a surface that would reflect some LAX aviation traffic noise towards it. But the reflecting façade is not infinite in horizontal extent or height, nor would it be considered a perfect reflector, so the anticipated effect would be limited to no more than a 3 dB increase of the LAX aviation noise contribution to the outdoor sound environment at this nearby receptor. This situation would be analogous to a receptor near a highway, where a noise barrier installed on the opposite side and parallel with the highway reflects the roadway noise towards the receptor and for which Caltrans expects would be a maximum 3 dB increase.⁸ The proposed Project building façade surface would not be considered a perfect reflector, as it would feature some irregular geometries that would help scatter or diffract sound, and the combination of window glazing and non-glazing elements would absorb noise that would then be re-transmitted to the building interior spaces.

The amount of actual reflection from this 3 dB ideal maximum, based on receptor proximity to the façade having finite length, can be approximated much in the same way that actual noise reduction from a finite-length noise barrier is less than ideal and can be estimated as shown in Figure 18 from Chapter 5 of the Housing and Urban Development (HUD) Noise Assessment Guidelines.⁹ In summary, the more distant a receptor is to a barrier, the smaller is the angle “alpha” subtended by the endpoints of the barrier with the receptor at the vertex.



⁸ California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>
⁹ United States Department of Housing and Urban Development (HUD). HUD Noise Guidebook. Date Published March 2009. <https://www.hudexchange.info/sites/onecpd/assets/File/Noise-Guidebook-Chapter-5.pdf>

Likewise, for a multi-family receptor across Indiana Street from a proposed Project building having length that would make angle “alpha” equal 45 degrees, the anticipated reflection of the incoming sound would be less than a 0.23 dB increase of the directly-received sound source. Only if the receptor were very near the façade, so that angle “alpha” approaches 180 degrees, would the estimated reflection, before application of any façade surface effects, be very close to 3 dB.

For a much more distant receptor, such as a single-family home in the neighborhood west of Washington Park, and ignoring façade surface effects and any sound path occlusion from intervening structures between it and the proposed building façades, the estimated reflection would be less than 0.01 dB for any angle “alpha” less than 9 degrees.

Thus, and for these above reasons, the expected LAX aviation noise increase due to proposed Project building reflection would be less than 3 dB, which is a less than perceptible difference and thus considered a less than significant impact. While this information regarding aviation noise effects has been added as part of this Final EIR, this additional information does not require recirculation of the Draft EIR for public review, because it does not add a new significant impact, increase the severity of a previously identified impact, introduce a new alternative or mitigation measure, or indicate that the EIR was fundamentally inadequate and conclusory in nature (CEQA Guidelines Section 15088.5(a)). Operational noise impacts would remain less than significant.

Furthermore, addition of the proposed Project buildings would introduce more path-occluding barriers between Pacific Coast Highway roadway traffic and the nearby multi-family homes and more distant single-family home neighborhoods to the west of the Project site.

I18-8 This comment states that the “report did not truly study the impacts of this massive project in our neighborhood,” that it “used generic data which does not represent reality here,” and that “it did not adequately address any of the actual issues” associated with the proposed Project.

This response assumes that the commenter is referring to the Draft EIR in their comment. The Draft EIR has been adequately prepared under CEQA to serve as an informational document for decision makers and the public. See Response to Comment O3-2 for further information regarding the adequacy of the Draft EIR and its compliance with CEQA. Potential effects to the surrounding neighborhood and residents are discussed in the Draft EIR; see Response to Comment I18-1. The analysis in the Draft EIR is not generic; rather, the analysis is based on the existing setting of the Project area, including environmental factors and characteristics that are specific to the Project site and its vicinity, and a detailed description of the proposed Project, as set forth in Chapter 3, Project Description of the Draft EIR. The Technical Appendices C through L to the Draft EIR include analyses and modeling that is customized to the specific characteristics of the proposed Project. The comment does not provide any specific examples of “generic data” and no further response is necessary.

I18-9 This comment concludes the letter and does not express any additional issues pertaining to the environmental analysis in the EIR. No changes or additions to the project description or environmental document are required in response to this comment.

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Comment Letter I19

From: stephanie sauter [REDACTED]
Sent: Sunday, March 28, 2021 4:14 PM
To: Samaras, Paul
Cc: Boyles,Drew (Mayor)
Subject: High density apartment building in ES

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Samaras,
I've seen some postings about the possibility of new housing along Sepulveda Blvd. I wanted to write in support of any project that increases the availability of housing in El Segundo.
As we're all aware, the state (county, city) has a serious housing crisis. Without building additional housing stock, that crisis will not end. I understand El Segundo is a town that like things they way they are. However, the status quo is not sustainable. We need to think progress, not be stuck on "how things have always been here."
My husband and I would both like others to be able to share in all the wonderful things that the community of El Segundo offers its residents.

I19-1

Best,
Stephanie Sauter & Paul Kelly
526 Arena Street
El Segundo

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Response to Comment Letter I19

Stephanie Sauter & Paul Kelly

March 28, 2021

Date

- I19-1** This comment expresses support for the proposed Project and cites the proposed housing component. The commenter's general support to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I20

From: William WATKINS [REDACTED]
Sent: Monday, March 29, 2021 7:34 PM
To: Samaras, Paul
Subject: Pacific Coast Commons

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Samaras,
I support the Pacific Coast Commons project. I believe it will be an excellent use of the property around the west side of Pacific Coast Highway and Mariposa Ave.
Thank you,
--Bill Watkins
327 E. Oak Ave., El Segundo

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I20-1
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I

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Response to Comment Letter I20

Bill Watkins
March 29, 2021

I20-1 This comment expresses support for the proposed Project. The commenter's general support to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I21

From: Matthew Klempt [REDACTED]
Sent: Thursday, April 1, 2021 10:49 AM
To: Samaras, Paul; Planning
Subject: Pacific Coast Commons DEIR Comments
Attachments: EIR Extracted Pages with Comments and Summary ABBREVIATED v1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Samaras,

Please find attached my questions/comments on the DEIR in pdf format. These comments are in a condensed format.

If you would like to see a fuller view of the same comments (although 1 version older) with full pages extracted from the DEIR please go to the website: <https://tinyurl.com/EIRreview>

Kindly confirm receipt of this email.

Regards,
Matthew

Comments and Questions

El Segundo Construction Proposal Pacific Coast Commons Environmental Impact Review Report

(Excerpts from the report will be in *black* and my comments will be in *blue* or will be screenshots from the long form of my review.)

EIR Review Summary

- Key underlying assumptions and standards for project success are wishful thinking:
 - Many people will take mass transit
 - Many people will walk to mass transit
 - Many people will walk to downtown El Segundo from PCH
 - Significantly fewer cars at the new developments
 - Supply of new parking
 - Studies cited and manuals used in Report to support the above bullet points absolutely do not represent the El Segundo area nor broader metropolitan area.
 - Narrow assumptions and standards expose a **huge downside risk** which could blindside the City
 - Traffic Study in no way reflects the reality of the congestion in the area, epicenter being PCH/Mariposa as ANY commuter in the morning will tell you.I21-1

- Los Angeles does not have widespread, reliable mass transit, nor has it been adopted by any significant amount of population by any stretch of the imagination. Los Angeles has tried for decades and failed at it.
 I21-2

- Don't put the cart before the horse. We need a much better transit infrastructure and citizenry adoption therein before we erect housing to capitalize on it.
 I21-3

- Exclusion of key review areas:
 - Mariposa traffic to Downtown El Segundo
 - Current mass transit and pedestrian circulation in lieu of vehicle use in the immediate area
 1. Why was there no study done of current residents in the area (lots of apartments, condo and single family homes could have been polled) related to Transit use and if they currently walk to the Metro or Downtown El Segundo?
 2. Currently, people from the area (excluding exercise) do not walk downtown nor to transit.I21-3

 - LAX noise wasn't even studied: noise tends not to attenuate as much since PCH is a wide open tunnel for noise to run and echo off tall structures, unlike other topographical areas with differing shapes, materials, and structure.
 1. El Segundo proudly stood against LAX noise and expansion, now it's not a concern for this area? 65dBA contour aside, this noise will increase. This is also in agreement with the City Manager's office recent review of LAX expansion efforts.I21-4

 - Parks
 1. The study said there is no impact and dismissed it.
 2. There are literally 3 huge parks a stone's throw away from this development.
 3. Children and park goers' safety is a concern.
 4. Demand for and use of parks will change.I21-5

 - Reasonably foreseeable impacts of traffic and noise not even explored.
 1. Scope of study far to narrow. No "What if" analysis done.
 2. Bypass or shortcut traffic not analyzed. Washington St. completely ignored.I21-6

- Standards used to calculate additional vehicles is not representative:
 - This will significantly impact the Parking and Transportation questions and analysis.
 - Will also impact the noise generation, safety, and quality of life concerns.I21-7

- 2 cars per dwelling unit is the El Segundo standard and well established throughout LA. Studies cited in the Report for a lower number definitely are not representative of the area. ↑ I21-7
Cont.

- Noise | I21-8
 - Traffic, human activity, airport
 - Single Family Homes were excluded as a "Receptor" of unwanted noise.
 - Who believes that these huge, high density apartments and commercial developments are going to exist in a vacuum of their footprint or somehow only impact PCH?
 - Existing apartment height is 2 story, the proposed is 6 story for parking garage and housing. Noise concerns as follows:
 1. That height of garage will cause vehicle noise and car alarm noise to penetrate neighboring homeowners and existing apartments.
 2. LAX noise will be amplified by PCC acting as a reflector of noise. It will echo off exterior walls just as Pacific Corporate Towers, Boeing building, etc. currently do in the area on Sepulveda between Imperial and El Segundo Blvd. All of that additional noise pollution will be channeled back into the City of El Segundo.

- Parking | I21-9
 - Again the estimates hinge on people not bringing the average number of vehicles to the new development
 - Supply of new parking spots overestimated.
 1. ½ space for 1 bedrooms likely not accommodate a vehicle (disregard Lionel Uhry answered already)
 2. Study used for parking demand rate underestimated.
 - Where is the overflow gonna go?

- Traffic | I21-10
 - Due to the underestimation of vehicles, traffic will be an issue in the surrounding neighborhoods.
 - Even if it were accurate, traffic will increase dramatically on Mariposa back and forth to Downtown El Segundo
 - Increased traffic on the side streets of both apartment complexes due to bypassing congested intersections highly likely.
 - Study believes adding 1 right turn lane on Mariposa Ave will fix it all.
 1. This would fix the current congestion but certainly the future would be worse
 2. People already bypass the Mariposa/PCH intersection.
 3. Compounded by the gross underestimate of new vehicles in the area.

- High Density housing is exactly what it says. The word "high density" in and of itself is impactful. To think otherwise is silly. | I21-11

- Alternate locations still seem to be viable | I21-12
 - East of PCH or south of Grand seem to be win-wins, but were dismissed. We have 0 population in approx. 75% of our City limits.
 - PCC site proposal was rezoned to mixed use, why can't east of PCH do the same thing?
 - A standard density housing proposal in multiple areas, rezoning and utilizing east of PCH and Smokey Hollow spreads the impact of the housing "issue" across broader segment of population rather than forcing a few people to bear the brunt of reasonably foreseeable impacts, one being lower quality of life/devaluing property.

- COVID-19 prevented the study from field verifying data. | I21-13

Executive Summary Review

ES.3.2 Project Objectives

3. Improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees.

Comment:

This can be accomplished with the project being built south of Grand or East of Sepulveda and would be win-win for City and impacted residents in the proposed location. Telecommuting has allowed many more people to work from any location. LAX is largest employer in the area and those jobs have already been spoken for by citizens who already live in close proximity to LAX.

ES.3.2 Project Objectives

6. Reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and City's Downtown

Comment:

This statement is not reality and a long shot to be achieved. Putting the cart before the horse. Standards used, and data collected are not representative of reality as will be noted in appropriate sections.

- *Problem with Executive Summary is that it seems to be based more in wishful thinking and finding data or a study to support it. **Why was there no study done of current residents in the area (lots of apartments, condo and single family homes could have been polled) related to Transit use and if they currently walk to the Metro or Downtown El Segundo?** The underpinnings of it depend completely on something that has never been proven to work in Los Angeles nor this area. Those things are:

 - *Well established and mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong, I wish it would work but it just has not. If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. But we are putting the cart before the horse.*
 - *"Downtown is walkable distance." **It is not.** I have never ever seen anyone walk that distance to get to downtown. I have, but only for exercise. People won't even walk to Ralphs from 2 blocks away. I live close to project site and am about 1-2 blocks away from Ralphs. Wife and I walk to Ralphs always and get our groceries with a cart. I, maybe once every 3 months see someone walking to Ralphs and then walking home. If you can't get people to walk 1 or 2 blocks ever, how do we think they are going to walk downtown or to transit? LA has always been about cars (not that I don't think it should change, but we do not have alternatives in place that have been adopted yet, with the exception of telecommuting. Maybe after Tesla gets full auto driving vehicles or autonomous ride share working that may change the dynamic, but we are putting the cart before the horse). This reliance on walking to justify the dense housing is not realistic at this point in time. Let's be honest, it is going to be 2 POVs per Dwelling Unit **as consistent with El Segundo standard.** That is reality. I am not opposed to a change and actually look forward to it and excited about it, but we have no infrastructure nor adoption by the people to meet this objective.**

I21-14

Table ES-1. Summary of Project Impacts

Noise

- *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Impact determined to be "Less than Significant"*

Comment:

- *There will be a permanent increase in Noise

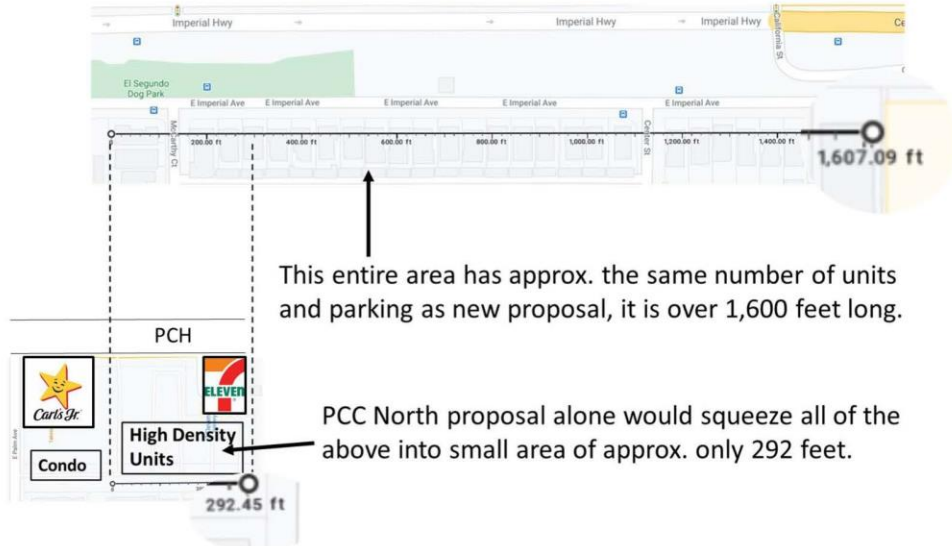
 - *Human activity/population growth/high density*
 - *Traffic noise on surrounding streets and Mariposa all the way to downtown.**

I21-15

- o Again if this was built south of Grand or east of Sepulveda this would not impact the current residential population. The 2 ways to get into the Downtown area of El Segundo quickly, efficiently and with little to no impact to any resident in El Segundo is El Segundo Blvd and Imperial Hwy. If built south of Grand using El Segundo Blvd does not impact any residents.

I21-15
Cont.

Super High Density for El Segundo



the City of El Segundo.

Proponents of project will say that the noise is attenuated here due to distance, and that it's not within the 65 dBA noise contour. These both may be true, however noise **does** propagate and echo off of walls as well, it's just as much of a physical property as attenuation is. So we cannot deny that this will send more airport noise into the community, it's just a matter of physics. PCH also allows a broad clear path for noise to be unimpeded unlike other areas.

LAX noise will be amplified by PCC echoing all of that noise due to its height. It will echo off exterior walls just as Pacific Corporate Towers, Boeing building, etc. currently do in the area on Sepulveda between Imperial and El Segundo Blvd. All of that additional noise pollution will be channeled back into

I21-16

This perplexes me as El Segundo has proudly held back the expansion and noise of LAX (plaque on mortuary hill commemorating it).



I21-16
Cont.

El Segundo as a City participates in the regular LAX noise meetings. One of the responsibilities of LAX adjacent cities is to basically plan your City to mitigate Noise. I see a mixed message here. El Segundo will build tall buildings that bounce airport noise back into the City but then vehemently reject the idea of LAX expanding and making more noise. Please see the FAA Noise Abatement Policy below:

Table ES-1. Summary of Project Impacts

Population and Housing

- Would the project induce substantial unplanned population growth in an area? Impact determined to be "Less than Significant"

Comment

- *Obviously this is an impact and substantial. We have never had high density apartments like this. This is, by the word itself "high density" impactful to a community and region that has never had this type of development as opposed to a community that has numerous high density housing. So this is a monumental shift in how to look at housing, so if ever there would be a time to call something impactful it would be now. The first time we try something drastically new it is impactful for better or worse. Our infrastructure to support this drastic change is not there yet, nor is the population in large part given up vehicles. Again cart before the horse.*
- *Why are we cramming such high density into an already populated area? The area this is proposed in houses 99% of our population yet encompasses less than 25% of square acreage of City limits. If it's "parking lots are a poor utilization of space" I would say even a poorer utilization of space is all of the other approx. 75% of El Segundo City limits that has no housing. Spreading out, makes more sense and it would put those new residents closer to the mass Transit that is highly touted.*

121-17

Table ES-1. Summary of Project Impacts

Parks

- Impact determined to be "Less than Significant"

Comment

- *In this section it asks if Parks will be impacted and the summary says "no". There are literally parks that are about 150' away ALL ALONG THE PROPOSED DEVELOPMENT SITE!*
- *Freedom Park, Washington Park, Constitution Park are all literally a stone's throw from the site. Unless the term Park is redefined for this study, I pay extra property taxes because I live next to these parks, B Segundo Parks and Rec upkeep them as I see them all the time and they are utilized like any other park by the normal definition. This really needs some explanation.*
- *Bypass and shortcut traffic (detailed in Transportation analysis) would impact these parks and potentially be a safety hazard*



121-18

ES.5.2 Alternative “B” page ES-31

- Reduced Development Alternative: Exclusion of PCC North

Comment

- *This would be a viable alternative. I still don't believe some of the objectives are met but it lessens the overall impact to the community.*

I21-19

ES.6 Areas of Known Controversy page ES-35

Comment

- *I will address the following bullet points from the Executive Summary in forthcoming sections:*
 - *Potential noise*
 - *Potential increased traffic*
 - *Potential parking impacts*
 - *Other impacts will be discussed later as well*

I21-20

Noise Review

4.10 Noise

4.10.1 Sensitive Receptors page 4.10-5

Comment

- *Single family homes were a glaring omission in this category. Certainly the increased human activity in general, in the parks, via traffic and parking. Single family homes are threatened by unwanted noise that has significant potential not to just tick up but spike up.*

I21-21

Page 4.10-6 top paragraph: Additional sensitive receptors are located farther from the Project site in the surrounding community, such as single-family residences west of Washington Street, and due to this increased distance (over 500 feet from the Project boundary) would be less impacted by noise and vibration levels than the above-listed sensitive receptors.

Comment:

- *Single family homes seem to be completely ignored. This is not only insulting, but grossly incorrect. Traffic and parking will add to noise (is there a lifetime guarantee that no hotel nor PCC resident nor guest are going to park in the single family neighborhood or any surrounding street?, domino effect of parking issues now and in the near future are a reasonable concern, look no further than apartments along Imperial, they come with parking garages, are low density and still spill over into the streets.*

Existing noise environment page 4.10-6

For purposes of this noise impact assessment, the existing outdoor ambient noise environment is estimated with an FHWA predictive modeling technique...However, at the time of this writing and due to COVID-19 response effects,

I21-22

commercial activities and levels of roadway and aviation traffic have likely been reduced in volume or intensity, and would therefore result in measured outdoor ambient sound levels that are lower and consequently unrepresentative of the typical sound environment under normal conditions.

Comment:

- *The predictive modeling does not take into account whatsoever Mariposa traffic and all the shortcut traffic through residential streets and resulting ambient noise. If the project is so confident there will be no traffic in these areas then the City should have no qualms about turning them into cul de sacs or some other traffic deterrent method to guarantee no new residents are using shortcuts. Also, only **predictive modeling** was done with no field verification. Also, as an engineer myself someone should be thinking beyond the small foot print of 100' from project boundary that is extremely tight. At minimum, the scope should have been expanded for **reasonably foreseeable** traffic and noise impacts, which was **not** done. As the study indicates they could not collect data due to suppressed traffic and noise from COVID19, so admitting we do not have conclusive nor expanded scope data to back any of this up. So this is a big risk. Therefore more weight should be put on local residents in the **immediate** area for data. Was Traffic and Noise modeled down Mariposa and back streets? I haven't seen any.*

I21-22
Cont.

Page 4.10-9:

- Goal N1: Provision of a Noise-Safe Environment.
- 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
- Policy N1-3.1: Encourage site planning to be consistent with the existing and future noise environment and promote development standards in which noise-sensitive projects and residences are mitigated from major noise sources. Short-term and long-term noise control measures should be formulated in a manner compatible with community needs and expectations.

I21-23

Comments:

- *N1 – Noise will permeate well beyond the boundary of site footprint due to human activity, park activity, traffic and potential parking problems down Mariposa and short cut streets to access PCH.*
- *N1-1 – see above*
- *N1-3.1 – this fails because of the potential for future repeal of mandatory pay for garage parking therefore pushing even more cars outside besides the overflow (I know the study says there will be an excess supply but I will comment more in the Parking section.)*

4.10.3 Page 4.10-11

The property lines of the nearest multi-family residences to the west of the Project appear to be as close as 15 feet to the PCC North,

Comment:

- *In the future transiting vehicles in and out of garage, and garage itself will have significant impact on Illinois Ct. residents.*

I21-24

Page 4.10-15:

However, at the time of this writing and due to COVID-19 response effects, commercial activities and levels of roadway and aviation traffic have likely been reduced in volume or intensity, and would therefore result in measured outdoor ambient sound levels that are lower and consequently unrepresentative of the typical sound environment under normal conditions.

Comment:

- *Noise levels not reliable since down during the Pandemic as stated. Traffic and noise from vehicles and aircraft down 85%*

Table 4.10-6. Off-Site Roadway Traffic Noise Modeling Results

Table 4.10-6 shows that at all six listed representative receivers, the addition of proposed Project traffic to the roadway network would result in a CNEL value increase of less than 3 dB, which is below the discernible level of change for the average healthy human ear.

Comment:

- *This was only predictive data and no field data collected due to COVID-19*
- *The predictive element also based on faulty conclusion that there will be far less vehicles than generally accepted by City of El Segundo, LA County and LA Metropolitan standards. Discussed in later sections.*

|21-25

Page 4.10-22: Permanent Increase in Ambient Noise Levels, Off-Site Traffic

- Cumulative off-site traffic noise impacts would be less than significant.

Comment:

- *Disagree, considerable increase of shortcut traffic on neighboring streets and Mariposa traffic noise. Will lower property values and quality of life, even if the traffic was silent.*

|21-26

Transportation Review

4.13 – Transportation

Page 4.13-2, 3

- The study area selected for analysis in the TIA extends to and includes Center Street to the west, Nash Street to the east, Imperial Highway/Interstate (I) 105 to the north, and El Segundo Boulevard to the south.

Comment:

- *Shortcut traffic will increase on Walnut Ave and Maple Ave*
- *Traffic in general will increase significantly all along Mariposa Ave*
- *Washington St not even mentioned and it will receive a significant amount of bypass and shortcut traffic. The addition of one more lane at PCH/Mariposa will not make enough of a dent in traffic to prevent this, plus the estimate of new vehicles in circulation is way underestimated.*

|21-27

Transportation Impact Review

The transportation impact study was completed by Fehr and Peers located in the Appendix J-1.

APPENDIX A:
LANE CONFIGURATIONS AND TRAFFIC VOLUMES
Peak 1 Hour Traffic Volumes and Lane Configurations Project Only

Comment

- In this appendix they have graphical depictions of intersections around the project area.
- In this particular appendix it shows how many more vehicles will be turning at an intersection during AM and PM rush hour due to the development of the Project.
- PCH/Maple Ave show **0** additional vehicles turning according to the study.
- PCH/Walnut Ave show **0** additional vehicles turning according to the study.
- They expect **absolutely no vehicles** will use these intersections as alternates compared to the main one at PCH/Mariposa.
- The first thing I did when moving to the area was **avoided Mariposa** and went to an **alternate side street**. Many people do this as I see it all the time speeding down Washington Street to get there. The same thing happens when trying to go southbound, Mariposa is backed up even with a dedicated right turn lane and the pedestrian crosswalk, it's quicker to go down Indiana behind the hotel and get on PCH from Holly or Grand.
- Also, please note my experience is during non-peak hours, I work the afternoon shift. I never have had to negotiate these intersections at peak times which obviously are way worse.
- PCH/Palm Ave – this is directly adjacent to the apartments on the north side
 - During the AM rush hour shows a total of 9 vehicles according to the study
 - During the AM rush hour, out of the **252 parking spots** in PCC North there will only be 9 vehicles that use Palm Ave?? The numbers just seem really suspect.
- **Conclusion** is that we are going to have a lot of **bypass or shortcut traffic** from PCC North apartments (gas station/7-11 parking lot) location and PCC South apartments (parking lot of the Aloft Hotel)
- These alternate streets were dismissed in the study.
- No Traffic Analysis was done for the impact on Mariposa going to Downtown El Segundo. So all those residents were sort of ignored. Mariposa residents already endure speeders and traffic, safe to assume it would get much worse for them.

I21-28

Transportation Impact Analysis Summary

- Traffic Study in no way reflects the reality of the congestion in the area, epicenter being PCH/Mariposa as ANY commuter in the morning will tell you.
- The Analysis conducted for the EIR was based on the number of additional vehicles the project would bring. This number comes from the Parking Analysis. As I have shown in that respective area and others, the standards used and data collection is not representative of what we currently have going on. 2 big underlying assumptions used in the EIR is that many people are going to forgo vehicles and walk to transit and walk to Downtown El Segundo
 - **Big question:** Why was there no study completed to even ask or analyze whether the current population of apartments, condos and single family homes in the immediate area do any of this??
 - It seems like a logical step to take if this is one of your Project objectives and basis for making a judgment on a Project, especially if it could be impactful to the neighborhood and city.
 - I live in the immediate area and have never seen even a trickle of people walking to Transit or Downtown. Only walkers are for exercise.
- Standards used as basis are not representative (should simply have used realistic standard set forth by the City of El Segundo, 2 cars per unit. Also the data sampling is suspect and not representative of the immediate surrounding area.
- Traffic on surrounding streets is based on these super low estimates of additional personal vehicles coming to the area. 2 cars per unit is the reality as seen historically across SoCal, these estimates are hopes and dreams. It's aspirational and can't disagree with that but we're putting the cart before the horse.
- We need a culture or cost of vehicle ownership of fewer cars before housing ideas capitalize on that.

I21-29

- *If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. In Singapore a run of the mill Toyota Corolla equivalent is priced at around \$75,000 and registration of a vehicle is over \$10,000/yr. We have nothing like that.*
- *We do not have well established and mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong I wish it would work but it just has not. We need this first and then housing will follow. Does anyone think just because someone else wants them to take the transit and walk to downtown and own fewer vehicles it will just happen because we hope it?*
- *The numbers for Transportation and Parking are just hopes and dreams, new residents are going to come with the well-established historical average of 2 cars/unit.*
- *"Downtown is walkable distance." It is not. I have never ever seen anyone walk that distance to get to downtown. I have but only for exercise. People won't even walk to Ralphs from 2 blocks away. I live close to project site and am about 1-2 blocks away from Ralphs. Wife and I walk to Ralphs always and get our groceries with a cart. I, maybe once every 3 months see someone walking to Ralphs and then walking home. If you can't get people to walk 1 or 2 blocks ever how do we think they are going to walk downtown or to transit. LA has always been about cars (not that I don't think it should change, but we do not have alternatives in place that have been adopted yet. Maybe after Tesla gets full auto driving vehicles or ride share working that may change the dynamic, but we are putting the cart before the horse). This reliance on walking to justify the dense housing is not realistic at this point in time. Let's be honest it is going to be 2 POVs per Dwelling Unit as consistent with El Segundo standard. That is reality. I am not opposed to a change and actually look forward to it and excited about it but we have no infrastructure nor adoption by the people to meet this objective.*
- *Therefore, I believe that the following numbers should be increased by at least 33%. This number is derived from the Parking Analysis. I have attempted to contact Fehr & Peers (contracted to conduct the Parking and Transportation Analysis) but have not received a call back in regard to their analysis.*
- *Conclusion: Mariposa/PCH intersection will be inundated and cause significant short cutting on residential streets. Also, Mariposa traffic situation will be aggravated significantly. Mariposa Ave not even evaluated, the congestion, speeding and hazards to children and all residents will increase.*
- *Shortcut traffic will pass by 4 parks (Independence, Constitution, Washington and Freedom Park) creating a hazard for children and park goers.*

I21-29
Cont.

Parking Review

The Parking Analysis was completed by Fehr and Peers located in the Appendix J-2.

Page 3:

Residential Parking Demand Research

To better understand the appropriate residential parking demand at Pacific Coast Commons, Fehr & Peers researched available data on parking demands at similar multifamily residential developments.

ITE Parking Generation Manual, 5th Edition

The Institute of Transportation Engineers published Parking Generation, 5th Edition in early 2019. The manual has traditionally provided parking demand rates for various land uses based on survey data collected in suburban, low-density areas.

Comment:

- *Are the standards specific to Los Angeles, New York, Chicago? SoCal has had a long history of attempting to build and have people adopt mass transit but it has never worked. The study seems to be banking on it as if we did. LA certainly isn't a one size fits all compared to other metro areas in the country.*

I21-30

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Are the standards specific to Los Angeles, New York, Chicago? SoCal has had a long history of attempting to build and have people adopt mass transit but it has never worked. The study seems to be banking on it as if we did.

Table 1: Mid-Rise Multifamily Apartment Parking Generation Rates

Setting	Proximity to Rail Transit	Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1	1.0
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2	0.9
	Not within ½ mile of rail transit	1.2	0.8
General	Within ½ mile of rail transit	1.5	0.8
Urban/Suburban	Not within ½ mile of rail transit	1.7	1.0

Palo Alto Multifamily Parking Demand Rate Study

I lived in SF Bay Area, BART and CalTrain used way way more than here. They at least have some people doing it. Also CalTrain, runs right through Palo Alto and immediately adjacent Stanford University. Students living in apartments are more likely to use it. We are comparing apples to oranges here.

Fehr & Peers conducted a study in April 2018 to provide the City of Palo Alto with parking demand rate data for multifamily developments. This report includes information from available reports, documents, studies, and the results of parking surveys conducted at multifamily developments as part of this study. Empirical data informed the parking demand rate information for market rate, affordable, and senior housing projects, as well as the change in parking demand when located near a robust transit system.

To begin, Fehr & Peers reviewed several reports and studies that included parking demand rates for multifamily market rate, affordable, and senior residential developments in the Bay Area. Fehr & Peers also conducted new parking surveys at nine multifamily complexes in the City of Palo Alto. Available information about each site, such as the number of units, walking distance (½ mile) to the nearest rail station, type of rail service, peak parking demand, parking supply and demand rates were documented. Parking occupancy surveys were conducted to count the numbers of parked vehicles by space type on a weekday (Tuesday, Wednesday, or Thursday) at three time periods (midday, evening, and late night – after midnight) and on a weekend day at two time periods (midday and late night).

Relevant conclusions for Pacific Coast Commons from the data collection effort, which includes all prior studies and the Palo Alto surveys are:

- For Market Rate units, the average surveyed parking demand rate is approximately 0.75 spaces per bedroom
 - Proximity to transit can reduce the rate by approximately 25 percent

El Segundo Municipal Code Parking Requirements

Actually, on the contrary we have no relevant studies whatsoever that match our community nor Los Angeles adoption nor infrastructure built. We have the opposite, decades of failed attempts of construction and adoption.

The El Segundo Municipal Code provides the number of required on-site parking spaces for the different

121-30
Cont.

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Table 2 summarizes the relevant parking data previously presented and applies it to the Pacific Coast Commons project. The table shows the projected demand based on the different parking rates.

Table 2: Summary of Parking Demand Rates

	Parking Spaces Per DU	Parking Spaces Per Bedroom	Pacific Coast Commons Parking Demand
ITE Parking Generation Manual	1.7	1.0	437 spaces (based on # of DUs); 304 spaces (based on # of bedrooms)
Palo Alto Multifamily Parking Demand Rate Study	N/A	0.75	228 spaces (based on # of bedrooms)
El Segundo Municipal Code Parking Requirements	2 per resident DU plus 1 guest space per 3 DUs	N/A	601 spaces (based on # of DUs)

This is the most reliable and realistic demand rate for the proposal. It fits with the LA standard and has already been adopted by El Segundo Municipal Codes. Also just Google it for yourself. data.usa Los Angeles. It's no big secret or conspiracy just common sense.

Pacific Coast Commons Residential Parking Demand Rate

121-30
Cont.

El Segundo Municipal Code requirements or the ITE rates based on dwelling units would likely result in an oversupply of parking and underutilization of spaces.

Table 3 shows the total parking demand based on the above demand rate.

Table 3: Pacific Coast Commons Residential Parking Demand

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces	
Residential				
Studio	1 space/ bedroom	91 bedrooms	91	182
1 Bedroom	1 space/ bedroom	119 bedrooms	119	238
2 Bedroom	1 space/ bedroom	94 bedrooms	94	94 (94 bedrooms = 47 units)
Guest	1 space/ 3 units [a]	263 units	87	87
Total			391	601 total

All of these cars will need to compete with the 2 hotels, new retail units and a restaurant as well.

Also remember this more realistic total will drastically change the Transportation Analysis

El Segundo Std : 2 cars/dwelling unit

1. ITE Study not customized for LA
2. Palo Alto certainly doesn't reflect this area
3. People are not going to forgo a vehicle because they are close to transit, even if they were to use it once and a while
4. A significant number of people using transit is highly unlikely. We don't even have a study of the current population in the vicinity
5. Downtown and Transit aren't realistically walkable in any way and is not going to put a dent in the number of cars parked nor used.
6. Mass transit is aspirational, but right now hopes and dreams shouldn't be a substitute for the reality of 2 cars per dwelling unit

Page 5

Realistic vehicle estimate

Table 4: Pacific Coast Commons Proposed Residential Parking Supply

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces
Residential			
Studio	1 space/ unit	91 units	91
1 Bedroom	1.5 space/ unit	119 units	179
2 Bedroom	2 space/ unit	47 units	94
Guest	1 space/ 3 units	263 units	87
Total			451

Based on the proposed parking supply rates, 364 total spaces would be supplied for residential tenant use. The estimated demand for the residents is 304 spaces, which projects an oversupply of 60 spaces. Guest parking would be provided in the shared pool of parking.

This 1/2 space is calculated in the total supply. How big actually is 1/2 space? Would a mid-size sedan fit? How wide is it? It's like when you see all those "compact" parking spaces in a parking garage. They're overtaken even by mid-size vehicles. My guess is that the majority of the 119 one bedrooms units will use it to store bikes or maybe a scooter. This 1/2 space skews the true supply which will then be lower.

Page 6

121-30
Cont.

----- parking spaces in parking lot estimated by hotel guest and occupancy -----

Existing Parking Occupancy

These are not peak season numbers either. Summer obviously would be peak

Parking utilization counts were conducted at the parking lots serving the Fairfield Hotel and the Aloft Hotel on Thursday, May 2nd and Sunday, May 5th, 2019, at 2:00 AM. These days and times were selected as they represent the busiest weekday night and weekend night on average for both hotels.

Sunday night? Usually Saturday night is the busiest

Table 8: Peak Hotel Parking Demand at Full Occupancy

Hotel	Peak Demand Rate	Hotel Rooms	Peak Parking Demand at Full Occupancy
Fairfield	0.59	350	207
Aloft	0.59	246	145
Total	0.59	596	352

This is based on non summer and non Saturday night data. I don't see this at all as "Peak Demand Rate". Now it may be demand rate during the low season, but not representative for the basis of such a large and potentially impactful development.

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PARKING DEMAND PROJECTIONS

Because each of the three garages will be utilized as "overflow" parking if needed, the project was analyzed as one combined site. While each individual site's peak parking demand occurs at different hours, it was determined that the peak parking demand for the three sites combined would occur at 10:00 PM on a weekday (in June). Shared parking analysis worksheets for each site can be found in the Appendix B. Table 10 summarizes the proposed parking supply by site and total. Table 11 summarizes the estimated peak demand.

Table 10: Pacific Coast Common Parking Supply

Site	Parking Supply	Residential Reserved	Shared Spaces
North	241	189	52
Fairfield	215	0	215
South	336	165	171
Total	792	354	438

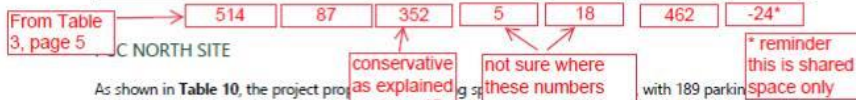
Summary from numbers below Table 11

Demand	Supply
Residential...514	
Shared.....462	
Total.....976	Total.....792

Total Deficit = -184 spaces

Table 11: Pacific Coast Common Parking Peak Demand, Weekday, June at 10 PM

Area	Residential Demand	Shared Use Demand				Total Shared Demand	Shared Surplus/Deficit
		Residential Guest	Hotel	Retail	Restaurant		
North	160	48	0	1	0	49	3
Fairfield	0	0	188	3	0	191	24
South	144	40	133	1	18	192	-21
Total	304	88	321	5	18	432	6



As shown in Table 10, the project proposes 241 parking spaces reserved for exclusively for residential use. The difference between the residential guest parking, commercial uses, and shared spaces is 52 spaces. These 52 spaces would be shared with 189 parking spaces reserved for residential use from the other sites.

As summarized in Table 11, the North site is projected to have a peak residential parking demand of 160 parking spaces and a peak shared parking demand of 49 spaces. As such, the North site is projected to have a surplus of three shared parking spaces during the peak demand period.

My conclusion is that we will have a shortage of parking (potentially short 184 spaces) and the subsequent Transportation Analysis will be significantly impacted.

This conclusion is based primarily on:

- 1. 2 cars per Dwelling Unit is a long standing average*
- 2. The 1/2 space for 1 bedroom units is suspect to be effectively usable for cars or trucks by a significant number of residents.*
- 3. We should be planning for at least the long standing average and reasonable foreseeable usage of parking spaces especially for a project of this magnitude for the neighborhood and city.*

121-30
Cont.

Parking Analysis Summary

- Standards used as basis are not representative (should simply have used realistic standard set forth by the City of El Segundo as seen on page 5, Table 2. Also the data sampling is suspect and not representative of the immediate surrounding area.
- Traffic on surrounding streets is based on these super low estimates of additional personal vehicles coming to the area. 2 cars per unit is the reality as seen historically across SoCal, these estimates are hopes and dreams. It's aspirational and can't disagree with that, but we're putting the cart before the horse.
- We need a culture of fewer cars or a very high cost of vehicle ownership before housing ideas can capitalize on that.
 - If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. In Singapore a run of the mill Toyota Corolla equivalent is priced at around \$75,000 and registration of a vehicle is over \$10,000/yr. We have nothing like that.
 - We do not have well established nor mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong I wish it would work but it just has not. We need this first, and then housing will follow. Does anyone think just because someone else wants them to take the transit and walk to downtown and own fewer vehicles it will just happen because we hope it? It's certainly not happening now, how will it magically happen after this proposal?
 - The numbers for Transportation and Parking are just hopes and dreams, new residents are going to come with the well-established historical average of 2 cars/unit.
- Also, please note the number of parking spots available total are shared between the 2 high density apartment buildings, 2 hotels, retail space and a restaurant. So this means that if parking runs out in PCC North then the individual will need walk to another structure and park their vehicle. Just don't see this ending well. This isn't mid-town Manhattan.

I21-30
Cont.

Alternatives Review

6 Alternatives

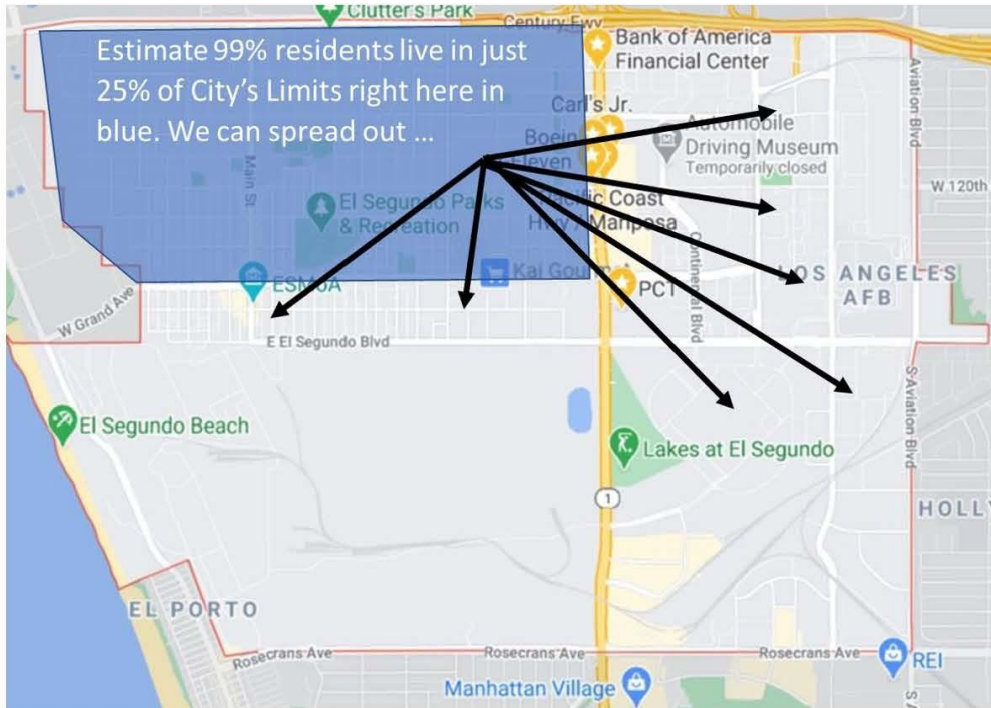
6.1 Introduction page 6-1

CEQA requires that Environmental Impact Reports (EIRs) “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives”

Comment

- Why aren't east of Sepulveda and south of Grand not viable alternatives?
 - They accomplish most all of the objectives much better than the current proposal
 - They have minimal negatives impacts to community especially compared to current proposal
 - It would be a win-win
 - We currently only utilize 25% of the El Segundo footprint for residential housing. Why can't we spread out and spread the impact?
 - PCC site proposal was rezoned to mixed use, why can't east of PCH do the same thing?
 - A standard density housing proposal in multiple areas, rezoning and utilizing east of PCH and Smokey Hollow spreads the impact of the housing “issue” across a broader segment of population rather than forcing a few people to bear the brunt of reasonably foreseeable impacts, one being lower quality of life/devaluing property.

I21-31



I21-31
Cont.

6.2 Project Objectives page 6-2

- 2. Provide for additional housing opportunities in a variety of housing sizes, types, and densities...
- 4. Enhance vehicular circulation through intersection improvements and street widening.
- 7. Reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.

Comments:

- *Item 2: this adversely will impact neighboring residents. I don't see anything in the proposal that mitigates negative impacts to neighbors*
 - *Traffic*
 - *Safety (higher traffic adjacent to numerous parks)*
 - *Parking*
 - *Noise*
 - *Population growth, crowding of more activity in smaller area has negative effects no matter what demographic of people you have*
 - *Schools Lower teacher to student ratio*
 - *Equates to lower quality of life and lower home values*
- *Item 4: vehicular circulation will get worse without a doubt. I will later go on to critique the EIR data but allow me to relay my personal experience. I live adjacent to Washington Park. When I first moved there it only took me a week to figure out that the Mariposa & PCH intersection is to be avoided at all costs no matter if I was headed north or*

southbound PCH. An aggravating factor is that I was seeing this always during non-peak hours. Peak hours are significantly worse. If I need to go north bound I would and will never use Mariposa, I will always bypass that intersection and head further north on Washington and get onto PCH via Maple. If I'm headed southbound I will approach Mariposa PCH and typically bypass the intersection via Indiana and pop out on Holly or Grand. These bypasses and shortcuts happened during non-peak hours, so add to this 263 more dwelling units during peak hours, traffic will increase significantly on these streets. Safety of park users will be at risk, not to mention numerous other negative impacts. New residents will figure this out just like I did, nothing surprising, everyone does it and will continue to do it. And in my opinion, and I will go into further detail later, the EIR data is severely underestimated both on standards used and data that is collected which ultimately results in recommendations on the top level Executive Summary. The devil is in the details and when you look at it, there are some serious flaws.

- *Item 7: please see "ES.3.2 page ES-6 #6 in list" above*

6.4 Alternatives... page 6-4 end of last paragraph

...the proposed site is just over 0.5- mile from the Metro C Line, whereas the Smokey Hollow Specific Plan area is farther away, thereby reducing potential access to regional transit for the Projects 618 future residents.

Comment

- *Smokey Hollow ruled due to it being a little further away from Transit, but wasn't one of the objectives to have Downtown El Segundo Walkable? This area actually is more equidistant between the 2 "walkable" areas. I don't believe people are gonna do the walking in the first place, but if someone does believe that will happen, making it more equidistant would be a better alternative.*
- *PCC site proposal was rezoned to mixed use, why can't east of PCH do the same thing?*
- *A standard density housing proposal in multiple areas, rezoning and utilizing east of PCH and Smokey Hollow spreads the impact of the housing "issue" across broader segment of population rather than forcing a few people to bear the brunt of reasonably foreseeable impacts, one being lower quality of life/devaluing property.*

6.4 Alternatives... page 6-5 middle of page

Development of the Project on another site along PCH, which could provide a similar transition from the City's offices to the east and residential uses to the west, would not be feasible because no sites are under control by the Project applicant.

Comment

- *Development somewhere else along PCH was ruled out because the Project applicant has no sites under its control. My response would be "find a different applicant that does". I'm sure it's not as easy as it sounds but this is not a small undertaking that can have significant impacts to the City so the effort would be warranted.*
- *"Moving the Project to another location doesn't avoid impacts." East of Sepulveda and Smokey Hollow certainly reduce the impacts.*

I21-31
Cont.

6.6 Summary Table page 6-34

Table 6-3. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Proposed Project	Alternative A - No Project/Existing Development	Alternative B - Reduced Development Alternative: Exclusion of PCC - North	Alternative C - Reduced Development: Reduce 1 Level from PCC-South and PCC-North
Aesthetics	LTS	▼	▼	▼
Air Quality:				
AQMP Consistency	SU	▼	▼	▼
Short-Term	LTS-MM	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Cultural Resources	LTS-MM	▼	—	—
Energy:				
Short-Term	LTS	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Geology and Soils	LTS-MM	▼	—	—
Greenhouse Gas Emissions:				
Short-Term	LTS	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Hazards and Hazardous Materials:				
Short-Term	LTS-MM	▼	▼	—
Long-Term	LTS	▼	—	—
Hydrology and Water Quality:				
Short-Term	LTS	▼	▼	—
Long-Term	LTS	▼	—	—
Land Use and Planning	LTS	▲	—	—

- Alternatives A and B all have reduced impacts in virtually every category which makes them a better possibility
- Disagree with the *Land Use and Planning* and *Transportation* for Alternatives having a greater impact for reasons already stated previously

12171
6-34

121-31
Cont.

6.7 Environmental Superior Alternative

Agree, the "no build" alternative is the way to go

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as

Comments and Questions

El Segundo Construction Proposal Pacific Coast Commons Environmental Impact Review Report

121-32

EIR Review Summary

- Key underlying assumptions and standards for project success are wishful thinking:
 - Many people will take mass transit
 - Many people will walk to mass transit
 - Many people will walk to downtown El Segundo from PCH
 - Significantly fewer cars at the new developments
 - Supply of new parking
 - Studies cited and manuals used in Report to support the above bullet points absolutely do not represent the El Segundo area nor broader metropolitan area.
 - Narrow assumptions and standards expose a **huge downside risk** which could blindsides the City| 21-33

- Los Angeles does not have widespread, reliable mass transit, nor has it been adopted by any significant amount of population by any stretch of the imagination. Los Angeles has tried for decades and failed at it.

- Don't put the cart before the horse. We need a much better transit infrastructure and citizenry adoption therein before we erect housing to capitalize on it.

- Exclusion of key review areas:
 - Mariposa traffic to Downtown El Segundo
 - Current mass transit and pedestrian circulation in lieu of vehicle use in the immediate area
 1. Why was there no study done of current residents in the area (lots of apartments, condo and single family homes could have been polled) related to Transit use and if they currently walk to the Metro or Downtown El Segundo?
 2. Currently, people from the area (excluding exercise) do not walk downtown nor to transit.| 21-34

 - LAX noise propagation: noise tends not to attenuate as much since PCH is a wide open tunnel for noise to run and echo off tall structures, unlike other topographical areas with differing shapes, materials, and structure.
 1. El Segundo proudly stood against LAX noise and expansion, now it's not a concern for this area? 65dBA contour aside, this noise will increase.| 21-35

 - Parks
 1. The study said there is no impact and dismissed it.
 2. There are literally 3 huge parks a stone's throw away from this development.
 3. Children and park goers' safety is a concern.
 4. Demand for and use of parks will change.| 21-36

 - Reasonably foreseeable impacts of traffic and noise not even explored.
 1. Scope of study far too narrow. No "What if" analysis done.
 2. Bypass or shortcut traffic not analyzed. Washington St. completely ignored.| 21-37

- Standards used to calculate additional vehicles is not representative:
 - This will significantly impact the Parking and Transportation questions and analysis.| 21-38

- Will also impact the noise generation, safety, and quality of life concerns.
 - **2 cars per dwelling unit is the El Segundo standard** and well established throughout LA. Studies cited in the Report for a lower number definitely are not representative of the area.
- ↑ I21-38
Cont.
- Noise
 - Traffic, human activity, airport
 - Single Family Homes were excluded as a “Receptor” of unwanted noise.
 - Who believes that these huge, high density apartments and commercial developments are going to exist in a vacuum of their footprint or somehow only impact PCH?
 - Existing apartment height is 2 story, the proposed is 6 story for parking garage and housing. Noise concerns as follows:
 1. That height of garage will cause vehicle noise and car alarm noise to penetrate neighboring homeowners and existing apartments.
 2. LAX noise will be amplified by PCC acting as a reflector of noise. It will echo off exterior walls just as Pacific Corporate Towers, Boeing building, etc. currently do in the area on Sepulveda between Imperial and El Segundo Blvd. All of that additional noise pollution will be channeled back into the City of El Segundo.
- I21-39
- Parking
 - Again the estimates hinge on people not bringing the average number of vehicles to the new development
 - Supply of new parking spots overestimated.
 1. ½ space for 1 bedrooms likely not accommodate a vehicle
 2. Study used for parking demand rate underestimated.
 - Where is the overflow gonna go?
- I21-40
- Traffic
 - Due to the underestimation of vehicles, traffic will be an issue in the surrounding neighborhoods.
 - Even if it were accurate, traffic will increase dramatically on Mariposa back and forth to Downtown El Segundo
 - Increased traffic on the side streets of both apartment complexes due to bypassing congested intersections highly likely.
 - Study believes adding 1 right turn lane on Mariposa Ave will fix it all.
 1. This would fix the current congestion but certainly the future would be worse
 2. People already bypass the Mariposa/PCH intersection.
 3. Compounded by the gross underestimate of new vehicles in the area.
- I21-41
- High Density housing is exactly what it says. The word “high density” in and of itself is impactful. To think otherwise is silly.
- I21-42
- Alternate locations still seem to be viable
 - East of PCH or south of Grand seem to be win-wins, but were dismissed.
- I21-43
- COVID-19 prevented the study from field verifying data.
- I21-44

Executive Summary Review ↓ 121-45

Executive Summary

The Project site is bound by Palm Avenue on the north, PCH on the east, Holly Avenue on the south, and Indiana Street on the west. Mariposa Avenue bisects the Project site. Regional access is via Interstate (I) 105 (Imperial Highway) to PCH or via I-405 (San Diego Freeway) via El Segundo Boulevard to PCH. Access to the Project site is currently provided by PCH on the east and Indiana Street to the west.

The Project site is currently occupied by surface parking lots, the Fairfield Inn and Suites Hotel, and the Aloft Hotel. The Project would allow for the redevelopment of the existing surface parking lots and a portion of the Fairfield Inn and Suites Hotel property within the Project site through the adoption of a Specific Plan. The adoption of a Specific Plan would allow for the following: (1) the continued operation of the Fairfield Inn and Suites Hotel and Aloft Hotel, which contain 596 rooms within 288,767 square feet of hotel development; (2) 327,021 square feet of residential development for 263 new housing units, including 257 multi-family apartments and six condominium/townhomes; (3) 11,252 square feet of new commercial/retail uses; and (4) three new parking structures that would contain approximately 792 parking stalls.

The Fairfield Inn and Suites Hotel and the Aloft Hotel would not be redeveloped or expanded, but the zoning for the existing properties would be changed to reflect the current land uses, buildings, and site improvements. While hotel uses are allowed in the existing General Commercial (C-3) Zone, and the Fairfield Inn and Suites and the Aloft Hotels both have existing Conditional Use Permits, the two existing hotels do not comply with some of the development standards of the General Commercial (C-3) Zone because they were built prior to the current development standards. Thus, they are legal non-conforming as to building height, floor area ratio, and certain setback requirements. Through the implementation of the Specific Plan, these two hotels would be brought into full conformity with the land use designation and zoning for the Project site. The Specific Plan's three development areas are Pacific Coast Commons - South (PCC-South), Pacific Coast Commons - Fairfield Parking (PCC-Fairfield Parking), and Pacific Coast Commons - North (PCC-North).

In summary, the proposed Specific Plan would allow for the redevelopment of the PCC-South, PCC-Fairfield Parking, and PCC-North and would allow for the existing Aloft Hotel and Fairfield Inn and Suites Hotel properties within the Specific Plan boundaries, which are currently existing legal, non-conforming uses, to be in compliance with the Specific Plan. The redevelopment of the PCC-South, PCC-Fairfield Parking, and PCC-North would result in physical changes to the environment. However, the proposed development standards of the Specific Plan would not result in physical changes to the currently existing legal, non-conforming hotel uses.

ES.3.2 Project Objectives

CEQA Guidelines Section 15124 requires an EIR to include a statement of objectives sought by the Project. The objectives assist the City in developing a reasonable range of alternatives to be evaluated in the EIR. The Project objectives also aid decision makers in preparing Findings of Fact and a Statement of Overriding Considerations, if necessary. The statement of objectives also is to include the underlying purpose of a project, and may discuss a project's benefits. The Project's specific objectives are as follows:

1. Provide for comprehensive site planning that maintains the existing hotel uses while providing for a mixed-use multiple-family and commercial neighborhood that is compatible with the surrounding land uses.
2. Provide for additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the Housing Element of the City's General Plan.
3. Improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees.

This can be accomplished with the project being built south of Grand or East of Sepulveda and would be win-win for City and impacted residents under current location.

12171
ES-5

121-45
Cont.

Comments on ES.3.2, page ES-6 #6, (next page)

- This statement is not reality and a long shot to be achieved. Putting the cart before the horse. Standards used, and data collected are not representative of reality as will be noted in appropriate sections.
- Problem with Executive Summary is that it seems to be based more in wishful thinking and finding data or a study to support it. **Why was there no study done of current residents in the area (lots of apartments, condo and single family homes could have been polled) related to Transit use and if they currently walk to the Metro or Downtown El Segundo?** The underpinnings of it depend completely on something that has never been proven to work in Los Angeles nor this area. Those things are:
 - Well established and mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong, I wish it would work but it just has not. If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. But we are putting the cart before the horse.
 - "Downtown is walkable distance." **It is not.** I have never ever seen anyone walk that distance to get to downtown. I have, but only for exercise. People won't even walk to Ralphs from 2 blocks away. I live close to project site and am about 1-2 blocks away from Ralphs. Wife and I walk to Ralphs always and get our groceries with a cart. I, maybe once every 3 months see someone walking to Ralphs and then walking home. If you can't get people to walk 1 or 2 blocks ever, how do we think they are going to walk downtown or to transit. LA has always been about cars (not that I don't think it should change, but we do not have alternatives in place that have been adopted yet. Maybe after Tesla gets full auto driving vehicles or autonomous ride share working that may change the dynamic, but we are putting the cart before the horse). This reliance on walking to justify the dense housing is not realistic at this point in time. Let's be honest, it is going to be 2 POVs per Dwelling Unit **as consistent with El Segundo standard.** That is reality. I am not opposed to a change and actually look forward to it and excited about it, but we have no infrastructure nor adoption by the people to meet this objective.

I21-45
Cont.



Executive Summary

- 4. Enhance bicycle and vehicular circulation through roadway intersection improvements that facilitate a safe and walkable community along Pacific Coast Highway.
- 5. Increase the efficient use of land by eliminating surface parking lots and providing parking garages that allow for sharing among hotel, commercial, and residential land uses.
- 6. Reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.

I21-45
Cont.

ES.4 Summary of Environmental Impacts and Mitigation Measures

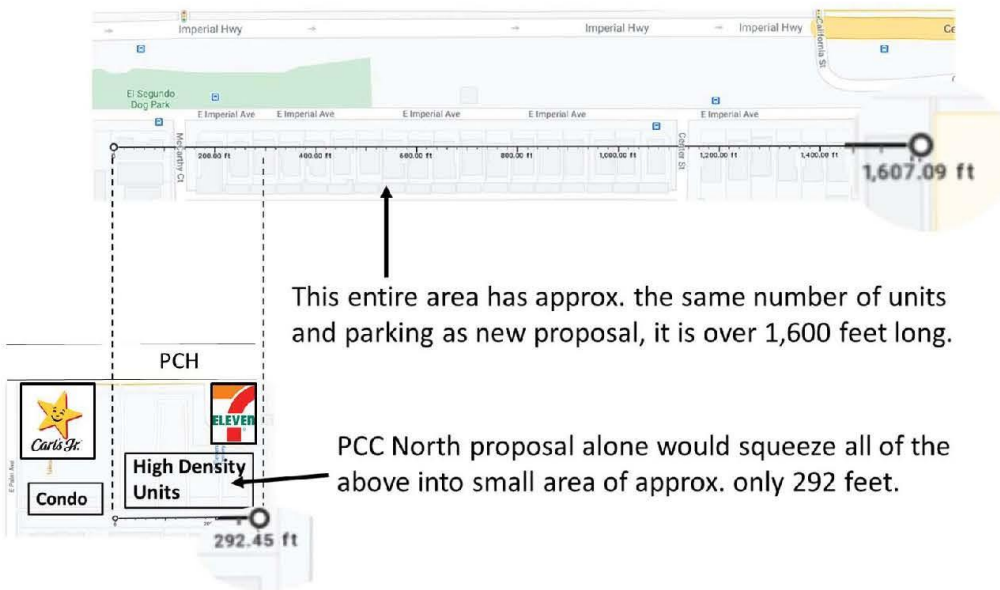
Table ES-1, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the impact analysis related to the Project. Table ES-1 identifies a summary of the significant environmental impacts resulting from the Project pursuant to State CEQA Guidelines Section 15123(b)(1). For more detailed discussion, please see Chapter 4 of this Draft EIR. Table ES-1 lists the applicable mitigation measures related to potentially significant impacts, as well as the level of significance after mitigation.

I21-46

Comments on: Table ES-1 Summary of Impacts Noise section, page ES-20 (next page)

- There will be a permanent increase in Noise
 - Human activity/population growth/high density
 - Traffic noise on surrounding streets and Mariposa all the way to downtown.
 - LAX noise propagation off of a 6 story building not addressed
 - Again if this was built south of Grand or east of Sepulveda this would not impact the current residential population. The 2 ways to get into the Downtown area of El Segundo quickly, efficiently and with little to no impact to any resident in El Segundo is El Segundo Blvd and Imperial Hwy. If built south of Grand, using El Segundo Blvd does not impact any residents.

Super High Density for El Segundo

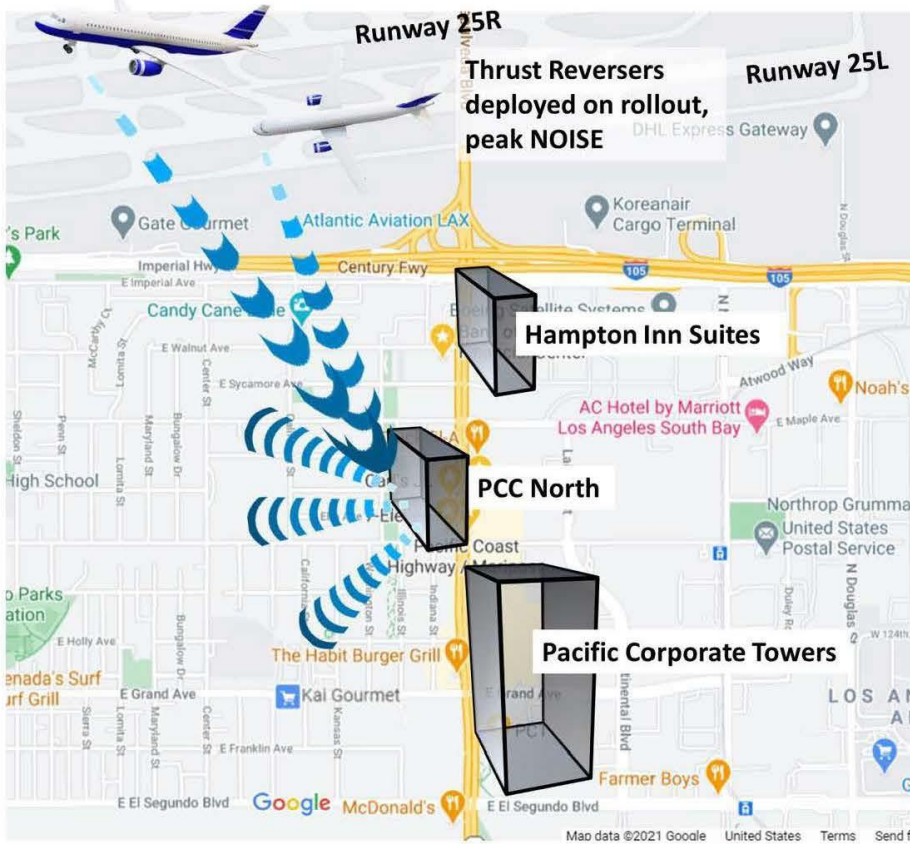


This entire area has approx. the same number of units and parking as new proposal, it is over 1,600 feet long.

PCC North proposal alone would squeeze all of the above into small area of approx. only 292 feet.

I21-46
Cont.

LAX Noise Pollution Propagation



121-47

Proponents of project will say that the noise is attenuated here due to distance, and that it's not within the 65 dBA noise contour. These both may be true, however noise **does** propagate and echo off of walls as well, it's just as much of a physical property as attenuation. So we cannot deny that this will send more airport noise into the community, its just a matter of physics.

LAX noise will be amplified by PCC echoing all of that noise due to its height. It will echo off exterior walls just as Pacific Corporate Towers, Boeing building, etc. currently do in the area on Sepulveda between Imperial and El Segundo Blvd. All of that additional noise pollution will be channeled back into the City of El Segundo.

This perplexes me as El Segundo has proudly held back the expansion and noise of LAX (plaque on mortuary hill commemorating it). El Segundo has forced LAX to modify its operations to mitigate noise and I, as an Airport Superintendent with the LAX airport authority know this first hand. We have numerous restrictions imposed and complied with.



I21-47
Cont.

El Segundo as a City participates in the regular LAX noise meetings. One of the responsibilities of LAX adjacent cities is to basically plan your City to mitigate Noise. I see a mixed message here. El Segundo will build tall buildings that bounce airport noise back into the City but then vehemently reject the idea of LAX expanding and making more noise. Please see the FAA Noise Abatement Policy below:

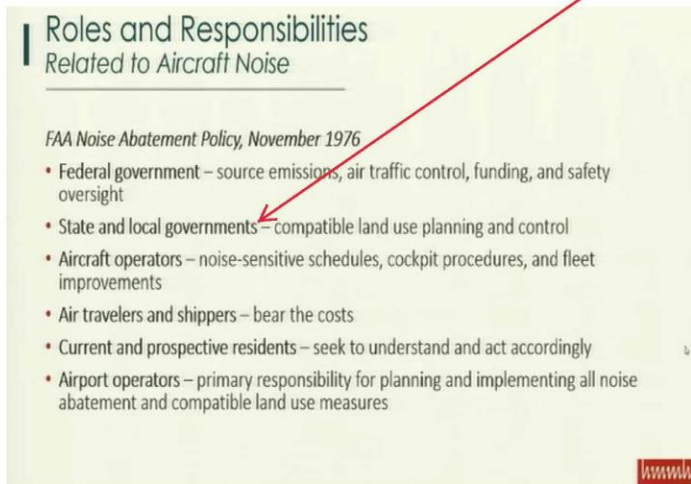


Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Land Use and Planning			
Would the project physically divide an established community?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Would the project have a cumulative effect on land use resources?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Noise			
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	MM-NOI-1: Prior to issuance of a demolition or grading permit, whichever occurs first, the Project Applicant/Developer or its approved construction contractor shall develop and submit to the City of El Segundo a Construction Noise Mitigation Plan (CNMP) for review and approval. The CNMP shall include, at a minimum, the following noise reduction means and related measures: a. To protect the existing occupied residences on the west side of Indiana Street (and west of the PCC North (Phase 2) portion of the Project, between E. Mariposa Avenue and E. Palm Avenue) from excessive Project construction-related noise attributed to demolition, site preparation, grading, building construction, and paving activities during PCC-Fairfield Parking (Phase 1) and PCC-South (Phase 3), and those same five activities plus architectural coating	Less Than Significant

121-48
Cont.

Table ES-1 Summary of Impacts Population and Housing section
page ES-23 (next page)

- Obviously this is an impact and substantial. We have never had high density apartments like this. This is, by the word itself “high density”, impactful to a community and region that has never had this type of development, as opposed to a community that has numerous high density housing. So this is a monumental shift in how to look at housing, so if ever there would be a time to call something impactful it would be now. The first time we try something drastically new it is impactful for better or worse. **Our infrastructure to support this drastic change is not there yet, nor is the population in large part given up vehicles.** Again cart before the horse.

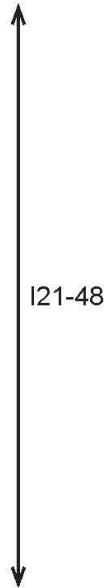


Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Population and Housing			
Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Would the project have a cumulative effect on housing and/or population resources?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Public Services and Recreation			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less than Significant Impact	No mitigation measures are required.	Not Applicable

↑
I21-48
Cont.

Table ES-1 Summary of Impacts, Parks misc section page ES-24 (next page)

- In this section it asks if Parks will be impacted and the summary says “no”. There are literally parks about 100’ away ALL ALONG THE PROPOSED DEVELOPMENT SITE!
- Freedom Park, Washington Park, Constitution Park are all literally a stone’s throw from the site. Unless the term Park is redefined for this study. I pay extra property taxes because I live next to these parks. El Segundo Parks and Rec upkeep them, as I see them all the time and they are utilized like any other park by the normal definition. This really needs some explanation.
- Bypass and shortcut traffic (detailed in Transportation analysis) would impact these parks and potentially be a safety hazard

121-49



Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Police protection?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Schools?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Parks?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Other public facilities?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant Impact	No mitigation measures are required.	Not Applicable
Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than Significant Impact	No mitigation measures are required.	Not Applicable

↑ I21-49
Cont.

(P). According to the City's General Plan, the General Commercial designation permits all retail uses, including hotel uses, and major medical facilities, at a maximum floor area ratio (FAR) of 1.0. Office uses are not permitted except for those providing personal services not exceeding 5,000 square feet such as travel and insurance agents (City of El Segundo 1992). The City's General Plan parking designation permits areas for parking automobiles, motorcycles, and bicycles in surface or structured parking (City of El Segundo 1992). While hotel uses are allowed in the existing General Commercial (C-3) Zone, and the Fairfield Inn and Suites and the Aloft Hotels both have existing Conditional Use Permits, the two existing hotels do not comply with some of the development standards of the General Commercial (C-3) Zone because they were built prior to the current development standards. Thus, they are legal non-conforming as to building height, floor area ratio, and certain setback requirements. 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 three 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. Further, no further intensification of the land uses could occur with the current FAR standards. Therefore, the continuation of the City's General Plan would not allow for additional development to occur.

Section 15126.6(e)(3)(B) further states that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, Alternative A assumes the proposed Project would not proceed, no new permanent development or land uses would be introduced within the Project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing hotel uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or parking garages would be constructed, no on-site landscaping improvements would occur, and no intersection improvements would occur.

E.S.5.2 Alternative B - Reduced Development Alternative: Exclusion of PCC-North

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15126[a]). As presented in prior sections of this EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures, with the exception of conflicts related to exceedance of population growth projections in the applicable Air Quality Management Plan (AQMP). As such, Alternative B proposes a reduction in the Project to eliminate the significant impacts related to population growth projections and the AQMP, as well as lessen the proposed development intensity by eliminating PCC-North from the Specific Plan boundaries.

121-50

As previously discussed in Section 4.11, Population and Housing, the Southern California Association of Government's (SCAG) forecasted population growth for the City of El Segundo is 500 persons between 2016 and 2045. Assuming 2.35 persons per household, the proposed Project's 263 residential units would accommodate 618 individuals at full occupancy of all units. If these 618 individuals would be new residents to the City, then the proposed Project would exceed SCAG's estimated projections through 2045 by 118 persons. Alternative B would not exceed SCAG's estimated projection through 2045.

As previously described in Section 4.2, Air Quality, considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a

This would be a viable alternative. I still don't believe some of the objectives are met but it lessens the overall impact to the community.

ES-31

4.10 – Noise

Environmental Setting, none of the anticipated cumulative projects are in close enough proximity to the Project site. At a distance of over 1,000 feet, aggregate noise emission levels from the nearest cumulative project to the southeast on Grand Avenue would attenuate due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography). Hence, noise due to construction of other projects would not meaningfully combine with future development under the Project to produce a cumulative noise effect during construction. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to a studied noise-sensitive receptor is compliant with the aforementioned City threshold for construction noise as received by a residential property, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total noise exposure level. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- The louder (in dBA) of the two concurrent activities; or,
- A logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-producing activities.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dB change).

Additionally, all future development under implementation of the Project, as well as unrelated construction projects within City limits, would be required to comply with limits on allowable construction hours per relevant portions of the City's noise ordinance. Hence, for the above reasons, cumulative impacts due to cumulative construction noise would be less than significant.

Vibration

Construction-related vibration from future development under the Project was addressed under Threshold 4.10.4(b) above. Other foreseeable projects within the vicinity of the Project site would not be close enough to create a combined excessive generation of groundborne vibration; therefore, cumulative impacts associated with excessive groundborne vibration would be less than significant.

Permanent Increase in Ambient Noise Levels

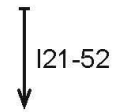
Off-Site Traffic

Future development from implementation of the Project along with other unrelated projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic attributed to both the Project and unrelated projects. Thus, future traffic noise prediction results with and without the Project already account for the cumulative impacts from unrelated projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing and Year 2025 traffic with and without Project predicted increases in traffic noise levels described herein already reflect cumulative impacts. As described herein, the noise level increases associated with both of these scenarios would generate a noise level increase of less than 3 dBA along the studied sample roadways in the vicinity of the Project. As such, anticipated increases would be below the significance threshold of 3 dBA; hence, the incremental effect of the Project on off-site traffic noise is not cumulatively considerable. Cumulative off-site traffic noise impacts would be less than significant.

Disagree, considerable increase of shortcut traffic on neighboring streets and Mariposa traffic noise. Will lower property values and quality of life even if the traffic was silent.

121-51

Noise Review



4.10 - Noise

pressure levels can also be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects when distances between a source and receptor are large.

- **Shielding by Natural or Human-Made Features** – A large object or barrier in the direct path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and ridgelines) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. While a line of trees may visually occlude the direct line between a source and a receptor, its actual noise-reducing effect is usually negligible because it does not create an acoustically solid barrier. Deep expanses of dense wooded areas, on the other hand, can offer noise reduction under the right conditions.

Vibration Characteristics

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes (Caltrans 2013b), such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes. The maximum vibration level standard used by Caltrans for the prevention of structural damage to typical residential buildings is 0.3 ips PPV (Caltrans 2013b). For human annoyance, Caltrans guidance indicates that a more stringent threshold of 0.2 ips PPV due to continuous vibration (e.g., nearby roadway traffic) would be "annoying." Vibration velocity limits for transient or single events tend to be less stringent than those for continuous or "steady-state" vibration sources.

Sensitive Receptors

Single family homes were a glaring omission in this category. Certainly the increased human activity in general, in the parks, via traffic and parking. Single family homes are threatened by unwanted noise that has significant potential not to just tick up, but spike up.

↑ 121-52 Cont.

Noise- and vibration-sensitive land uses are typically considered locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, and hospitals are usual examples, with others depending on what the local jurisdiction may have defined or established. Based on context from the City Noise Ordinance and General Plan Noise Element as summarized in Section 4.10.2, Relevant Plans, Policies, and Ordinances, sensitive receptors include multi-family homes located immediately to the west and northwest of the Project site. These existing sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of future projects under the Project, including noise

See next page "Existing Noise Environment"
page 4.10-6:

Comment: the predictive modeling does not take into account whatsoever Mariposa traffic and all the shortcut traffic through residential streets and resulting ambient noise. If the project is so confident there will be no traffic in these areas, then the City should have no qualms about turning them into cul de sacs or some other traffic deterrent method to guarantee no new residents are using shortcuts. Also, only predictive modeling was done with no field verification. Also, as an engineer myself someone should be thinking beyond the small foot print of 100' from project boundary that is extremely tight. At minimum, the scope should have been expanded for reasonably foreseeable traffic and noise impacts, which was not done. As the study indicates they could not collect data due to suppressed traffic and noise from COVID19, so admitting we do not have conclusive nor expanded scope data to back any of this up. This is a big risk. Therefore more weight should be put on local residents in the immediate area for data. Was Traffic and Noise modeled down Mariposa and back streets?

121-53

Single family homes seem to be completely ignored. This is not only insulting but grossly incorrect. Traffic and parking will add to noise (is there a lifetime guarantee that no hotel nor PCC resident nor guest are going to park in the single family neighborhood or any surrounding street?, domino effect of parking issues now and in the near future are a reasonable concern, look no further than apartments along Imperial, they come with parking garages, are LOW density and still spill over into the streets

I21-53
Cont.

levels associated with the addition of Project-related traffic on the local roadway network. Additional sensitive receptors are located farther from the Project site in the surrounding community, such as single-family residences west of Washington Street, and due to this increased distance (over 500 feet from the Project boundary) would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the proposed residential uses to be constructed and occupied as part of the Project would be considered sensitive receptors after completion of construction and occupancy.

Existing Noise Environment

The existing noise environment of the Project area and its vicinity includes a variety of acoustical contributors that include aviation traffic from Los Angeles International Airport (LAX), proximate roadway traffic on PCH and the connected network of local streets, and an assortment of stationary noise sources that include commercial and industrial activities as well as operating heating, ventilating, and air-conditioning systems (HVAC) from residential and commercial land uses.

For purposes of this noise impact assessment, the existing outdoor ambient noise environment is estimated with an FHWA predictive modeling technique that is based on proximity of roadway traffic, which in this case PCH would be the expected dominant acoustical contributor. Under normal conditions, such estimates of the outdoor ambient sound levels would be confirmed with or supplanted by field-collected SPL measurements. However, at the time of this writing and due to COVID-19 response effects, commercial activities and levels of roadway and aviation traffic have likely been reduced in volume or intensity, and would therefore result in measured outdoor ambient sound levels that are lower and consequently unrepresentative of the typical sound environment under normal conditions.

Traffic noise levels representing existing (i.e., baseline or pre-Project) conditions were modeled with the FHWA Traffic Noise Model (TNM, Version 2.5) at representative noise-sensitive receivers ST1 through ST6 (see Figure 4.10-1, Traffic Noise Analysis). Details of the TNM inputs and output appear in Appendix H-2. These six receivers were modeled to be 5 feet above the local ground elevation. The traffic noise model prediction results have CNEL values ranging from 55 to 69 dBA. The predicted CNEL values for existing pre-Project conditions at sample receivers representing those nearest to PCH (ST3 and ST6) are each comparable to traffic-dominated outdoor ambient sound levels as estimated by Federal Transit Administration (FTA) guidance (i.e., Table 5-7 from the Transit Noise and Vibration Impact Assessment [FTA 2006]) and based on proximity to major roadways such as PCH. This correlation, with quantified differences no greater than 3 dB (a barely perceptible difference), between the modeled results and estimates from FTA guidance suggests the same TNM-based model can be used to predict the outdoor ambient levels for other surrounding roadways proximate to the Project and thereby evaluate future "existing + project" traffic noise levels.

The predicted pre-Project traffic sound levels are also generally consistent with what is depicted in Exhibit N-1 from the City's General Plan Noise Element, which illustrates "existing CNEL noise contours" and suggests that, due to the proximity of LAX, Interstate 105, and PCH, the CNEL for the neighborhood surrounding the Project would at least range from 60–65 dBA CNEL (City of El Segundo 1992a). Predicted existing traffic noise levels that are lower, such as 55 dBA CNEL at ST2, represent the modeled effect of existing buildings (i.e., the Fairfield Inn and Suites Hotel) occluding the sound emission from PCH. Where predicted levels are higher, such as 69.5 dBA CNEL at ST3 and ST6, the positions are merely closer to PCH and fully exposed to its acoustical contribution.

- Noise will permeate well beyond the boundary of site footprint due to human activity, park activity, traffic and potential parking problems down Mariposa and short cut streets to access PCH

I21-53
Cont.

4.10 – Noise

guideline for compliance with California Noise Insulation Standards (City of El Segundo 1992a). As stated in Government Code Section 65302(f), the ultimate purpose of noise control policies and programs is to "minimize the exposure of community residents to excessive noise."

Goal N1: Provision of a Noise-Safe Environment. 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.

Noise will permeate well beyond the boundary of site footprint due to human activity, park activity, traffic and potential parking problems down Mariposa and short cut streets to access PCH

I21-53
Cont.

dba or higher shall include all mitigation measures necessary to reduce interior noise levels to minimum state standards. Post construction acoustical analysis shall be performed to demonstrate compliance.

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.

Program N1-2.1B: The City shall establish criteria for determining the type and size of projects that should submit a construction-related noise mitigation plan. Noise mitigation plans shall be submitted to the City Engineer for his review and approval prior to issuance of a grading permit. The plan must display the location of construction equipment and how this noise will be mitigated. These mitigation measures may involve noise suppression equipment and/or the use of temporary barriers.

Program N1-2.1C: The City shall strictly enforce the El Segundo Municipal Code's time-dependent noise standards for stationary sources. Two of the major sources which shall be closely monitored are industrial facilities and construction activities.

Policy N1-3.1: Encourage site planning to be consistent with the existing and future noise environment and promote development standards in which noise-sensitive projects and residences are mitigated from major noise sources. Short-term and long-term noise control measures should be formulated in a manner compatible with community needs and expectations.

Program N1-3.3A: The City shall review and, if necessary, revise the City Noise Ordinance to ensure that proper regulations are being enforced to protect City residents from excessive noise levels from stationary noise sources.

I21-54

this fails because of the potential for future repeal of mandatory pay for garage parking therefore pushing even more cars outside besides the overflow (I know the study says there will be an excess supply but I will comment on this more in the Parking section)

February 2021

4.10-9

4.10 – Noise

A.5.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.

A.5.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.

4.10.3 Thresholds of Significance

The significance criteria used to evaluate a project’s impacts related to noise are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise would occur if a project would result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b) Generation of excessive groundborne vibration or groundborne noise levels.
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Quantitative thresholds of significance have been established for the purposes of this analysis based on the local polices and regulations described in Section 4.10.2 and are listed below.

- Through adherence to the limitation of allowable construction times provided in the El Segundo Municipal Code (ESMC), construction-related noise levels attributed to the Project of less than 65 dBA (or as adjusted upwards for partial-hour activity durations) at residential property lines would be considered compliant with the ESMC and would result in less than significant impacts. The property lines of the nearest multi-family residences to the west of the Project appear to be as close as 15 feet to the PCC-North, 58 feet to the PCC-Fairfield Parking, and 62 feet to the PCC-South.
- Off-site noise impacts due to Project-generated traffic would be considered significant if Project-generated traffic causes an increase of 3 dBA CNEL (a barely perceptible difference) compared to existing traffic noise levels.
- Noise emission from Project-attributed stationary sources, such as rooftop HVAC systems operating at night to provide interior comfort for new residential and non-residential land uses implemented as a result of the Project, would be limited to a 5 dBA increase over the ambient levels at the nearest off-site existing residential properties.
- Noise emission from Project-attributed stationary sources, such as rooftop HVAC systems operating at night to provide interior comfort for new residential and non-residential land uses implemented as a result of the Project, would be limited to an 8 dBA increase over the ambient levels at the nearest off-site existing commercial properties.
- Guidance from Caltrans indicates that a vibration velocity level of 0.2 ips PPV received at a structure would be considered annoying by occupants within (Caltrans 2013b). As for the receiving structure itself, aforementioned Caltrans guidance from Section 4.10.2 recommends that a vibration level of 0.3 ips PPV would represent the threshold for building damage risk.

121-55

In the future transiting vehicles in and out of garage and garage itself will have significant impact on Illinois Ct

4.10 – Noise

Table 4.10-5. Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	Hourly L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	Hourly L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Architectural Coating (Air Compressor)	73	63
Paving (Paver, Concrete Mixer Truck, Roller)	77	71
Buildout Phase 2 (PCC-North)*		
Demolition (Concrete Saw, Excavator, Dozer)	84	N/A
Site Preparation (Dozer, Backhoe, Front End Loader)	82	N/A
Grading (Excavator, Grader, Dozer, Backhoe)	85	N/A
Construction (Crane, Manlift, Generator, Backhoe, Welder)	78	N/A
Architectural Coating (Air Compressor)	78	N/A
Paving (Paver, Concrete Mixer Truck, Roller)	81	N/A
Buildout Phase 3 (PCC-South)		
Demolition (Concrete Saw, Excavator, Dozer)	71	74
Site Preparation (Dozer, Backhoe, Front End Loader)	76	74
Grading (Excavator, Grader, Dozer, Backhoe)	77	74
Construction (Crane, Manlift, Generator, Backhoe, Welder)	72	70
Architectural Coating (Air Compressor)	72	63
Paving (Paver, Concrete Mixer Truck, Roller)	77	71

* For Phase 2, the nearest receptors are multi-family residential buildings west of the Project property line at PCC North, at which the construction noise level needs to be assessed and compared with the City's 65 dBA threshold
 N/A = not applicable (since operating construction equipment would largely be near the construction site boundary for a considerable portion of Phase 2 construction).

As presented in Table 4.10-5, the estimated construction noise levels are predicted to be as high as 85 dBA hourly L_{eq} at the nearest existing residences when Project Buildout Phase 2 (PCC-North) grading activities take place. Aside from operation of an air compressor at the acoustical center of buildout Phases 1 and 3, noise from construction for all phases is anticipated to exceed the City's hourly threshold of 65 dBA L_{eq} at the existing nearest residential properties to the west. Thus, under these conditions construction noise would result in a temporary but significant noise impact at these receptors and require mitigation measures that—if designed and implemented properly by the Project applicant and its construction contractors—would need to demonstrate at least 5 dBA and as high as 20 dBA of sound abatement in order to yield Project-attributed construction noise levels that are compliant with this City standard. Typical construction “sound blankets”, such as those offered by local suppliers, are capable of providing this 5 to 20 dBA range of acoustical insertion loss (i.e., the difference in measured sound level at a receiver after a sound-occluding element is placed in the direct path between the receiver and the noise source of interest). Thus, with application of MM-NOI-1, construction noise impacts at the nearest multi-family residential properties on the west side of Indiana Street and west side of Phase 2 (PCC-North) would be reduced to a less than significant level.

Table 4.10-6 illustrates the existing noise levels (2019) at the noise locations, and the anticipated post-Project noise levels. As previously discussed, for purposes of this noise impact assessment, the existing outdoor ambient noise environment is estimated with an FHWA predictive modeling technique that is based on proximity of roadway traffic, which in this case PCH would be the expected dominant acoustical contributor. Under normal conditions, such estimates of the outdoor ambient sound levels would be confirmed with or supplanted by field-collected SPL measurements. However, at the time of this writing and due to COVID-19 response effects,

↓ I21-56

Noise levels not reliable since down during the Pandemic as stated. Traffic and noise from vehicles and aircraft down 85%

commercial activities and levels of roadway and aviation traffic have likely been reduced in volume or intensity, and would therefore result in measured outdoor ambient sound levels that are lower and consequently unrepresentative of the typical sound environment under normal conditions.

Table 4.10-6. Off-Site Roadway Traffic Noise Modeling Results

Figure 4.10-1. Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level (dBA CNEL)	Existing (2019) Plus Project Noise Level (dBA CNEL)	Future (2025) Noise Level (dBA CNEL)	Future (2025) Plus Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1 (West of Indiana Street)	59.0	56.1	59.5	55.5	-4.0
ST2 (Northwestern Project Boundary)	55.0	55.9	55.2	55.7	0.9
ST3 (Eastern Project Boundary Approximately 50 Feet from PCH)	69.5	68.2	70.3	68.7	1.6
ST4 (Northeast Corner of E Mariposa Avenue and Illinois Court)	63.0	62.7	63.3	62.9	-0.4
ST5 (Northern Project Boundary approximately 30 feet from E Palm Avenue)	59.2	57.9	59.8	58.5	-1.3
ST6 (Eastern Project Boundary approximately 50 feet from PCH)	69.5	69.6	70.2	70.2	0.1

dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

This is only predictive, no field data to back it

Scope of these too tight, does not address neighboring areas

121-56 Cont.

Table 4.10-6 shows that at five receivers, the addition of proposed Project traffic to the roadway network would result in a CNEL value increase of less than 3 dB, which is below the discernible level of change for the average healthy human ear. In fact, the installation of the proposed Project would add sound-path occlusion and result in predicted SPL that are lower than existing measured levels. Thus, a less-than-significant impact would occur for Project-related off-site traffic noise affecting existing residences in the vicinity.

Traffic Noise Exposure to Future Project Occupants

Aside from exposure to aviation traffic noise, current CEQA noise-related guidelines do not require an assessment of exterior-to-interior noise intrusion, environmental noise exposure to occupants of newly created Project residences, or environmental noise exposure to exterior non-residential uses attributed to the development of the proposed Project. Nevertheless, the California Building Code requires that interior background noise levels not exceed a CNEL of 45 dB within habitable rooms. Hence, the following predictive analysis of traffic noise exposure at the exteriors of occupied residences and outdoor living areas is provided for informational purposes. Additionally, this analysis of outdoor environmental noise to the newly created Project residences would be consistent with the "post-construction acoustical analysis" per Program N1-1.9A from the City's General Plan Noise Element.

In addition to the prediction results presented in Table 4.10-6, the FHWA TNM software was also used to predict the future plus Project scenario traffic noise levels at multiple on-site exterior areas, as listed in Table 4.10-7. At

4.10 – Noise

Environmental Setting, none of the anticipated cumulative projects are in close enough proximity to the Project site. At a distance of over 1,000 feet, aggregate noise emission levels from the nearest cumulative project to the southeast on Grand Avenue would attenuate due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography). Hence, noise due to construction of other projects would not meaningfully combine with future development under the Project to produce a cumulative noise effect during construction. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to a studied noise-sensitive receptor is compliant with the aforementioned City threshold for construction noise as received by a residential property, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total noise exposure level. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- The louder (in dBA) of the two concurrent activities; or,
- A logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-producing activities.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dB change).

Additionally, all future development under implementation of the Project, as well as unrelated construction projects within City limits, would be required to comply with limits on allowable construction hours per relevant portions of the City's noise ordinance. Hence, for the above reasons, cumulative impacts due to cumulative construction noise would be less than significant.

Vibration

Construction-related vibration from future development under the Project was addressed under Threshold 4.10.4(b) above. Other foreseeable projects within the vicinity of the Project site would not be close enough to create a combined excessive generation of groundborne vibration; therefore, cumulative impacts associated with excessive groundborne vibration would be less than significant.

Permanent Increase in Ambient Noise Levels

Off-Site Traffic

Future development from implementation of the Project along with other unrelated projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic attributed to both the Project and unrelated projects. Thus, future traffic noise prediction results with and without the Project already account for the cumulative impacts from unrelated projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing and Year 2025 traffic with and without Project predicted increases in traffic noise levels described herein already reflect cumulative impacts. As described herein, the noise level increases associated with both of these scenarios would generate a noise level increase of less than 3 dBA along the studied sample roadways in the vicinity of the Project. As such, anticipated increases would be below the significance threshold of 3 dBA; hence, the incremental effect of the Project on off-site traffic noise is not cumulatively considerable. Cumulative off-site traffic noise impacts would be less than significant.

Disagree, considerable increase of shortcut traffic on neighboring streets and Mariposa traffic noise. Will lower property values and quality of life even if the traffic was silent.

121-57

Transportation Review

↓ 121-58

4.13 – Transportation

Freeways

I-105 runs in an east/west direction north of the Project site and extends from Los Angeles International Airport to Norwalk. In the vicinity of the study area, I-105 provides three to four lanes in each direction. Interchanges are provided at Nash Street and PCH in the study area. I-105 connects to I-405 approximately 1.5 miles from the Project site.

I-405 runs in a north/south direction east of the Project site and extends from the San Fernando Valley to Irvine. In the vicinity of the study area, I-405 provides four travel lanes and a carpool lane in each direction (a total of 10 lanes). Interchanges are provided via the I-105 and at El Segundo Boulevard in the study area.

East/West Streets

Shortcut traffic will increase

Shortcut traffic will increase significantly

Traffic in general will increase significantly

- **Imperial Highway** is classified as a secondary arterial in the study area and runs north of the Project site. It provides three lanes in both directions with a raised median in the study area. Parking is not permitted along either side of the street in the study area.
- **Walnut Avenue** is classified as a local commercial street west of PCH and secondary arterial east of PCH in the study area. It runs north of the Project site and provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.
- **Maple Avenue** is classified as a local residential street west of PCH and 4-lane collector east of PCH in the study area. It runs north of the Project site and provides one lane in both directions west of PCH and two lanes in both directions east of PCH in the study area. Parking is permitted along either side of the street in the study area.
- **Palm Avenue** is classified as a local commercial street in the study area and runs north of the Project site. It provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.
- **Mariposa Avenue** is classified as a two-lane collector west of PCH and a secondary arterial east of PCH in the study area and runs between the Pacific Coast Commons – North (PCC-North) and Pacific Coast Commons – Fairfield Parking (PCC-Fairfield Parking) Project sites. It provides one lane in both directions west of PCH and two lanes in both directions east of PCH in the study area. Parking is permitted along either side of the street in the study area.
- **Holly Avenue** is classified as a local commercial/residential street in the study area and runs south of the Project site. It provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.
- **Grand Avenue** is classified as a secondary arterial in the study area and runs south of the Project site. It provides three lanes in both directions between PCH and Nash Street. Grand Avenue is constructed with two lanes in both directions west of PCH. Parking is not permitted along either side of the street in the study area east of PCH, however there are time restricted parking zones along some portions of Grand Avenue west of PCH.
- **El Segundo Boulevard** is classified as a secondary arterial west of PCH and major arterial east of PCH in the study area. It runs south of the Project site and provides two lanes in both directions west of PCH and three lanes in both directions with a raised median east of PCH in the study area. Parking is not permitted along either side of the street in the study area.

I21-58
Cont.

4.13 – Transportation

North/South Streets

- **Kansas Street** is classified as a local residential street in the study area that runs west of the Project site and provides one lane in both directions. Parking is permitted along either side of the street in the study area.
- **Indiana Street** is classified as a local commercial/residential street that fronts the western side of the Project site. It provides one lane in each direction with parking permitted on both sides of the street in the study area.
- **PCH** also known as State Route 1, is a major north/south state highway that runs along most of the Pacific coastline of California. It fronts the eastern side of the Project site and provides four lanes in both directions with a center median within the study area. Parking is not permitted along either side of the road in the study area. Previously in the City, this major arterial was referred to as **Sepulveda Boulevard**.
- **Lairport Street** is classified as a secondary arterial in the study area and runs east of the Project site. It provides one lane in both directions. Parking is permitted along either side of the street in the study area. Lairport Street becomes Continental Boulevard south of Mariposa Avenue.
- **Continental Boulevard** is classified as a secondary arterial in the study area and runs east of the Project site. It provides three lanes in both directions. Parking is not permitted along either side of the street in the study area. Continental Boulevard becomes Lairport Street north of Mariposa Avenue.
- **Nash Street** is classified as a secondary arterial in the study area and runs east of the Project site. It provides two lanes in both directions. Parking is not permitted along either side of the street in the study area.

**** Washington St not even mentioned and it will receive a significant amount of bypass and shortcut traffic. The addition of one more lane at PCH/Mariposa will not make enough of a dent in traffic to prevent this, plus the estimate of new vehicles in circulation is way underestimated.**

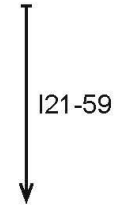
The Project site is served by public transit. Figure 4.13-2, Transit Routes, shows the various bus routes and Metro C Line that provide service in the study area. The Project site is located west of the Metro C Line Mariposa Station. The following bus routes are within the study area: two local Metro (Route 232 and 625), one local Beach Cities Transit (109), and two Los Angeles Department of Transportation (LADOT) Commuter Express (Route 438, 574) routes.

↑
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Cont.

Details on the transit lines in the vicinity of the Project site are as follows:

- **Metro C (formerly Green) Line** – The C Line is a light rail line running between Redondo Beach and Norwalk in Los Angeles County. This line runs north/south east of the Project site along Nash Street. The C Line has average headways of 10 minutes during the weekday AM and PM peak periods. The C Line Mariposa Station is just over 0.5 miles from the Project site.
- **Metro Line 232** – Line 232 provides local service between the City and downtown Long Beach. It runs along PCH east of the Project site in the study area. Line 232 has average headways of 20 minutes during the weekday AM peak period and 30 minutes during the weekday PM peak period.
- **Metro Line 625** – Line 625 provides local service between the City and Los Angeles International Airport. It runs along Imperial Highway, north of the Project site in the study area. Line 625 has average headways of 25 minutes during the weekday AM peak period and 30 minutes during the weekday PM peak period.
- **Beach Cities Line 109** – Line 109 provides local service between the City of Redondo Beach and Los Angeles International Airport. This line runs along east of the Project site along PCH. Headways average 30 to 45 minutes during peak periods.
- **LADOT Commuter Express 438** – Line 438 provides express service from El Segundo to Downtown Los Angeles along Imperial Highway, north of the Project site. Line 438 has headways of 15 to 30 minutes during weekday AM and PM peak periods.

Transportation Impact Review



Transportation Impact Analysis Summary

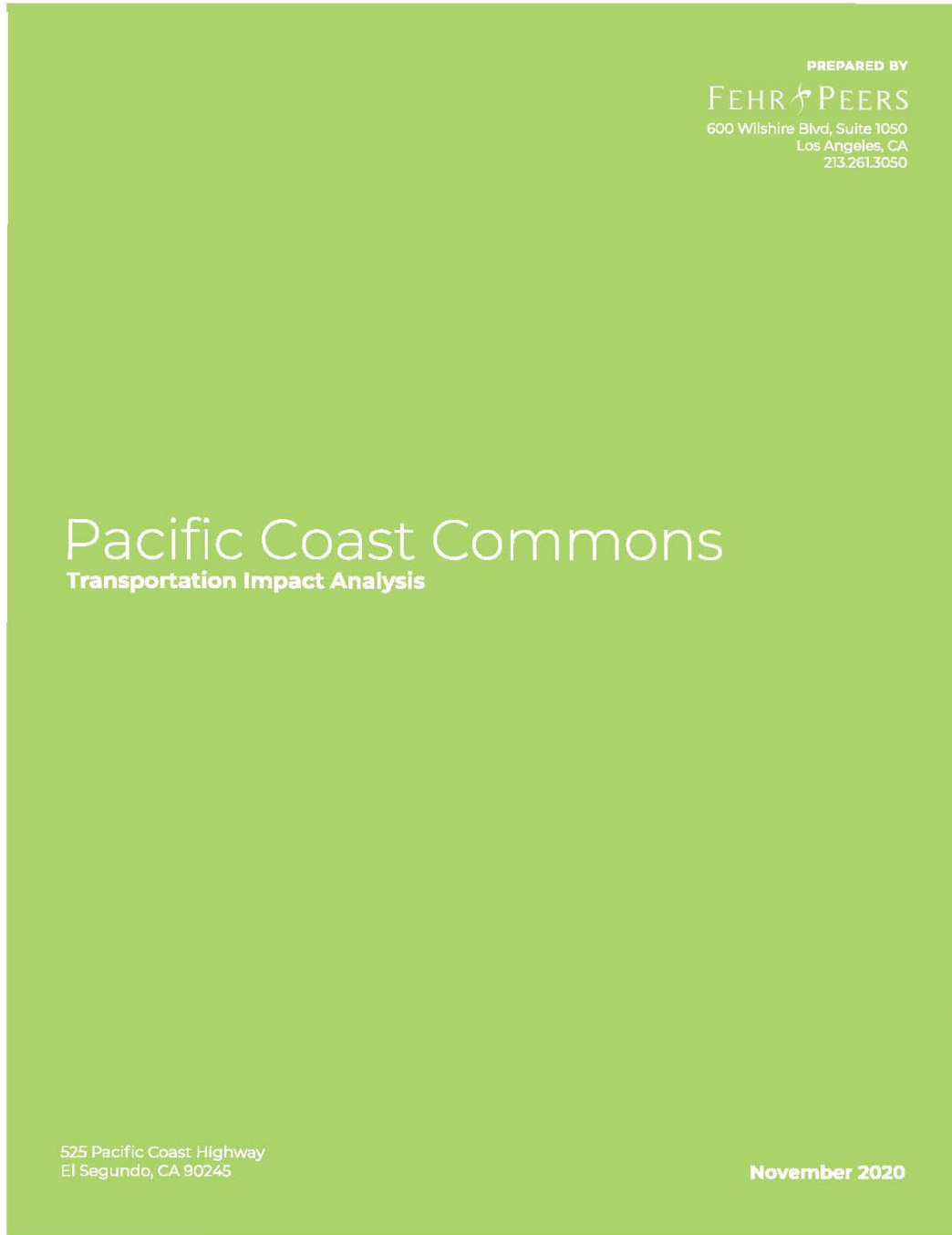


- The Analysis conducted for the EIR was based on the number of additional vehicles the project would bring. This number comes from the Parking Analysis. As I have shown in that respective area and others, the standards used and data collection is not representative of what we currently have going on. 2 big underlying assumptions used in the EIR is that many people are going to forgo vehicles and walk to transit and walk to Downtown El Segundo
 - **Big question:** Why was there no study completed to even ask or analyze whether the current population of apartments, condos and single family homes in the immediate area do any of this??
 - It seems like a logical step to take if this is one of your Project objectives and basis for making a judgment on a Project, especially if it could be impactful to the neighborhood and city.
 - I live in the immediate area and have never seen even a trickle of people walking to Transit or Downtown. Only walkers are for exercise.
- Standards used as basis are not representative (should simply used realistic standard set forth by the City of El Segundo 2 cars per unit. Also the data sampling is suspect and not representative of the immediate surrounding area.
- Traffic on surrounding streets is based on these super low estimates of additional personal vehicles coming to the area. 2 cars per unit is the reality as seen historically across SoCal, these estimates are hopes and dreams. It's aspirational and can't disagree with that but we're putting the cart before the horse.
- We need a culture or cost of vehicle ownership of fewer cars before housing ideas capitalize on that.
 - If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. In Singapore a run of the mill Toyota Corolla equivalent is priced at around \$75,000 and registration of a vehicle is over \$10,000/yr. We have nothing like that.
 - We do not have well established and mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong I wish it would work but it just has not. We need this first and then housing will follow. Does anyone think just because someone else wants them to take the transit and walk to downtown and own fewer vehicles it will just happen because we hope it?
 - The numbers for Transportation and Parking are just hopes and dreams, new residents are going to come with the well established historical average of 2 cars/unit.
- "Downtown is walkable distance." It is not. I have never ever seen anyone walk that distance to get to downtown. I have but only for exercise. People won't even walk to Ralphs from 2 blocks away. I live close to project site and am about 1-2 blocks away from Ralphs. Wife and I walk to Ralphs always and get our groceries with a cart. I, maybe once every 3 months see someone walking to Ralphs and then walking home. If you can't get people to walk 1 or 2 blocks ever how do we think they are going to walk downtown or to transit. LA has always been about cars (not that I don't think it should change, but we do not have alternatives in place that have been adopted yet. Maybe after Tesla gets full auto driving vehicles or ride share working that may change the dynamic, but we are putting the cart before the horse). This reliance on walking to justify the dense housing is not realistic at this point in time. Let's be honest it is going to be 2 POVs per Dwelling Unit as consistent with El Segundo standard. That is reality. I am not opposed to a change and actually look forward to it and excited about it but we have no infrastructure nor adoption by the people to meet this objective.
- Therefore, I believe that the following numbers should be **increased by at least 33%**. This number is derived from the Parking Analysis. I have attempted to contact Fehr & Peers (contracted to conduct the Parking and Transportation Analysis) but have not received a call back in regard to their analysis.
- Conclusion: Mariposa/PCH intersection will be inundated and cause significant short cutting on residential streets. Also, Mariposa traffic situation will be aggravated significantly.
- Mariposa Ave not even evaluated, the congestion, speeding and hazards to children and all residents will increase.
- Shortcut traffic will pass by 4 parks (Independence, Constitution, Washington and Freedom Park) creating a hazard for children and park goers.

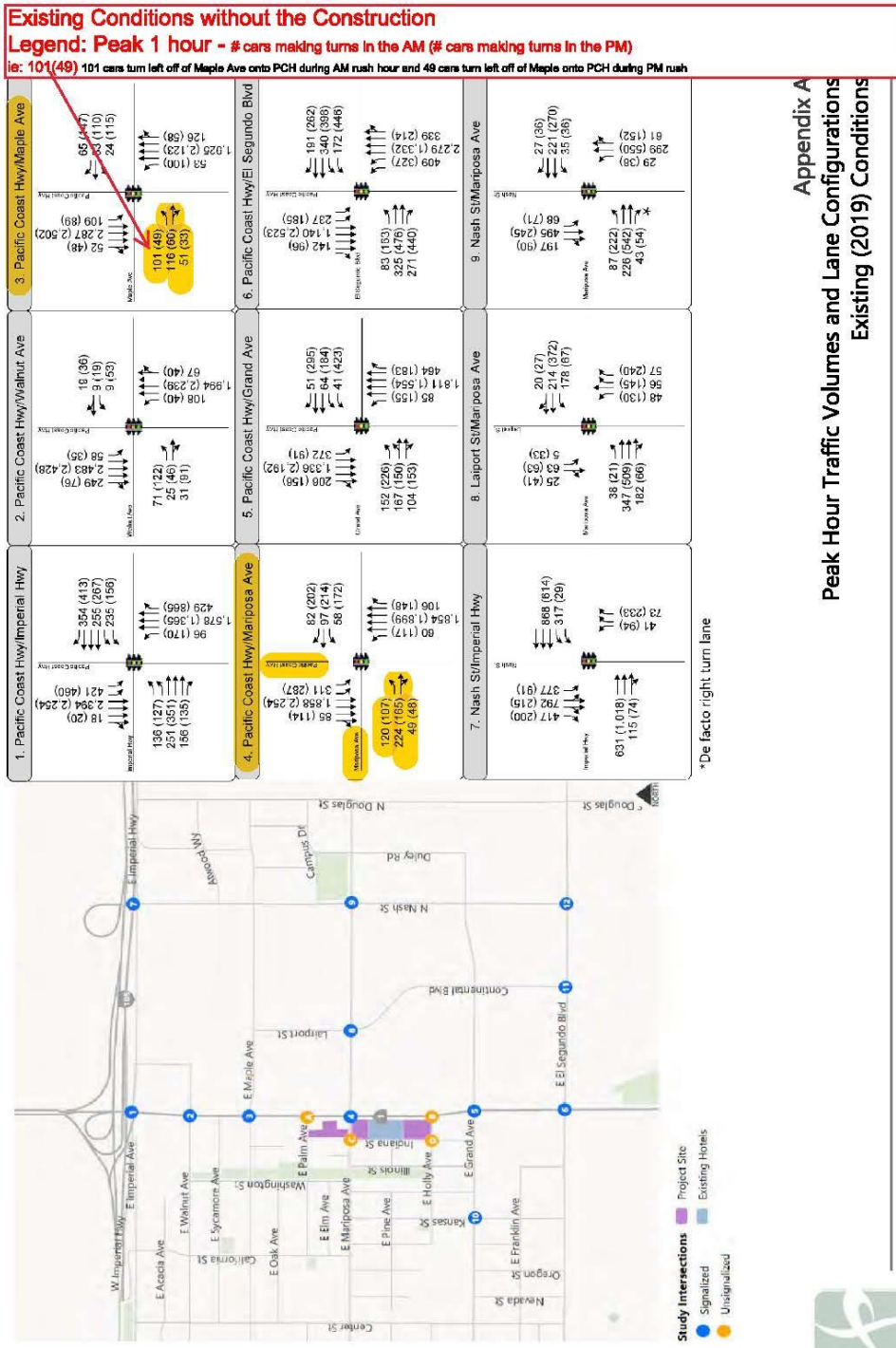


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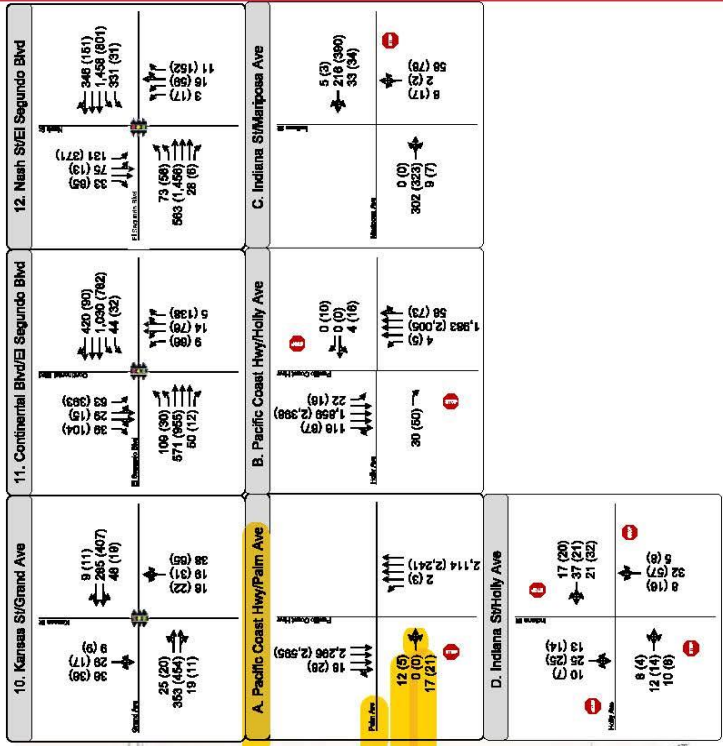
**APPENDIX A:
LANE CONFIGURATIONS AND TRAFFIC VOLUMES**



Appendix A
 Peak Hour Traffic Volumes and Lane Configurations
 Existing (2019) Conditions

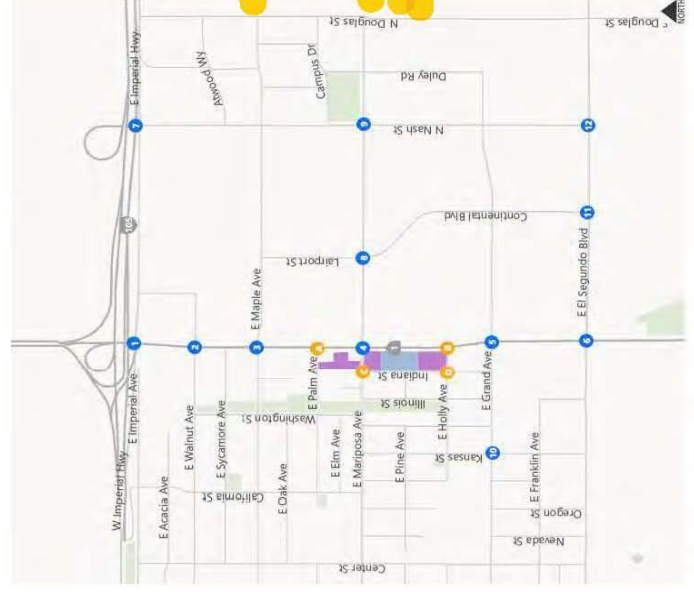
121-60

Existing Conditions without the Construction



Appendix A
Peak Hour Traffic Volumes and Lane Configurations
Existing (2019) Conditions

121-60
Cont.

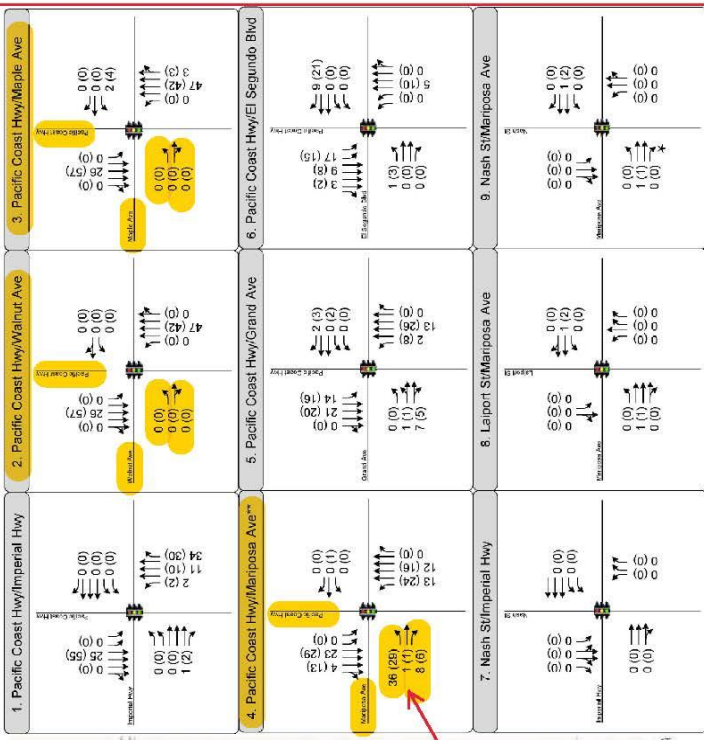


*De facto right turn lane



**Additional Vehicles the Project will add according to the analysis.
Number of vehicle turns during AM and PM 1 hour peak.**

They expect no vehicles will use these intersections as alternatives. The first thing I did when moving to the area was avoided Mariposa and went to an alternate side street. Many people do this as I see it all the time speeding down Washington street to get there. The same thing happens when trying to go southbound, Mariposa is backed up even with a dedicated right turn lane and the pedestrian crosswalk, its quicker to go down Indiana behind the hotel and get on PCH from Holly or Grand



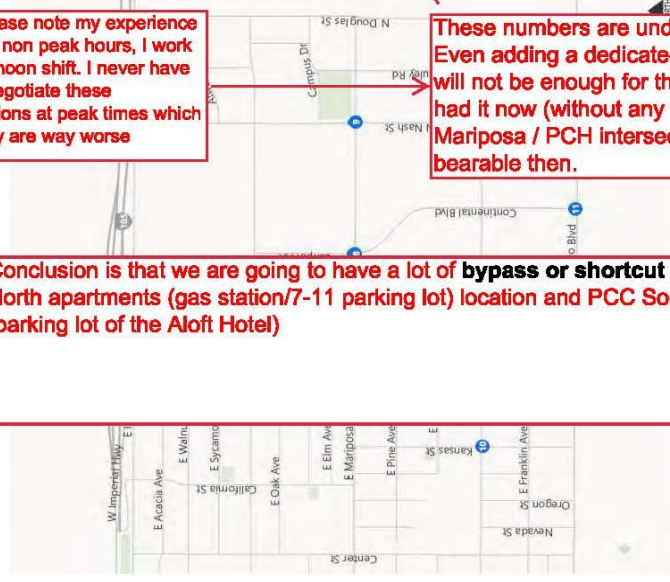
*De facto right turn
*As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway (Intersection 4) will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

**Appendix A
Peak Hour Traffic Volumes and Lane Configurations
Project Only Assignment**

Also, please note my experience is during non peak hours, I work the afternoon shift. I never have had to negotiate these intersections at peak times which obviously are way worse

These numbers are underestimated. Even adding a dedicated right turn lane will not be enough for the future. If we had it now (without any new housing) the Mariposa / PCH intersection would be bearable then.

Conclusion is that we are going to have a lot of **bypass or shortcut traffic** from PCC North apartments (gas station/7-11 parking lot) location and PCC South apartments (parking lot of the Aloft Hotel)



I21-61

**Additional Vehicles the Project will add.
Number of vehicle turns during AM and PM 1 hour peak.**

	<p>10. Kansas St/Grand Ave</p> <p>South Ave</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>11. Continental Blvd/EI Segundo Blvd</p> <p>Continental Blvd</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>12. Neah St/EI Segundo Blvd</p> <p>Neah St</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>
	<p>A. Pacific Coast Hwy/Palm Ave</p> <p>Pacific Coast Hwy</p> <p>3 (2) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>B. Pacific Coast Hwy/Holly Ave</p> <p>Holly Ave</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>C. Indiana St/Mariposa Ave</p> <p>Indiana St</p> <p>4 (13) 0 (0) 0 (0)</p> <p>4 (13) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>
	<p>D. Indiana St/Holly Ave</p> <p>Indiana St</p> <p>1 (3) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>D1. Pacific Coast Hwy/Fairfield Dr</p> <p>Fairfield Dr</p> <p>28 (40) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>D2. Pacific Coast Hwy/PCC South Dr</p> <p>PCC South Dr</p> <p>21 (23) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>

*De facto right turn

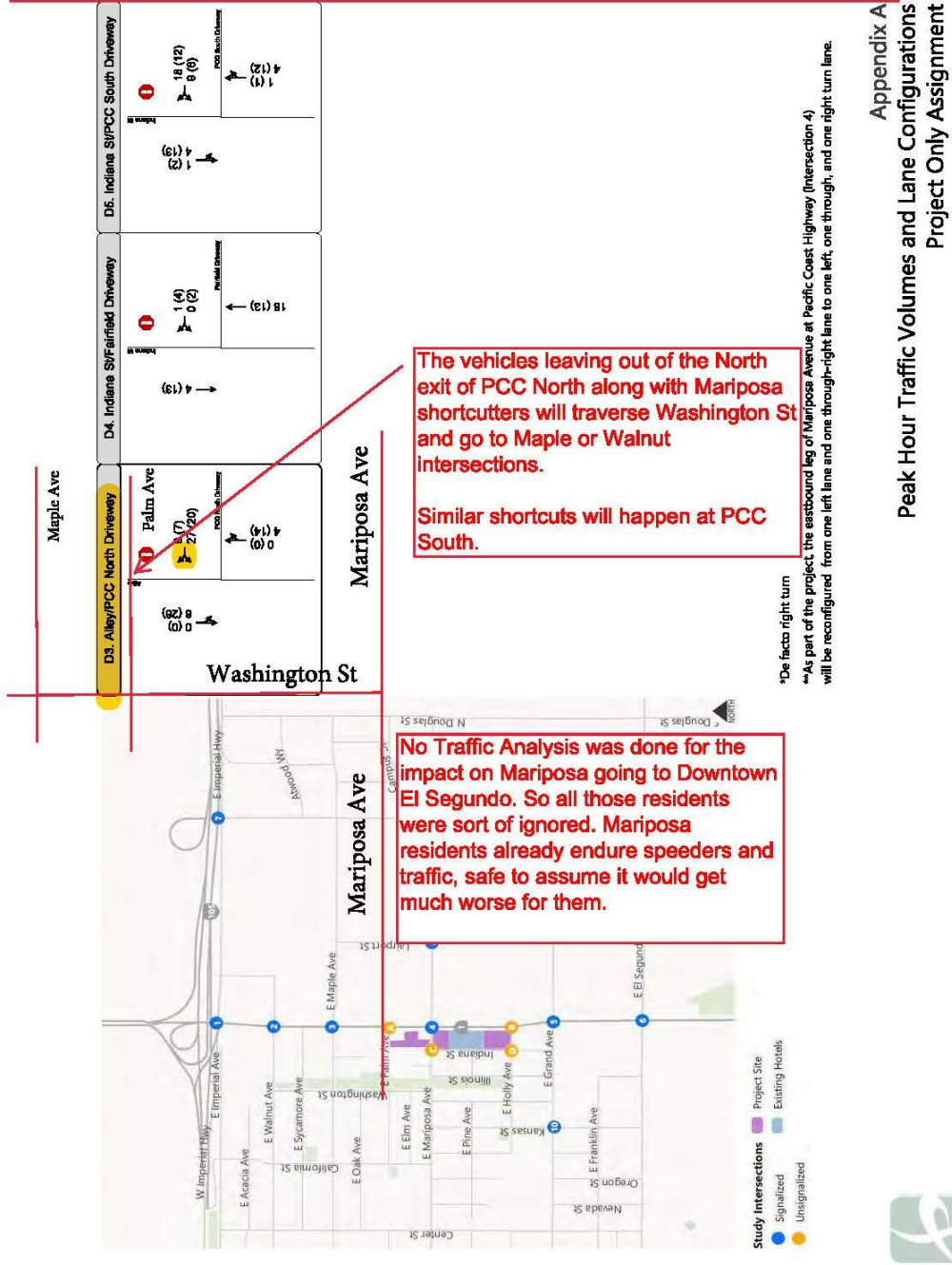
*As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway (Intersection 4) will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

**During the peak hour in the morning, out of the 252 parking spots in PCC North there will only be 6 vehicles that turn south from Palm Ave?
The numbers just seem really suspect.**

**Appendix A
Peak Hour Traffic Volumes and Lane Configurations
Project Only Assignment**

I21-61
Cont.

**Additional Vehicles the Project will add.
Number of vehicle turns during AM and PM 1 hour peak.**



The vehicles leaving out of the North exit of PCC North along with Mariposa shortcuters will traverse Washington St and go to Maple or Walnut intersections.
 Similar shortcuts will happen at PCC South.

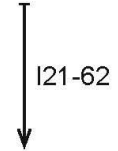
No Traffic Analysis was done for the impact on Mariposa going to Downtown El Segundo. So all those residents were sort of ignored. Mariposa residents already endure speeders and traffic, safe to assume it would get much worse for them.

Appendix A
 Peak Hour Traffic Volumes and Lane Configurations
 Project Only Assignment

I21-61
 Cont.



Parking Review



Parking Analysis Summary



- Standards used as basis are not representative (should simply used realistic standard set forth by the City of El Segundo as seen on page 5, Table 2. Also the data sampling is suspect and not representative of the immediate surrounding area.
- Traffic on surrounding streets is based on these super low estimates of additional personal vehicles coming to the area. 2 cars per unit is the reality as seen historically across SoCal, these estimates are hopes and dreams. It's aspirational and can't disagree with that, but we're putting the cart before the horse.
- We need a culture of fewer cars or a very high cost of vehicle ownership **before** housing ideas can capitalize on that.
 - If we (El Segundo, Los Angeles) were a city like Tokyo, Singapore or even New York then this makes sense. In Singapore a run of the mill Toyota Corolla equivalent is priced at around \$75,000 and registration of a vehicle is over \$10,000/yr. We have nothing like that.
 - We do not have well established nor mass adoption of mass transit. LA has tried this for decades and has never worked. Do not get me wrong I wish it would work but it just has not. We need this first, and then housing will follow. **Does anyone think just because someone else wants them to take the transit and walk to downtown and own fewer vehicles it will just happen because we hope it? It's certainly not happening now, how will it magically happen after this proposal?**
 - The numbers for Transportation and Parking are just hopes and dreams, new residents are going to come with the well established historical average of 2 cars/unit.
- "Downtown is walkable distance." It is not. I have never ever seen anyone walk that distance to get to downtown. I have, but only for exercise. People won't even walk to Ralphs from 2 blocks away. I live close to project site and am about 1-2 blocks away from Ralphs. Wife and I walk to Ralphs always and get our groceries with a cart. I, maybe once every 3 months see someone walking to Ralphs and then walking home. If you can't get people to walk 1 or 2 blocks ever, how do we think they are going to walk downtown or to transit? LA has always been about cars (not that I don't think it should change, but we do not have alternatives in place that have been adopted yet. Maybe after Tesla gets full auto driving vehicles or autonomous ride share working that may change the dynamic, but we are putting the cart before the horse). This reliance on walking to justify the dense housing is not realistic at this point in time. Let's be honest, it is going to be 2 POVs per Dwelling Unit as consistent with El Segundo standard. That is reality. I am not opposed to a change and actually look forward to it and excited about it, but we have no infrastructure nor adoption by the people to meet this objective.
- Also, please note the number of parking spots available total are shared between the 2 high density apartment buildings, 2 hotels, retail space and a restaurant. So this means that if parking runs out in PCC North then the individual will need walk to another structure and park their vehicle. Just don't see this ending well. This isn't mid town Manhattan.



I21-62
Cont.



MEMORANDUM

Date: February 17, 2021

To: Lionel Uhry, Mar Ventures

From: Vivian Lee and Tom Gaul

Subject: Pacific Coast Commons – Shared Parking Analysis

LA19-3078

Fehr & Peers conducted a shared parking analysis for the proposed Pacific Coast Commons (PCC) development. The objective of the shared parking analysis is to assess the potential parking demand of each of the three various sites of the project at full buildout to determine whether the proposed supply is adequate to meet peak demand. This report outlines the methodology used for the shared parking analysis, as well as the methodology used to determine the parking ratios used for the hotel and the residential land uses that is used in the shared parking analysis.

PROJECT DESCRIPTION

Pacific Coast Commons is proposed mixed-use development in the City of El Segundo consisting of 263 residential dwelling units and 11,000 square feet of commercial space. The project is just over ½-mile from the Metro Mariposa Green Line Station and is also serviced by several bus routes including two local Metro (Route 232 and 625), one local Beach Cities Transit (109), and two LADOT Commuter Express (Route 438, 574) routes. The residential buildings would provide a mix of 91 studio, 119 one-bedroom, and 47 two-bedroom units with parking provided in new parking structures. Six townhouse-style units are also proposed, each of which would provide individual garages. For the purpose of this analysis, the project is separated into three different sites, as follows:

- PCC North Site [Land Use Area 5]
 - 143 residential units (137 apartments & 6 townhomes)
 - 47 Studios
 - 67 One-Bedrooms
 - 23 Two-Bedrooms
 - 2,223 square feet of retail space
 - 253 total parking spaces
 - 241 parking spaces
 - 12 townhome parking spaces in individual garages
- PCC Fairfield Site [Land Use Area 3 & 4]
 - Fairfield Hotel (350 rooms, already in operation)
 - 3,273 square feet of retail space
 - 215 replacement parking spaces for the Fairfield Hotel

Lionel Uhry
February 17, 2021
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PARKING DEMAND ASSUMPTIONS

To determine the parking demand for Pacific Coast Commons, the following assumptions were made:

- Each of the three garages can be utilized as “overflow” parking if needed due to one of the other sites parking demand exceeding its on-site supply.²
- Peak parking demand rates for the residential units was estimated based on data from the El Segundo Municipal Code parking requirements and the Institute of Transportation Engineers’ (ITE) *Parking Generation, 5th Edition*³; as discussed further below.
- The parking provided for residents of the townhouses in the individual garages were not included as part of the analysis, but guest parking for the townhouses were included in the shared parking calculation.
- The hotel peak parking demand rate was calculated using empirical data collected in May 2019 as part of this study at the Aloft and Fairfield hotels already operating onsite; as discussed further below.
- Peak parking demands for the retail and restaurant uses was estimated based on the El Segundo Municipal Code parking requirements for those uses.

RESIDENTIAL PARKING SUPPLY AND DEMAND RATE

Residential Parking Demand Research

To better understand the appropriate residential parking demand at Pacific Coast Commons, Fehr & Peers researched available data on parking demands at similar multifamily residential developments.

ITE Parking Generation Manual, 5th Edition

Are the standards specific to Los Angeles, New York, Chicago? SoCal has had a long history of attempting to build and have people adopt mass transit but it has never worked. The study seems to be banking on it as if we did.

121-62
Cont.

The Institute of Transportation Engineers published *Parking Generation, 5th Edition* in early 2019. The manual has traditionally provided parking demand rates for various land uses based on survey data collected in suburban, low-density areas. The 5th Edition includes additional survey data from Center City Core and Dense Multi-Use Urban locations as well. The latest survey information differentiates whether the survey data was collected within close proximity (½ mile) to rail transit. While the report does not provide authoritative findings, recommendations, or standards on parking demand, it is often referenced by planners and designers in making parking supply estimations and decisions.

Table 1 summarizes the parking supply recommendations from ITE for mid-rise multifamily housing developments. The General Urban/Suburban not within ½ mile of rail transit rates are the most conservative, although it should be noted that Pacific Coast Commons is located approximately ½ mile from the Metro Green Line Mariposa Station.

² Based on Conditional Use Permits approved by the El Segundo Planning Commission on October 9, 2014.

³ *Parking Generation, 5th Edition*. Institute of Transportation Professionals. (2019). <https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>

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Are the standards specific to Los Angeles, New York, Chicago? SoCal has had a long history of attempting to build and have people adopt mass transit but it has never worked. The study seems to be banking on it as if we did.

Table 1: Mid-Rise Multifamily Apartment Parking Generation Rates

Setting	Proximity to Rail Transit	Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1	1.0
Dense Multi-Use	Within ½ mile of rail transit	1.2	0.9
Urban	Not within ½ mile of rail transit	1.2	0.8
General	Within ½ mile of rail transit	1.5	0.8
Urban/Suburban	Not within ½ mile of rail transit	1.7	1.0

Palo Alto Multifamily Parking Demand Rate Study

I lived in SF Bay Area, BART and CalTrain used way way more than here. They at least have some people doing it. Also CalTrain, runs right through Palo Alto and immediately adjacent Stanford University. Students living in apartments are more likely to use it. We are comparing apples to oranges here.

Fehr & Peers conducted a study in April 2018 to provide the City of Palo Alto with parking demand rate data for multifamily developments. This report includes information from available reports, documents, studies, and the results of parking surveys conducted at multifamily developments as part of this study. Empirical data informed the parking demand rate information for market rate, affordable, and senior housing projects, as well as the change in parking demand when located near a robust transit system.

To begin, Fehr & Peers reviewed several reports and studies that included parking demand rates for multifamily market rate, affordable, and senior residential developments in the Bay Area. Fehr & Peers also conducted new parking surveys at nine multifamily complexes in the City of Palo Alto. Available information about each site, such as the number of units, walking distance (½ mile) to the nearest rail station, type of rail service, peak parking demand, parking supply and demand rates were documented. Parking occupancy surveys were conducted to count the numbers of parked vehicles by space type on a weekday (Tuesday, Wednesday, or Thursday) at three time periods (midday, evening, and late night – after midnight) and on a weekend day at two time periods (midday and late night).

Relevant conclusions for Pacific Coast Commons from the data collection effort, which includes all prior studies and the Palo Alto surveys are:

- For Market Rate units, the average surveyed parking demand rate is approximately 0.75 spaces per bedroom
 - Proximity to transit can reduce the rate by approximately 25 percent

El Segundo Municipal Code Parking Requirements

Actually, on the contrary we have no relevant studies whatsoever that match our community nor Los Angeles adoption nor infrastructure built. We have the opposite, decades of failed attempts of construction and adoption.

The El Segundo Municipal Code provides the number of required on-site parking spaces for the different land uses allowed within the city. Section 15-15-6 presents the following requirements for multifamily developments:

- Two spaces per dwelling unit
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

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Cont.

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Table 2 summarizes the relevant parking data previously presented and applies it to the Pacific Coast Commons project. The table shows the projected demand based on the different parking rates.

Table 2: Summary of Parking Demand Rates

	Parking Spaces Per DU	Parking Spaces Per Bedroom	Pacific Coast Commons Parking Demand
ITE Parking Generation Manual	1.7	1.0	437 spaces (based on # of DUs); 304 spaces (based on # of bedrooms)
Palo Alto Multifamily Parking Demand Rate Study	N/A	0.75	228 spaces (based on # of bedrooms)
El Segundo Municipal Code Parking Requirements	2 per resident DU plus 1 guest space per 3 DUs	N/A	601 spaces (based on # of DUs)

This is the most reliable and realistic demand rate for the proposal. It fits with the LA standard and has already been adopted by El Segundo Municipal Codes. Also just Google it for yourself, data.co.usa Los Angeles. It's no big secret or conspiracy just common sense.

Pacific Coast Commons Residential Parking Demand Rate

Based on the residential parking demand studies reviewed above, the following parking demand rates based on using a combination of ITE Parking Generation rates and El Segundo Municipal Parking requirements were used for the shared parking analysis:

- One resident space per bedroom
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

As shown in Table 2, this demand rate for the Pacific Coast Commons is conservative when compared to other similar projects (market rate, outside the 1/2 mile rail, etc.). Assuming that the demand is equal to the El Segundo Municipal Code requirements or the ITE rates based on dwelling units would likely result in an oversupply of parking and underutilization of spaces.

Table 3 shows the total parking demand based on the above demand rate.

Also remember this more realistic total will drastically change the Transportation Analysis

All of these cars will need to compete with the 2 hotels, new retail units and a restaurant as well.

Table 3: Pacific Coast Commons Residential Parking Demand

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces	El Segundo Std : 2 cars/dwelling unit
Residential				
Studio	1 space/ bedroom	91 bedrooms	91	182
1 Bedroom	1 space/ bedroom	119 bedrooms	119	238
2 Bedroom	1 space/ bedroom	94 bedrooms	94	94 (94 bdms = 47 units)
Guest	1 space/ 3 units [a]	263 units	87	87
Total			391	601 total

1. ITE Study not customized for LA
2. Palo Alto certainly doesn't reflect this area
3. People are not going to forgo a vehicle because they are close to transit, even if they were to use it once and a while
4. A significant number of people using transit is highly unlikely. We don't even have a study of the current population in the vicinity
5. Downtown and Transit aren't realistically walkable in any way and is not going to put a dent in the number of cars parked nor used.
6. Mass transit is aspirational, but right now hopes and dreams shouldn't be a substitute for the reality of 2 cars per dwelling unit

Page 5

Realistic vehicle estimate

I21-62 Cont.

I21-62 Cont.

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 February 17, 2021
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Parking demand for residents is projected to be 304 spaces. Demand for residential guests is estimated to be 87 spaces, for a total demand of 391 parking spaces.

Pacific Coast Commons Residential Parking Supply

However, the Pacific Coast Commons project is proposing to provide parking using a modified residential parking requirement, based on unit type/number of bedrooms, which is more conservative than the demand rate. The follow parking supply is proposed:

- One space per studio unit
- 1.5 spaces per one-bedroom unit
- Two spaces per two-bedroom unit
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

Table 4 shows the proposed parking supply based on the above modified residential parking requirements.

Table 4: Pacific Coast Commons Proposed Residential Parking Supply

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces
Residential			
Studio	1 space/ unit	91 units	91
1 Bedroom	1.5 space/ unit	119 units	179
2 Bedroom	2 space/ unit	47 units	94
Guest	1 space/ 3 units	263 units	87
Total			451

121-62
Cont.

Based on the proposed parking supply rates, 364 total spaces would be supplied for residential tenant use. The estimated demand for the residents is 304 spaces, which projects an oversupply of 60 spaces. Guest parking would be provided in the shared pool of parking.

This 1/2 space is calculated in the total supply. How big actually is 1/2 space? Would a mid-size sedan fit? How wide is it? It's like when you see all those "compact" parking spaces in a parking garage. They're overtaken even by mid-size vehicles. My guess is that the majority of the 119 one bedrooms units will use it to store bikes or maybe a scooter. This 1/2 space skews the true supply which will then be lower.

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HOTEL PARKING DEMAND RATE

Although hotel rates are available from ITE, these rates are highly variable. Since the hotels for this project are currently in operation, Fehr & Peers conducted an empirical analysis of the existing parking demands at the Fairfield and Aloft Hotels, in place of using the ITE rates.

Existing Parking Supply

A series of parking lots currently serve the Fairfield Hotel and the Aloft Hotel. The "North" parking lot, located north of Mariposa Avenue, provides 232 parking spaces. This parking lot is currently gate controlled. The on-site parking lot at the Fairfield Hotel provides 33 parking spaces. The Aloft Hotel parking lot, located north of Holly Avenue, provides 165 parking spaces. The Conditional Use Permit for the hotels allows the Fairfield and Aloft Hotels to share the parking in the North parking lot north of Mariposa Avenue; therefore, the series of parking lots is viewed in this analysis as a system containing a total of 430 parking spaces. All parking lots are utilized by hotel guests and employees.

Existing Parking Occupancy

These are not peak season numbers either. Summer obviously would be peak

Parking utilization counts were conducted at the parking lots serving the Fairfield Hotel and the Aloft Hotel on Thursday, May 2nd and Sunday, May 5th, 2019, at 2:00 AM. These days and times were selected as they represent the busiest weekday night and weekend night on average for both hotels.

Sunday night? Usually Saturday night is the busiest

Table 5 shows the occupied spaces at each parking lot on both nights. On Wednesday night/early Thursday morning, the North parking lot was 53% occupied, the Fairfield on-site parking lot was 58% occupied, and the Aloft parking lot was 61% occupied. In total, the three lots combined were 56% occupied. On Saturday night/early Sunday morning, the North parking lot was 69% occupied, the Fairfield on-site parking lot was 45% occupied, and the Aloft parking lot was 56% occupied. In total, the three lots combined were 62% occupied. Count sheets can be found in Appendix A.

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Cont.

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Both hotels have a higher demand rate on the weekend than weekday, even though more rooms are occupied during the weekday. This is likely due to more families/tourists staying at the hotel during the weekends and having personal/rental cars with them. During the week, the hotel guests are more likely to be there for business and utilize ride sharing vehicles for their stay. Similarly, the flight crews which stay at the hotel often during the week do not need parking spaces.

Parking Demand at Full Hotel Occupancy

The number of spaces occupied assuming full hotel occupancy was calculated using the higher observed demand rate for the entire site, which occurred on the weekend. At the Fairfield Hotel, 207 spaces are projected to be demanded when the hotel is at full occupancy. At the Aloft Hotel, 145 spaces are projected to be demanded when the hotel is at full occupancy. This is shown in **Table 8**. The overall demand for parking is 352 spaces when both the Fairfield and Aloft are at full room capacity.

Table 8: Peak Hotel Parking Demand at Full Occupancy

Hotel	Peak Demand Rate	Hotel Rooms	Peak Parking Demand at Full Occupancy
Fairfield	0.59	350	207
Aloft	0.59	246	145
Total	0.59	596	352

I21-62
 Cont.

This is based on non summer and non Saturday night data. I don't see this at all as "Peak Demand Rate". Now it may be demand rate during the low season, but not representative for the basis of such a large and potentially impactful development.

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PARKING DEMAND PROJECTIONS

Because each of the three garages will be utilized as "overflow" parking if needed, the project was analyzed as one combined site. While each individual site's peak parking demand occurs at different hours, it was determined that the peak parking demand for the three sites combined would occur at 10:00 PM on a weekday (in June). Shared parking analysis worksheets for each site can be found in the **Appendix B. Table 10** summarizes the proposed parking supply by site and total. **Table 11** summarizes the estimated peak demand.

Table 10: Pacific Coast Common Parking Supply

Site	Parking Supply	Residential Reserved	Shared Spaces
North	241	189	52
Fairfield	215	0	215
South	336	165	171
Total	792	354	438

Summary from numbers below Table 11

Demand	Supply
Residential...514	
Shared.....462	
Total.....976	Total.....792

Total Deficit = -184 spaces

Table 11: Pacific Coast Common Parking Peak Demand, Weekday, June at 10 PM

Area	Residential Demand	Shared Use Demand				Total Shared Demand	Shared Surplus/Deficit
		Residential Guest	Hotel	Retail	Restaurant		
North	160	48	0	1	0	49	3
Fairfield	0	0	188	3	0	191	24
South	144	40	133	1	18	192	-21
Total	304	88	321	5	18	432	6

From Table 3, page 5	514	87	352	5	18	462	-24*
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PCC NORTH SITE

conservative as explained on page 10

not sure where these numbers are estimated from but we'll go with them

* reminder this is shared space only

As shown in **Table 10**, the project proposes 241 parking spaces for the North Site, with 189 parking spaces reserved for exclusively for residential tenant use. The remaining 52 spaces would be shared between the residential guest parking, commercial uses, and for overflow if needed from the other sites.

As summarized in **Table 11**, the North site is projected to have a peak residential parking demand of 160 parking spaces and a peak shared parking demand of 49 spaces. As such, the North site is projected to have a surplus of three shared parking spaces during the peak demand period.

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Cont.

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PCC FAIRFIELD SITE

The Fairfield site's peak parking shared demand is estimated to be 191 spaces. As shown in **Table 11**, the project proposes 215 parking spaces, indicating sufficient supply for the anticipated demand with a surplus of 24 spaces during the peak demand period.

PCC SOUTH SITE

As shown in **Table 10**, the project proposes 336 parking spaces for the South Site, with 165 parking spaces reserved for exclusively for residential tenant use. The remaining 171 spaces would be shared between the residential guest parking, commercial uses, and for overflow if needed from the other sites. As summarized in **Table 11**, The South site is estimated to have a peak residential parking demand of 144 parking spaces and a peak shared parking demand of 192 spaces. As such, the South site would have a deficit of 21 shared parking spaces during the peak demand period. The excess demand can be accommodated by the surplus of spaces at the North and Fairfield sites, which have a combined surplus of 27 spaces.

CONCLUSION

The shared parking analysis demonstrates that sufficient parking would be provided to meet the demand of the various uses on-site.

It is anticipated that retail/restaurant patrons will be provided with free validated parking in the structures, hotel guests will continue to be charged for parking, and residents will not be charged a separate parking fee from their base rental rate. A before and after study could be conducted on the adjacent residential streets to understand if the project has an effect on street parking. Based on the results of the study and if desired by the City and the residents in the adjacent neighborhoods, a residential parking district could be implemented to deter non-residential users from parking on the street.

My conclusion is that we will have a shortage of parking (potentially short 184 spaces) and the subsequent Transportation Analysis will be significantly impacted.

This conclusion is based primarily on:

- 1. 2 cars per Dwelling Unit is a long standing average**
- 2. The 1/2 space for 1 bedroom units is suspect to be effectively usable for cars or trucks by a significant number of residents.**
- 3. We should be planning for at least the long standing average and reasonable foreseeable usage of parking spaces especially for a project of this magnitude for the neighborhood.**

↑
121-62
Cont.

Alternatives Review

↓
121-63
↓

Why aren't east of Sepulveda and south of Grand viable alternatives?

- They accomplish most all of the objectives much better than the current proposal
- They have minimal negatives impacts to the community especially compared to current proposal
- It would be a win-win

This chapter describes and evaluates alternatives to the Pacific Coast Commons Specific Plan (Specific Plan or Project). This chapter implements the requirements set forth in the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and identifies the Environmentally Superior Project Alternative, as required by CEQA Guidelines Section 15126.6(e)(2).

I21-63
Cont.

6.1 Introduction

CEQA requires that Environmental Impact Reports (EIRs) “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (14 CCR 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by “a rule of reason” (14 CCR 15126.6[a] and [f]). As defined by the CEQA Guidelines (14 CCR 15126.6[f]):

The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project.

As presented in prior sections of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures, with the exception of conflicts related to exceedance of population growth projections in the applicable Air Quality Management Plan (AQMP). Consistent with CEQA, the analysis presented in this chapter considers a reasonable range of alternatives to the proposed Project and evaluates their comparative environmental impacts. The selection of alternatives and their discussion must “foster informed decision making and public participation” (14 CCR 15126.6[a]). Therefore, this chapter identifies potential alternatives to the proposed Project and evaluates them, as required by CEQA.

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (further described in Section 6.2, Project Objectives) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This Draft EIR includes the analysis of three alternatives to the proposed Project:

- Alternative A – No Project/Existing Development
- Alternative B – Reduced Development Alternative: Exclusion of PCC–North
- Alternative C – Reduced Development: Reduce 1 Level from PCC-South and PCC-North

6.2 Project Objectives page 6-2 (next page)

- Item 2 : this adversely will impact neighboring residents. I don't see anything in the proposal that mitigates negative impacts to neighbors:
 - Traffic
 - Safety (**higher traffic adjacent to numerous parks**)
 - Parking
 - Noise
 - Population growth, **crowding of more activity in smaller area has negative effects no matter what demographic of people you have**
 - Schools **Lower teacher to student ratio**
 - Equates to lower quality of life and lower home values

- Item 4: vehicular circulation will get worse without a doubt. I will later go on to critique the EIR data but allow me to relay my personal experience. I live adjacent to Washington Park. When I first moved there it only took me a week to figure out that the Mariposa & PCH intersection is to be avoided at all costs no matter if I was headed north or southbound PCH. An aggravating factor is that I was seeing this always during **non-peak hours**. Peak hours are significantly worse. If I need to go north bound I would and will never use Mariposa, I will always bypass that intersection and head further north on Washington and get onto PCH via Maple. If I'm headed southbound I will approach Mariposa PCH and typically bypass the intersection via Indiana and pop out on Holly or Grand. These bypasses and shortcuts happened during non-peak hours, **so add to this 263 more dwelling units during peak hours**, traffic will increase significantly on these streets. Safety of park users will be at risk, not to mention numerous other negative impacts. New residents will figure this out just like I did, nothing surprising, everyone does it and will continue to do it. And in my opinion, and I will go into further detail later, the EIR data is severely underestimated both on standards used and data that is collected which ultimately results in recommendations on the top level Executive Summary. The devil is in the details and when you look at it, there are some serious flaws.

- Item 7: please see *"ES.3.2 page ES-6 #6 comments in prior section"*



6.2 Project Objectives

CEQA Guidelines Section 15124 requires an EIR to include a statement of objectives sought by the Project. The objectives assist the City of El Segundo (City) in developing a reasonable range of alternatives to be evaluated in the EIR. The Project's specific objectives are as follows:

1. Provide for comprehensive site planning that maintains the existing hotel uses while providing for a mixed-use multiple-family and commercial neighborhood that is compatible with the surrounding land uses.
2. Provide for additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the Housing Element of the City's General Plan.
3. Improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees.
4. Enhance vehicular circulation through intersection improvements and street widening.
5. Facilitate a safe and walkable community along Pacific Coast Highway by providing a mix of land uses, including commercial at the street-level with residential uses above.
6. Increase the efficient use of land by eliminating surface parking lots and providing parking garages that allow for sharing among hotel, commercial, and residential land uses.
7. Reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.

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Cont.

6.3 Significant and Unavoidable Impacts

The proposed Project would result in a significant and unavoidable impact related to the potential for the proposed Project to conflict with an Air Quality Management Plan (AQMP). As described in Section 4.2, Air Quality, the Project site is located within the South Coast Air Basin (SCAB), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD administers the AQMP for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards and National Ambient Air Quality Standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP:

- Consistency Criterion No. 1: The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

The proposed Project would not exceed the SCAQMD criteria air pollutant mass thresholds and would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations; thus, the proposed Project would not conflict with Consistency Criterion No. 1. However, the proposed Project would result in population growth that would exceed the population growth anticipated for the City in SCAG's regional growth forecast, and therefore conflict with Consistency Criterion No. 2. Although the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) is the most recent RTP/SCS, the SCAQMD is still in the early stages of updating its AQMP (anticipated to be released in 2022). Therefore, the SCAG 2016 RTP/SCS and associated Regional Growth Forecast would be applicable in this analysis of the potential to

6 – Alternatives

conflict with the SCAQMD 2016 AQMP, as required in Section 4.2, Air Quality. In the 2016 RTP/SCS, SCAG estimated 16,700 residents in the City in 2012 and 17,300 residents by 2040. The proposed Project's residential units would accommodate 618 individuals upon its occupancy in 2025. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP. The proposed Project would therefore conflict with the applicable AQMP, which would result in a significant and unavoidable impact. There is no feasible mitigation measure for population growth; therefore, this impact would be significant and unavoidable.

6.4 Alternatives Considered and Eliminated During the Project Planning Process

CEQA Guidelines Section 15126.6(c) recommends that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons for their rejection. Among the factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in an EIR are failure to meet most of the basic objectives of a project, infeasibility, or inability to avoid significant environmental impacts.

With respect to the feasibility of potential alternatives to a project, CEQA Guidelines Section 15126.6(t)(l) states the following:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

In determining an appropriate range of Project alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and then rejected. One alternative for the Project was considered, but ultimately rejected from further analysis in the Draft EIR, consistent with Section 15126.6(c) of the CEQA Guidelines. A description of the potential alternative considered, but not carried forward, and the rationale for rejection is provided below.

Alternative Location

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the Project. As stated in Section 15126.6(f)(2)(A), the key question and first step in analyzing alternative sites is whether any of the significant effects of a project would be avoided or substantially lessened by putting that project in another location. Only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the EIR. There are no significant and unavoidable impacts associated with the proposed Project that relate to the location of the Project site, and development of the Project on another site in the City is not likely to lessen or avoid the environmental impacts that required mitigation, as further explained below.

The Project's proposed location is in an area of the City surrounded by a variety of land uses, including residential, recreational, office, and commercial retail uses. The adoption of a Specific Plan would allow for the continued operation of the Fairfield Inn and Suites Hotel and Aloft Hotel, and the redevelopment of existing surface parking

6 - Alternatives

lots, as well as the Fairfield Inn and Suites Hotel Food and Beverage Building (formerly the Hacienda Restaurant), for 263 residential units, 11,252 gross square feet of commercial/retail uses, and three new parking structures. The current General Plan designation for the Project site is General Commercial and Parking. The Project would result in a General Plan Amendment and Zone Text Amendment to allow for the proposed Specific Plan. Since the City is largely built-out, few available properties of similar size as the Project site exist for the proposed Project.

Development of the proposed Project on an alternate site would result in a similar construction scenario, similar quantities of criteria air pollutant emissions during construction, similar levels of construction noise, and similar levels of energy consumption. Due to the generally built-out nature of the City, it is likely that demolition of existing buildings and paved areas would be required. Additionally, because of the City's urban nature, mix of land uses, and the presence of a variety of sensitive receptors throughout the City, it is unlikely that an alternate site would be situated far enough from sensitive receptors to substantially lessen the air quality and noise impacts of the proposed Project during construction. Similarly, development at an alternate site would not necessarily reduce impacts to transportation and traffic, as the Project site is situated in an area surrounded by several transportation options and approximately 0.5 miles of the Metro C Line Mariposa Station.

Regardless of its location, the proposed Project would generally place similar demands on public services, utilities and services systems, and energy resources. With regard to the visibility and appearance of the Project, the aesthetic impact on the Project is largely related to its height and density, which would not substantially change at an alternative location. Additionally, the Project's commercial frontage intentionally fronts Pacific Coast Highway (PCH) while its residential uses are adjacent to existing residential uses along Indiana Street, which promotes a pedestrian-friendly interface on one of the City's most important thoroughfares.

Most sites within the City would be subject to similar geologic and geotechnical hazards. For these reasons, use of an alternative site would not likely result in a substantial reduction in the impacts of the Project. Additionally, the existing Fairfield Inn and Suites Hotel and Aloft Hotel would remain as non-conforming uses with the current General Plan and Zoning designations for the Project site if the Project is moved to an alternate location.

There are no known available sites within the City of an approximately equivalent size to the Project site that could be redeveloped with a mixed-use, hotel, commercial, and residential development. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." The Smoky Hollow Specific Plan area extends east to west and is bounded by Indiana Street and PCH to the east, downtown El Segundo to the west, the Chevron oil refinery to the south. In response to shrinking manufacturing demand, declining investment, and parking issues, the City adopted the first Smoky Hollow Specific Plan in 1986. The updated Smoky Hollow Specific Plan (City of El Segundo 2018) sets a regulatory and planning framework that focuses development efforts on revitalizing buildings for incubator industrial and office space. Although this Specific Plan area is intended to facilitate redevelopment, the land use regulations within the Smoky Hollow Specific Plan are focused on one- and two-story commercial and industrial development, the land parcels are small and land assemblage could be a major obstacle, and would generally be incompatible with the Project's residential uses. Additionally, slightly greater air quality, land use, and transportation (vehicle miles traveled) impacts could occur if the proposed Project was developed within the Smoky Hollow Specific Plan. For example, the proposed site is just over 0.5- mile from the Metro C Line, whereas the Smoky Hollow Specific Plan area is farther away, thereby reducing potential access to regional transit for the Project's 618 future residents (see Section 4.11, Population and Housing).

Furthermore, construction of the Project on an alternative site may not be consistent with the City's land use plans and policies. While the Project is requesting the approval of a General Plan Amendment (No. GPA 19-01) to change

Smoky Hollow ruled out due to it being a little further away from Transit, but wasn't one of the objectives to have Downtown El Segundo Walkable? This area actually is more equidistant between the 2 "walkable" areas. I don't believe people are gonna do the walking in the first place but if someone does believe that will happen, making it more equidistant would be a better alternative.

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121-67

- Development somewhere else along PCH was ruled out because the Project applicant has no sites under its control. My response would be “find a different applicant that does”. I’m sure it’s not as easy as it sounds but this proposed project is not a small undertaking that can have significant impacts to the City so the effort would be warranted.
- Report states “Moving the Project to another location doesn’t avoid impacts.” East of Sepulveda and Smokey Hollow **certainly** reduce the impacts.

6 - Alternatives

the Land Use Designation from “General Commercial” and “Parking” to “Pacific Coast Commons Specific Plan (PCCSP)” with an accompanying Land Use map change, it is nevertheless located on a site where such changes are shown by City policy to be a desirable outcome. The Project is specifically being developed on a site where the existing Aloft Hotel and Fairfield Inn and Suites Hotel properties are non-conforming uses. While the existing Aloft Hotel and Fairfield Inn and Suites Hotel properties are allowed in the existing General Commercial (C-3) Zone, both have existing Conditional Use Permits, as the two existing hotels do not comply with some of the development standards of the General Commercial (C-3) Zone because they were built prior to the current development standards. Thus, they are legal non-conforming as to building height, floor area ratio, and certain setback requirements. Through the implementation of the Specific Plan, these two hotels would be brought into full conformity with the land use designation and zoning for the Project site. As previously mentioned, the Project site is proposed with commercial uses fronting PCH, while its residential uses are adjacent to existing residential uses. This design appropriately places multi-family development in a manner that preserves existing residential neighborhoods and provides economic opportunity. **Development of the Project on another site along PCH, which could provide a similar transition from the City’s offices to the east and residential uses to the west, would not be feasible because no sites are under control by the Project applicant. Additionally, other sites along PCH may not be considered by the City to be appropriate for increased height and density. The City did consider a parcel located near PCH and Rosecrans Avenue between The Pointe Shopping Center and Plaza El Segundo. However, the parcel is between two sets of railroad tracks and is contaminated due to historic heavy industrial uses. Further, the former owner, Chevron, recorded restrictions on most of the properties in this area to prohibit residential and hotel uses.**

The proposed Project would not result in any significant unavoidable environmental impacts related to the Project’s location. As such, **moving the Project to a different site would not avoid or substantially lessen the significant unavoidable impact** of the Project as it relates to population growth that exceeds SCAG’s projections. As a result, the consideration to locate the Project in an alternate location, including within the Smokey Hollow Specific Plan and near the vicinity of The Pointe Shopping Center, was rejected and is not further analyzed in this Draft EIR.

121-67
Cont.

6.5 Alternatives Selected for Further Analysis

This section discusses a reasonable range of alternatives to the proposed Project, including a no project alternative in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A – No Project/Existing Development
- Alternative B – Reduced Development Alternative: Exclusion of PCC–North
- Alternative C – Reduced Development: Reduce 1 Level from PCC-South and PCC-North

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained.

Moving to another location certainly reduces the biggest impacts and points of tension, which are:

- Traffic
- Safety (higher traffic adjacent to numerous parks)
- Parking
- Noise
- Population growth, crowding of more activity in smaller area has negative effects no matter what demographic of people you have
- Schools Lower teacher to student ratio
- Equates to lower quality of life and lower home values

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6 – Alternatives

Utilities and Service Systems

The new development associated with Alternative C would result in new water service connections, sewer laterals, on-site stormwater infrastructure, and underground utility conduit systems for electricity and telecommunications, similar to the proposed Project. Minor alterations of existing on-site natural gas main/service branches may be required. Similar to the proposed Project, the construction of these new utility connections would be limited to the Project site and the immediately adjacent street frontages. As such, impacts associated with installation of utility facilities necessary for the PCC-South, PCC-Fairfield Parking, and PCC-North would be less than significant. Due to the decrease in units under Alternative C, the impacts related to construction of utilities and the demand for potable water, generation of wastewater, and generation of solid waste would be less than the proposed Project. Although the proposed Project's impacts to utilities was less than significant and no mitigation was required, impacts to utilities and service systems under Alternative C would be less than those anticipated from the proposed Project.

6.6 Summary of Alternatives to the Proposed Project

Project are considered and evaluated in this Draft EIR. To summarize these Project alternatives, as suggested in CEQA Section 15126.6(d), a matrix was prepared to summarize and compare the impacts of each Project alternative (see Table 6-3).

Table 6-3. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Proposed Project	Alternative A - No Project/Existing Development	Alternative B - Reduced Development Alternative: Exclusion of PCC - North	Alternative C - Reduced Development: Reduce 1 Level from PCC-South and PCC-North
Aesthetics	LTS	▼	▼	▼
Air Quality:				
AQMP Consistency	SU	▼	▼	▼
Short-Term	LTS-MM	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Cultural Resources	LTS-MM	▼	—	—
Energy:				
Short-Term	LTS	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Geology and Soils	LTS-MM	▼	—	—
Greenhouse Gas Emissions:				
Short-Term	LTS	▼	▼	▼
Long-Term	LTS	▼	▼	▼
Hazards and Hazardous Materials:				
Short-Term	LTS-MM	▼	▼	—
Long-Term	LTS	▼	—	—
Hydrology and Water Quality:				
Short-Term	LTS	▼	▼	—
Long-Term	LTS	▼	—	—
Land Use and Planning	LTS	▲	—	—

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- Alternatives A and B all have reduced impacts in virtually every category which makes them a better possibility
- Disagree with the *Land Use and Planning* and *Transportation* for Alternatives having a greater impact for reasons already stated previously

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6 – Alternatives

Table 6-4. Comparison of Alternatives – Meeting the Project Objectives

Does the Project Meet the Following Project Objectives?	Alternative A	Alternative B	Alternative C
Increase the efficient use of land by eliminating surface parking lots and providing parking garages that allow for sharing among hotel, commercial, and residential land uses.	No	Yes	Yes
Reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.	No	Yes	Yes
How many project objectives are met?	0	6	7

6.7 Environmental Superior Alternative

Agree, the "no build" alternative is the way to go

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

As shown in Table 6-3, Alternative A would result in reduced environmental impacts to all environmental topics in the short-term because construction activity would not occur. Similarly, Alternative A would result in reduced environmental impacts to all environmental topics in the long-term, including elimination of the significant unavoidable impact related to conflicts with the AQMP, because no operational changes would occur. Although, no mitigation measures would be required for Alternative A, the two hotels would continue to be inconsistent with applicable zoning and land use regulations for the Project site. Under Alternative A, the Project site would remain in its existing condition and potential benefits of the proposed Project related to providing new living and working opportunities in close proximity to transit would not occur. Additionally, the proposed Project would redevelop surface parking lots and construct a mix of land uses including residential and commercial, which would help the City to achieve its goals and policies related to land use, circulation, economic development, and housing, which would not occur under Alternative A. Nevertheless, the elimination of all construction and operational impacts associated with the proposed Project would result in a more environmentally superior alternative when compared to the proposed Project, Alternative B, or Alternative C.

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR must also identify an environmentally superior alternative among the other alternatives

Alternative B would reduce short-term construction-related impacts when compared to the proposed Project for all environmental topics. Alternative B would eliminate the necessity of MM-HAZ-2 since no development would occur at PCC-North. For long-term operational impacts, most environmental factors would have similar, albeit reduced, impacts under Alternative B to the proposed Project. Alternative B would have similar impacts to the proposed Project in the six areas: cultural resources, geology and soils, long-term hazards and hazardous materials, long-term hydrology and water quality, land use and planning, short-term transportation and tribal cultural resources. Alternative B would eliminate the significant unavoidable impact related to conflicts with the AQMP.

Alternative C would not eliminate any mitigation measures required under the proposed Project. Additionally, Alternative C would have similar impacts to the proposed Project in ten areas: cultural resources, geology and soils,

• Why did the City allow it in the first place? Can it be corrected without tagging on this impactful proposal to the neighboring community?

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Response to Comment Letter I21

Matthew Klemp

April 1, 2021

I21-1 The commenter questions the applicability of assumptions and standards used in the EIR related to transit usage, walkability, parking, and traffic congestion, particularly at the intersection of Mariposa Avenue and Pacific Coast Highway.

For concerns regarding transit and walkability, see Response to Comment I21-29, which addresses these concerns in detail. The proposed Project includes an adequate amount of parking and would provide parking garages for the on-site residents, hotel guests, employees, and restaurant/retail patrons. Because the proposed Project would provide sufficient parking, and because parking adequacy is not considered an impact on the environment, no parking-related mitigation measures are required under CEQA. While CEQA does not require an analysis of parking, a parking evaluation was nevertheless included as part of the Draft EIR for informational purposes and in response to community concerns. For more information, please see Section 4.13.4 of the Draft EIR and Appendix J-2 of the Draft EIR. With regards to traffic congestion, increased traffic and traffic congestion are no longer considered impacts on the environment under CEQA.

I21-2 The commenters states that Los Angeles does not have reliable transit, that current transit infrastructure has failed, and that the local population does not use transit. These assertions are not supported by any evidence and are in conflict with the overall intent of the applicable local and regional planning documents, including but not limited to: the Southern California Association of Governments (SCAG) Regional 2020/2045 Transportation Plan/Sustainable Communities Strategy (RTP/SCS) called "Connect SoCal", which is assessed in Section 4.9, Land Use and Planning of the Draft EIR, and the City's Climate Action Plan, which is assessed in Section 4.6, Greenhouse Gas Emissions of the Draft EIR. The proposed Project would support the goals and policies of these plans, as described in the Draft EIR sections mentioned.

I21-3 The comment states that key review areas of vehicular traffic from Mariposa Avenue to Downtown El Segundo, transit usage, and walkability have not been analyzed adequately.

The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). This informational analysis includes an operational assessment of the Pacific Coast Highway/Mariposa Avenue intersection. Intersection improvements are proposed to the eastbound approach along Mariposa Avenue, which would improve levels of service (LOS) as well as vehicular queuing at this location during Project operations. These improvements are demonstrated through quantitative analysis provided in Appendix J-1. Specifically, the analysis shows that LOS at the Pacific Coast Highway/Mariposa Avenue intersection is better with the addition of the Project-related improvement than without, in both the "existing with Project" and "future with Project" traffic scenarios. A queuing analysis was conducted for the eastbound approach with and without the

Project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E of Appendix J-1 in the Draft EIR.

Regarding the commenter's question about studying the transit and walking habits of current residents, such an analysis is not required to assess the proposed Project's consistency with local and regional planning documents or policies, as stated in Response to Comment I21-2, or required to assess any environmental impacts pursuant to CEQA.

I21-4 The comment suggests the Pacific Coast Highway (PCH) is a tunnel that may reflect Los Angeles Airport (LAX) aviation noise into the surrounding community. It also raises a question regarding the City of El Segundo's stance on LAX noise and expansion, and asserts noise will increase.

The commenter's assertion that LAX noise was not studied is not accurate. Section 4.10, Noise states that the Project site is outside of the 65 dBA CNEL aviation operation noise contour predicted in the report for 2020, and therefore would not expose workers or new occupants of the proposed Project residences or exterior uses to aviation overflight noise levels greater than 65 dBA CNEL, and impacts would be less than significant.

Further, the comment suggests that the PCH is a "tunnel" of tall buildings that are implied to produce echoes of LAX aviation traffic noise. Potential noise reflection from reflective building facades typically requires the receptor to be near the building facades—such as a listener on a highly trafficked urban roadway bounded by tall, densely-packed building facades.

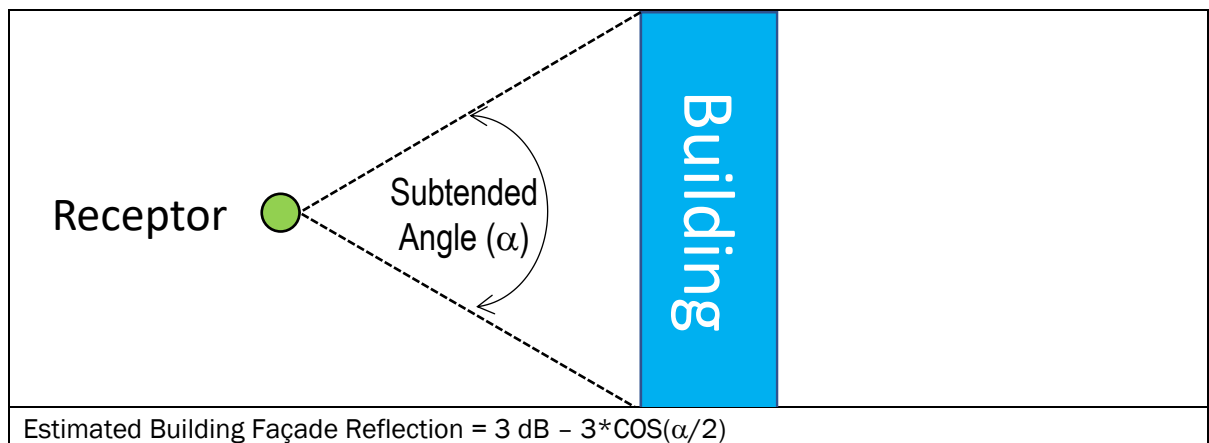
Noise from LAX aviation traffic associated with the nearest southern runways travels approximately 4,000 feet before reaching the Project vicinity, by which time it has attenuated with distance and other effects. This demonstrates why the Project vicinity is beyond the LAX aviation noise 65 dBA CNEL contour, as shown in Figure 4.10-2 of the Draft EIR. The diffuse noise from LAX aviation traffic impinging upon a proposed Project building façade would either be absorbed, diffracted, or reflected by its surface. But for a building façade that is porous (e.g., a parking garage), some sound would travel through the building unimpeded. The anticipated added sound contribution to an offsite receptor would depend on several variables that include its distance to the reflecting façade, the length of the façade, and the acoustical characteristics of the reflecting facade.

For an offsite receptor such as multi-family homes on the west side of Indiana Street, an introduced Project building façade across the street could present a surface that would reflect some LAX aviation traffic noise towards it. But the reflecting façade is not infinite in horizontal extent or height, nor would it be considered a perfect reflector, so the anticipated effect would be limited to no more than an ideal 3 dB increase of the LAX aviation noise contribution to the outdoor sound environment at this nearby receptor. This situation would be analogous to a receptor near a highway, where a noise barrier installed on the opposite side and parallel with the highway reflects the roadway noise towards the receptor and for which Caltrans expects would be a maximum 3 dB increase.¹⁰ The proposed Project building façade surface would not be considered a perfect reflector, as it would feature some irregular geometries that would scatter or diffract sound, and the combination of window glazing and non-glazing elements would absorb noise that would then be re-transmitted to the building interior spaces.

¹⁰ California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>

As described in Section 4.10, Noise of the Draft EIR, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound would generally be perceived as barely detectable.

Per the Caltrans Technical Noise Supplement, the maximum reflection from a nearby wall is 3 dB. The actual reflection available from this 3 dB maximum, based on receptor proximity to the façade, can be approximated much in the same way that actual noise reduction from a finite-length noise barrier is can be estimated as shown in Figure 18 from Chapter 5 of the Housing and Urban Development (HUD) Noise Assessment Guidelines.¹¹ In summary, the more distant a receptor is to a barrier, the smaller is the angle “alpha” subtended by the endpoints of the barrier with the receptor at the vertex.



Likewise, for the multi-family receptors across Indiana Street from a proposed Project building having length that would make angle “alpha” equal to approximately 45 degrees, the anticipated reflection of the incoming sound would be less than a 0.23 dB increase of the directly-received sound source. Only if the receptor were very near the façade, so that angle “alpha” approaches 180 degrees, would the estimated reflection, before application of any façade surface effects, be very close to 3 dB.

For a much more distant receptor, such as a single-family home in the neighborhood west of Washington Park, and ignoring façade surface effects and any sound path occlusion from intervening structures between it and the Project building façades, the estimated reflection would be less than 0.01 dB for any angle “alpha” less than 9 degrees. Therefore, the proposed Project would not result in substantial increases of noise at adjacent sensitive receptors due to the reflection of aviation noise from the new building structures, and no mitigation is required.

If the City has, or has demonstrated, an intent or desire to control existing and future LAX noise by supporting or encouraging airport aviation traffic noise reduction at its source and corresponding noise emissions to the community, those effects would be distinct from what the City considers with respect to land uses under its jurisdiction that may be exposed to that LAX noise. In this instance, the City is considering the proposed Project, an introduction of mixed-use development, with respect to land use

¹¹ U.S. Department of Housing and Urban Development (HUD). 2009. HUD Noise Guidebook. Chapter 5 - Noise Assessment Guidelines. March. <https://www.hudexchange.info/sites/onecpd/assets/File/Noise-Guidebook-Chapter-5.pdf>.

noise compatibility and aims to protect new occupants from that existing LAX (and roadway traffic, among other sources) noise exposure that dominates the outdoor sound environment.

Thus, and for these above reasons, the expected LAX aviation noise increase due to proposed Project building reflection would be less than 3 dB, which is a less than perceptible difference and thus considered a less than significant impact. While this information regarding aviation noise effects has been added as part of this Final EIR, this additional information does not require recirculation of the Draft EIR for public review, because it does not add a new significant impact, increase the severity of a previously identified impact, introduce a new alternative or mitigation measure, or indicate that the EIR was fundamentally inadequate and conclusory in nature (CEQA Guidelines Section 15088.5(a)). Operational noise impacts would remain less than significant.

I21-5 This comment states that while the Draft EIR concluded that no impacts would occur to parks, there are three parks within proximity to the Project site. The commenter expresses the following concerns related to the nearby parks: safety of park goers and changes in the demands for, and use of, the parks.

The topic of public services and recreation, including parks, is analyzed in Section 4.12 of the Draft EIR. The impact assessment includes an analysis of the potential for increased demands for parks and recreational facilities. Impacts to parks and recreational facilities are identified but were determined to be below a level of significance under CEQA. The topics of safety within the vicinity of the Project site, including pedestrian and bicycle safety, emergency access and evacuation, and traffic safety, have been addressed and evaluated in the Draft EIR pursuant to CEQA. Specifically, Section 4.13, Transportation discusses emergency access, roadway hazards, and bicycle and pedestrian facilities, including access and safety. Section 4.7, Hazards and Hazardous Materials discusses emergency response and evacuation. Impacts in these categories were determined to be less than significant. As such, the topics of park use and safety have been evaluated in the Draft EIR as required under CEQA. While impacts have been identified in these categories, they were determined to be less than significant.

I21-6 This comment states that the “reasonably foreseeable impacts” of traffic and noise were not evaluated and that the scope of the study is too narrow. This comment also notes that bypass or shortcut traffic analysis is not analyzed and that Washington Street is “completely ignored.”

The topics of transportation and noise are both evaluated in the Draft EIR, and the evaluations have been conducted using applicable data and modeling programs, as well as a degree of specificity that is consistent with CEQA and industry standards. Significant impacts have been identified for the Project in both categories; however, feasible mitigation measures have been identified that would reduce effects to below a level of significance. Refer to Sections 4.10, Noise and 4.13, Transportation of the Draft EIR for details. Increased traffic and traffic congestion based on the level of service (LOS) metric/methodology are no longer considered impacts on the environment under CEQA. The Draft EIR includes information on intersection operations and congestion for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). This analysis goes beyond the requirements of CEQA.

Regarding the commenter’s statements about bypass/shortcut traffic and Washington Street, a segment analysis for Washington Street and other nearby residential streets was not conducted for the

Draft EIR because the analysis of intersections operations at Mariposa Avenue and Pacific Coast Highway indicates that this intersection would accommodate Project traffic heading north onto Pacific Coast Highway, thus discouraging the use of nearby residential streets, such as Washington Street, for bypasses or shortcuts. Specifically, as shown in Appendix J-1 of the Draft EIR, pre-COVID traffic counts show 120 vehicles per hour (vph) turning left in the AM peak hour and 107 vph in the PM peak hour (approximately 2 vehicles per minute) from eastbound Mariposa Avenue to northbound Pacific Coast Highway (see Appendix A of Appendix J-1, *Peak Hour Traffic Volumes and Lane Configurations Existing (2019) Conditions*). The Project is projected to add 36 vph in the AM peak hour and 29 vph in the PM peak hour (approximately 1 vehicle every 2 minutes) to this movement (see Appendix A of Appendix J-1, *Peak Hour Traffic Volumes and Lane Configurations Project Only Assignment*).

The quantitative, informational analysis provided in Appendix J-1 shows that this intersection operates at LOS C under existing conditions (acceptable according to City standards) and LOS C/D under future base conditions (i.e., future conditions without the Project) (refer to Appendix J-1, Table 3A (*Existing Intersection Levels of Service Signalized Intersections*) and Table 7A (*Future Intersection Levels of Service Signalized Intersections*)). This intersection is also projected to operate at LOS C/D with the addition of the Project (refer to Appendix J-1, Table 6A (*Existing Plus Project Intersection Levels of Service Signalized Intersections*) and Table 8A (*Future Plus Project Intersection Levels of Service Signalized Intersections*)). Importantly, the intersection's operations would be improved with the Project, as an eastbound right-turn lane would be added to the intersection as a Project feature, as explained in Appendix J-1. The improvements in this intersection's operations are demonstrated through quantitative analysis provided in Appendix J-1. Specifically, the analysis shows that LOS at the Pacific Coast Highway/Mariposa Avenue intersection is better with the addition of the Project-related improvement than without, in both the "existing with Project" and "future with Project" traffic scenarios.

A queuing analysis was conducted for the eastbound approach with and without the Project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E of Appendix J-1, in the Draft EIR. More specifically, the right-turn lane that would be constructed as part of the proposed Project at the Pacific Coast Highway/Mariposa Avenue intersection is forecasted to improve capacity at this intersection from 78% capacity during the AM peak hour and 88% capacity in the PM hour without the Project (i.e., no right-turn lane) to 75% capacity in the AM peak hour and 86% capacity in the PM peak hour with the Project and the right-turn lane.

For these reasons, the Draft EIR estimated that Project traffic going north on Pacific Coast Highway would use Mariposa Avenue, since the Mariposa Avenue/Pacific Coast Highway intersection is expected to function well, particularly after the proposed Project improvement at this intersection. Even if 25% of the Project traffic desiring to travel north on Pacific Coast Highway were to use Washington Street to Maple Avenue or Walnut Avenue instead, the effect on Washington Street would be minor, with less than 5 cars every half hour on average during peak hours.

I21-7

This comment expresses concerns related to the calculations used in the EIR for the number of vehicles that would be associated with the Project. The standards used in the EIR to calculate Project-related vehicles are well cited and well researched and are based on industry standards. With respect to the Shared Parking Analysis (Draft EIR, Appendix J-2), the Project's residential component would be predominately (82%) studio and 1-bedroom units, which typically have fewer residents per unit and thus lower parking demand than the housing stock as a whole. Therefore, the parking study is based on parking demand per bedroom rather than per dwelling unit. The Institute of Transportation Engineers

(ITE) data (used for parking spaces per bedroom), a nationally recognized source, are from surveys in numerous states, including California, over the past few decades. Data from Palo Alto, California, is shown for comparison only and indicated less parking demand even in areas not well served by transit (and even less near CalTrain). Additionally, census data indicates less than 2 cars per dwelling unit for apartments in the City. As such, existing data supports a parking rate in El Segundo of less than 2 cars per dwelling unit. The City of Los Angeles uses parking metrics of 1 space per dwelling unit of less than 3 habitable rooms (typically a studio), 1.5 spaces per dwelling unit to 3 habitable rooms (typically a 1-bedroom unit), and 2 spaces per dwelling unit for more than 3 habitable rooms (typically a 2-bedroom unit). The proposed Project residential parking demand rates were estimated at 1 space per bedroom, based on the ITE data. The proposed Project would supply residential parking on the following rates: 1 space per studio, 1.5 spaces per 1-bedroom unit, 2 spaces per 2-bedroom unit, and 1/3 guest space per dwelling unit, similar to what is used in the City of Los Angeles and in line with the Census data of vehicle ownership in the City. The 0.5-space rate does not mean that half-sized spaces would be provided; rather, this indicates that the parking requirement for the 1-bedroom units was calculated assuming an average of 1.5 spaces per unit. (As such, some 1-bedroom units could support a single-car household, while others could support a two-car household.) The shared parking analysis (Draft EIR, Appendix J-2) shows that there would be sufficient parking for all uses that are part of the Project and therefore, overflow parking is not anticipated.

With respect to commenter's concerns about the traffic, noise, and safety analyses, Project traffic volume estimates (i.e., vehicular trips) are not based on the number of parking spaces in the parking study. Rather, the number of vehicles trips associated with the Project are based on ITE trip generation rates, which are industry standards that are widely used for transportation analyses. Therefore, the shared parking analysis and the parking rates have not affected estimates of the Project's vehicular trip generation or related analyses, such as noise.

Regarding the commenter's concerns for quality of life effects, see Response to Comment I21-12.

I21-8 The comment suggests that single-family homes to the west of the Project were "excluded" as studied receptors, and that the height of the Project buildings may introduce new noise sources (e.g., parking garage-related sounds) and may lead to LAX aviation noise reflection.

As noted on pages 4.10-5 and 4.10-6 of Section 4.10, Noise of the Draft EIR, "Additional sensitive receptors are located farther from the Project site in the surrounding community, such as single-family residences west of Washington Street, and due to this increased distance (over 500 feet from the Project boundary), those receptors would be less impacted by noise and vibration levels than the above-listed sensitive receptors." As such, single-family homes were not excluded from the Draft EIR as noise-sensitive receptors; the nearest sensitive receptors are analyzed to provide the most conservative analysis. Nevertheless, additional information regarding noise impacts to the single-family residential neighborhood west of Washington Street has been added to this response, for informational purposes.

Off-site receptors closer to the proposed Project parking garage would likely experience the same types and magnitudes of low-speed automotive traffic and parking-related noises that are already present from the existing grade-level open parking lots currently on the Project site that are part of the existing outdoor ambient sound environment. The proposed Project parking garage may elevate the position of some of these sources to heights above the roofs of the multi-family homes along Indiana Street, so that the structures of these multi-family homes no longer occlude the direction sound paths from these

parking lot sources. But while intermittent sounds from the new Project parking garage may travel over the top of pre-existing multi-family residential buildings, this sound would be greatly attenuated by distance for the single-family residences. By way of example, a sound level at 50 feet from a parking garage source would be 20 dB less at a receptor 500 feet away, which is sufficient to reduce the new parking noise emissions to levels that would not be considered substantial increases to the exterior noise environment of the single-family home neighborhoods.

Potential perceptible (i.e., at least 3 dB) noise amplification due to sound-reflecting building facades is addressed in Response to I21-4.

Addition of the proposed buildings would introduce more path-occluding barriers between Pacific Coast Highway roadway traffic and the neighborhoods to the west, which is demonstrated in Table 4.10-6 of the Draft EIR. This table is emulated below as Table 2-5, and ST7, has been added. ST7 is a representative receptor on Washington Street (west side, mid-block between East Palm Avenue and East Elm Avenue) to demonstrate consideration of the single-family neighborhood west of Washington Park.

Table 2-5. Off-Site Roadway Traffic Noise Modeling Results

Figure 4.10-1 Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level (dBA CNEL)	Existing (2019) Plus Project Noise Level (dBA CNEL)	Future (2025) Noise Level (dBA CNEL)	Future (2025) Plus Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1 (west of Indiana Street)	59	56.1	59.5	55.5	-4
ST2 (northwestern Project boundary)	55	55.9	55.2	55.7	0.9
ST3 (eastern Project Boundary approximately 50 feet from PCH)	69.5	68.2	70.3	68.7	-1.6
ST4 (northeast corner of E. Mariposa Avenue and Illinois Court)	63	62.7	63.4	62.9	-0.5
ST5 (northern Project Boundary approximately 30 feet from E. Palm Avenue)	59.2	57.9	59.8	58.5	-1.3
ST6 and LT1 (eastern Project Boundary approximately 50 feet from PCH)	69.5	69.6	70.2	70.2	0.1
ST7 (west of Washington Street) ¹	54.5	54.6	55.2	55.1	0.1

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel

¹ Added assessment location—see Response to Comment I21-22 for a figure showing the location of ST7

As shown in the table above, the anticipated change in traffic noise level at ST7 is no greater than 0.1 dB, which is much less than a 3 dB change and hence a less than significant impact. This additional information that has been included herein does not require recirculation of the Draft EIR for public review, because it does not add a new significant impact, increase the severity of a previously identified impact, introduce a new alternative or mitigation measure, or indicate that the EIR was fundamentally inadequate and conclusory in nature (CEQA Guidelines Section 15088.5(a)).

I21-9 Issues raised in Response to Comment I21-9 are also raised in Response to Comment I21-7. As such, see Response to Comment I21-7.

I21-10 This comment raises four points of concern. The first point is that the number of vehicles estimated for the Project is underestimated and thus traffic would be an issue in the surrounding neighborhoods. The second point is that traffic would increase on Mariposa Avenue heading to and from Downtown El Segundo. The third point is that the Project would contribute to increased traffic in the neighborhood streets surrounding the Project site by Project vehicles bypassing congested intersections. Finally, the comment brings up concerns that the addition of the right-turn lane on Mariposa Avenue at Pacific Coast Highway would not be enough to alleviate the increased vehicle volumes associated with the Project.

Regarding the estimation of Project-generated vehicle trips, these estimates are based on ITE trip generation rates, which is a nationally recognized source. These rates are calculated by surveying the number of vehicle trips to and from a variety of locations for a certain land use. ITE reports a trip generation rate that relates the number of vehicle trips to a characteristic of the land use, such as dwelling units or square footage. The vehicle traffic analyzed is for the AM and PM peak hours on weekdays. As such, Project traffic volume estimates are not based on the number of parking spaces in the parking study but rather are based on the ITE trip generation rates.

The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). This analysis addresses traffic on Mariposa Avenue heading to and from Downtown El Segundo. The traffic study estimates that the Project would add 16 vehicles during the AM peak hour and 20 vehicles during the PM peak hour along Mariposa Avenue (see Draft EIR, Appendix J-1). As such, traffic would increase to/from downtown along Mariposa Avenue; however, such increases would be relatively minor. Furthermore, automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)).

Regarding increased traffic on neighborhood streets, intersection congestion (particularly at Pacific Coast Highway and Mariposa Avenue), and the efficacy of the proposed Project intersection improvement at Pacific Coast Highway and Mariposa Avenue, please see Response to Comment I21-6. As stated in Response to Comment I21-6, the improvements in this intersection's operations are demonstrated through quantitative analysis provided in Appendix J-1. Specifically, the analysis shows that LOS at the Pacific Coast Highway/Mariposa Avenue intersection is better with the addition of the Project-related improvement than without, in both the "existing with Project" and "future with Project" traffic scenarios. A queuing analysis was conducted for the eastbound approach with and without the Project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E of Appendix J-1, in the Draft EIR. More specifically, the new right-turn lane is projected to improve capacity at this intersection from 78% capacity during the AM peak hour and 88% capacity in the PM hour without the Project to 75% capacity in the AM peak hour and 86% capacity in the PM peak hour with the Project and the right-turn lane. Therefore, the Draft EIR estimated that Project traffic going north on Pacific Coast Highway would use Mariposa Avenue, since the Mariposa Avenue/Pacific Coast Highway intersection is expected to function well, particularly after the proposed Project improvement at this intersection.

I21-11 This comment states that high-density housing is impactful. The proposed Project, including its residential component, has been evaluated for environmental impacts under CEQA throughout the EIR. While some impacts on the environment have been identified in association with the proposed Project, almost all impacts can be mitigated to below a level of significance. (The one exception is an impact associated with consistency with the Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022¹² and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details.) As such, while impacts would be associated with the Project (including its residential component), impacts have been disclosed to the public and decision makers and all direct physical impacts on the environment can be mitigated to levels less than significant.

I21-12 This comment consists of suggestions for alternative locations to the Project and states that alternate locations seem to be viable. The suggested alternate locations are as follows: (1) east of Pacific Coast Highway or south of Grand Avenue; and (2) standard-density housing across multiple areas, including east of Pacific Coast Highway and within the Smoky Hollow Specific Plan area. The commenter suggests rezoning areas east of Pacific Coast Highway and within the Smoky Hollow Specific Plan area to accommodate mixed-use residential land uses. The commenter also points out that approximately 75% of the City's land area does not have any residents.

Alternatives to the proposed Project, including alternate locations, are evaluated in Chapter 6 of the Draft EIR. Alternate locations to the proposed Project site were ultimately rejected as infeasible. The reasons for this conclusion are summarized below, followed by a description as to why the commenter's specific suggestions for alternate locations are determined to be infeasible.

Infeasibility of Alternate Locations

- (1) Alternate locations would not avoid or reduce the Project's environmental impacts. As stated in Section 15126.6(f)(2)(A) of the CEQA Guidelines, the key question and first step in analyzing alternative sites is whether any of the significant effects of a project would be avoided or substantially lessened by putting that project in another location. Only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the EIR. There are no significant and unavoidable impacts associated with the proposed Project that relate to the location of the Project site, and development of the Project on another site in the City is not likely to lessen or avoid the environmental impacts that require mitigation. Rationale for this determination is provided in Section 6.4 of the Draft EIR.
- (2) No known sites are available within the City of an approximately equivalent size to the Project site that could be redeveloped with a mixed-use, hotel, commercial, and residential development. One of the factors for feasibility of an alternative, as defined in the CEQA Guidelines, is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." The City evaluated the possibility for other sites, and this evaluation is summarized in Section 6.4 of the Draft EIR. The City determined that potential alternate locations were not suitable due to a variety of factors (land use designations, hazardous site conditions, and/or property ownership.)

¹² South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

Suggested Alternate Locations

The commenter's specific suggestions for alternate locations are addressed as follows:

- **East of Pacific Coast Highway or south of Grand Avenue.** The commenter suggests developing the proposed Project on the east side of Pacific Coast Highway and/or to the south of Grand Avenue. The commenter presents the option of rezoning a site on the east side of Pacific Coast Highway to accommodate mixed-use residential. As stated in Section 6.4 of the Draft EIR, development of the Project on another site along Pacific Coast Highway could provide a transition from the City's offices to the east and residential uses to the west, similar to the proposed Project site. However, other sites along Pacific Coast Highway were determined to be infeasible because no such sites are under control by the Project applicant, which is a factor for feasibility under CEQA. Additionally, other sites along Pacific Coast Highway may not be considered by the City to be appropriate for the increased height and density that is proposed for the Project. Furthermore, locating residential uses east of Pacific Coast Highway would place new residents farther away from services and amenities, such as parks, City Hall, the police station, and schools. This may result in increased vehicle trips within the City and/or increased development impacts, in the event that new public services and amenities need to be developed elsewhere in the City. Residents would also be required to cross Pacific Coast Highway to access public services, which could present increased traffic safety effects. The City did consider a parcel located near Pacific Coast Highway and Rosecrans Avenue, between The Point Shopping Center and Plaza El Segundo. However, the parcel is between two sets of railroad tracks and is contaminated due to historic heavy industrial uses. Further, the former owner, Chevron, recorded restrictions on most of the properties in this area to prohibit residential and hotel uses. In general, the areas south of Grand Avenue are highly industrialized, and adding residences to this area would likely introduce an incompatible land use.
- **Smoky Hollow Specific Plan Area.** The commenter suggests use of the Smoky Hollow Specific Plan area as an alternate location for the proposed Project. The Smoky Hollow Specific Plan area extends east to west and is bounded by Indiana Street and Pacific Coast Highway to the east, downtown El Segundo to the west, and the Chevron oil refinery to the south. In response to shrinking manufacturing demand, declining investment, and parking issues, the City adopted the first Smoky Hollow Specific Plan in 1986. The updated Smoky Hollow Specific Plan (City of El Segundo 2018) sets a regulatory and planning framework that focuses development efforts on revitalizing buildings for incubator industrial and office space. Although the Smoky Hollow Specific Plan is intended to facilitate redevelopment, the land use regulations within the Smoky Hollow Specific Plan are focused on one- and two-story commercial and industrial development, the land parcels are small and land assemblage could be a major obstacle, and would generally be incompatible with the Project's residential uses. Moreover, according to Table 2-1, Allowed Land Uses Table, of the Smoky Hollow Specific Plan, only "caretaker units" are permitted as accessory uses within the Specific Plan boundaries. Additionally, slightly greater air quality, land use, and transportation (vehicle miles traveled) impacts could occur if the proposed Project was developed within the Smoky Hollow Specific Plan area. For example, the proposed site is just over 0.5 miles from the Metro C Line Mariposa Station, whereas most areas within the Smoky Hollow Specific Plan area are farther away from a Metro C Line station, thereby reducing potential access to regional transit for the Project's 618 future residents. For

these reasons, use of the Smoky Hollow Specific Plan area as an alternate Project location was rejected as infeasible.

- **Standard-Density Housing in Multiple Areas.** The commenter suggests building housing in multiple areas by rezoning property to the east of Pacific Coast Highway and/or in the Smoky Hollow Specific Plan area in order to spread out new housing and associated impacts. Use of areas to the east of Pacific Coast Highway and use of the Smoky Hollow Specific Plan area as alternate locations for the proposed Project were rejected as infeasible for the reasons described above. Additionally, using more land area to develop the proposed Project would increase environmental impacts in many categories. Use of additional land area, which would be required for reduced density development, would increase grading and ground disturbance during construction, which would likely lead to increased air quality impacts and greenhouse gas emissions. Construction traffic would affect more roadways within the City and construction noise would affect additional sensitive receptors. The potential to affect cultural resources during ground disturbing activities could increase, as would the potential for biological resources to be encountered and disturbed. The demands on public services and utilities within the City would be similar and may even increase, in the event that the dispersed housing allowed for larger dwelling unit sizes and/or more landscaped areas per unit. Vehicular trip generation would be the same or similar, and while the added vehicles may be spread out, similar thoroughfares that are used by many residents in the area may be similarly affected, since the total number of vehicles being added to the roadway network would not change. Furthermore, the applicant would need to control multiple, dispersed sites throughout the areas east of Pacific Coast Highway and/or within Smoky Hollow, and these properties would also need to be suitable for residential development. The applicant does not have control of any such properties that would allow for the dispersal of the proposed Project across larger land areas. For these reasons, development of the proposed Project across multiple areas is not considered feasible.

In support of their third suggestion (“standard-density housing in multiple areas”), the commenter states that the proposed Project would be “forcing a few people to bear the brunt of reasonably foreseeable impacts” and provides the examples of lower quality of life and devaluing of property. The commenter suggests that spreading out the proposed housing could alleviate these concerns.

While quality of life is not a topic that is specifically addressed under CEQA, effects to surrounding neighborhoods, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. With implementation of mitigation measures MM-AQ-1, MM-HAZ-1, MM-HAZ-2, MM-NOI-1, and MM-TRA-1, impacts in these categories were determined to be below a level of significance (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022¹³ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details). Economic effects such as property values are not discussed in the EIR, since these are not issues related to environmental impacts under CEQA. (See CEQA

¹³ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

Guidelines, Section 15131.) However, the commenter's concerns regarding property values and quality of life and their suggestions for, and support of, alternative locations will be provided to decision makers for their review and consideration as part of this Final EIR.

I21-13 The commenter notes that COVID-19 prevented the study/EIR from verifying the data in field. The transportation impact analysis for the proposed Project includes operational analysis of 12 intersections included in the traffic study area. The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). The AM and PM peak hour traffic counts at these intersections were collected in 2019 during the months of May and October. The COVID-19 shelter at home restrictions were imposed in March 2020 and therefore did not affect the field data collected for the traffic analysis of study area intersections. The existing conditions described for roadways, transit, bike, and pedestrian facilities were verified using most recent data and documents available, including Google Earth imagery.

Please see the response to I21-22 that provides a summary of measured samples of the existing outdoor ambient sound environment in the vicinity of the Project. These measurements were performed in May 2021, and the collected data was used to compare with previous estimates and to verify the appropriateness and accuracy of traffic noise modeling presented in the Draft EIR.

I21-14 The commenter states that the Project objective of improving the jobs/housing balance, contributing to a response to the regional housing shortage, and supporting existing businesses in the area could be achieved through building the Project in an alternate location. Specifically, the commenter suggests that building the Project south of Grand or east of Sepulveda Boulevard would alleviate effects on residents near the proposed Project site. The commenter also states that telecommuting allows many people to work from any location and that the largest employer in the area (LAX) employs people who already live in close proximity.

As described in Response to Comment I21-12, alternate locations for the proposed Project to the south of Grand Avenue and/or east of Sepulveda Boulevard (i.e., Pacific Coast Highway) have been rejected as infeasible. (Note that Sepulveda Boulevard becomes Pacific Coast Highway south of LAX.) At a different location in the City, the proposed Project would still achieve the objective that the commenter cites (improving the jobs/housing balance, providing housing, and supporting existing businesses in the area). However, alternate locations were rejected as infeasible for more reasons than consistency with only the Project objectives, such as property ownership, land use compatibility, land use designations, and failure to avoid or lessen the Project's significant effects.

The commenter further states that the Project's objective of reducing single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and City's Downtown is "not a reality." The commenter lists several concerns related to this objective: no study was done of current residents' use of transit; well-established mass transit has not worked in the Los Angeles area; downtown is not within walking distance of the Project site; reliance on walking to justify dense housing is not realistic; and, the infrastructure and widespread adoption of transit use is not in place to support this objective.

For concerns regarding transit and walkability, see Responses to Comments I18-4 and I18-5. These responses specifically address concerns regarding the distance between the proposed Project site and nearby transit facilities, with respect to walkability. Regarding the Project's proximity to downtown El Segundo, the distance is approximately 1.5 miles, which equates to an approximately 30-minute walk. While the potential for walking to downtown is mentioned in the EIR and is set forth as part of one of the Project objectives, the analysis in the EIR is not based on the potential for future Project residents to walk to downtown El Segundo. Rather, as explained in Response to Comment I18-4, a conservative trip credit for alternative transport modes was taken for the purposes of the Project's vehicle trip calculations. The trip credit is minimal (5% of the Project's total vehicle trips) and is based on the mixed-use nature of the Project and Project area, combined with proximity to transit.

The EIR evaluates the environmental impacts of the proposed Project based on the existing conditions of the Project site and area; applicable standards that are in place at the local, regional, state, and national levels; and, conservative assumptions based on default data from similar project types. While the availability of transit and the mixed-use nature of the Project and its surroundings may present a potential environmental benefit and are features discussed in the EIR, the environmental conclusions in the EIR do not hinge upon widespread use of alternative transport modes amongst the future residents, employees, guests, and visitors of the proposed Project. Rather, the analysis assumes that a majority of the future residents, employees, guests, and visitors would use single-occupancy vehicles. Regarding the commenter's question about studying the transit and walking habits of current residents, such an analysis is not required to assess the proposed Project's consistency with local and regional planning documents or policies, as stated in Response to Comment I21-2, or required to assess any environmental impacts pursuant to CEQA.

It is ultimately the decision of the City's elected officials to approve or deny the proposed Project. CEQA requires decision makers to weigh the potentially significant environmental impacts of a project against its potential benefits. As such, Project approval would likely be based on a variety of considerations, not just the potential walkability of the Project. Rather, walkability and reduced use of single-occupancy vehicles would be considered a potential benefit amongst several, to be weighed against the Project's impacts.

I21-15 The comment suggests that there would be a permanent increase in noise due to the Project and lists human activity, population growth, high density, and roadway traffic noise as potential noise-related concerns.

Permanent increases in noise associated with the proposed Project are addressed pursuant to CEQA in Section 4.10, Noise of the Draft EIR. The analysis therein considers increased roadway traffic noise associated with the Project, as well as noise from outdoor uses associated with the Project (e.g., pools, outdoor amenities, and mechanical equipment). Operational (i.e., permanent) noise impacts were determined to be less than significant. Roadway traffic noise increases attributed to the Project have been assessed in the Draft EIR, and Response to Comment to I21-8 includes a reproduced version of Table 4.10-6 from the Draft EIR (identified as Table 2-5 in this section), which includes consideration of an additional representative receptor, ST7, within the single-family residential neighborhoods west of Washington Park that are over 500 feet west of the Project site. While some outdoor areas near the Project are expected to experience an increase in outdoor ambient noise where it is already dominated by roadway traffic, the increases are expected to be less than significant, as demonstrated in the Draft EIR.

Regarding the commenter's statements about alternative sites south of Grand Avenue or east of Pacific Coast Highway, refer to Responses to Comments I21-12 and I21-31. As described above, the proposed Project would not result in significant traffic noise impacts to existing residents. As such, no potentially significant traffic noise impacts have been identified requiring the identification of mitigation measures or alternatives to avoid or reduce the impact pursuant to CEQA.

Regarding the commenter's graphical depiction of the high-density nature of the proposed Project, the graphic compares the density of two-story, multi-family residential units located approximately 0.75 miles north of the Project site to the density of the proposed Project. This density comparison does not pertain to the adequacy of the environmental analysis in the EIR. For a response to concerns regarding the Project's density, refer to Response to Comment I21-11.

I21-16 This comment features a "LAX Noise Pollution Propagation" diagram, which illustrates a concern regarding potential aviation traffic noise reflecting upon three structures that include the proposed PCC North building. The rendering in the comment suggests that aircraft noise from LAX traffic would beam directly towards PCC North and then would reflect west towards existing neighborhoods. Please refer to Response to Comment I21-4 related to potential noise reflection from proposed Project buildings.

I21-17 This comment states that the Project's impacts with respect to unplanned population growth should be considered substantial. The commenter further states that high-density housing is impactful to a community and region that has never had this type of development. The commenter states that the infrastructure to support "this drastic change" is not yet available and the population has not given up vehicles. The commenter suggests that spreading out housing would make more sense and would put new residents closer to transit.

The proposed Project's impacts related to population and housing are evaluated in Section 4.11 of the Draft EIR. Impacts in the category of population and housing are identified; however, impacts were determined to be below a level of significance, based on the substantiation and evidence provide in Section 4.11. Under CEQA, a population growth impact occurs when a project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). In order to determine whether the Project would induce substantial unplanned population growth, the number of residents, households, and employees that may be generated by the Project were estimated and then compared to growth forecasts for the City and region. As described in Section 4.11, the number of housing units that would be developed as part of the proposed Project would not exceed projections for housing growth within the City, as set forth by SCAG in the 2020-2045 RTP/SCS. The proposed Project's 263 new residential units would assist the City in meeting the mandated RHNA allocation and would be consistent with and supportive of the City's 2021-2029 Housing Element projections for new residential units within the City. As such, the number of housing units associated with the proposed Project would fall within growth projections and would assist the City in meeting state mandates for the provision of new housing.

As further described in Section 4.11, the proposed Project would accommodate an expected 618 residents, which would exceed SCAG population growth forecasts for the City. However, as demonstrated in the City's General Plan growth projections, the City anticipated more robust residential growth than was able to be realized. The proposed Project would thus fulfill prior population projections that were formulated when the City's General Plan was written. Furthermore, the proposed Project

would support SCAG's goals and strategies for growth in the region, as detailed in Sections 4.9 and 4.11 of the Draft EIR. Because the proposed Project would support SCAG's goals and strategies, and because the proposed Project would assist the development of new housing that would improve the City's job/housing balance, impacts related to population growth were determined to be less than significant. Although the proposed Project would provide a resident population that exceeds SCAG's projections, this growth is not considered substantial and it would further attainment of local and regional goals. For these reasons, and as further detailed throughout Section 4.11 of the Draft EIR, the proposed Project's population growth was determined to be less than significant, based on the thresholds established under CEQA.

Regarding availability of infrastructure, the proposed Project's potential effects on utilities, service systems, and public services are evaluated in Sections 4.12 and 4.15 of the Draft EIR. No significant impacts were identified, which indicates that the proposed Project would not require new off-site infrastructure or substantial expansions to existing infrastructure. Moreover, the Project applicant would pay all applicable development impact fees pursuant to Chapter 27A of the El Segundo Municipal Code. Concerns regarding the availability and use of transit are addressed in Responses to Comments I18-4, I18-5, and I21-14. The commenter's suggestion to develop the proposed Project across a larger area of land is addressed in Response to Comment I21-12. As stated therein, spreading the proposed housing units across a larger area of land would increase environmental impacts in multiple categories. Furthermore, spreading new housing units across a larger area of land in the City would be expected to place some residents further away from transit services.

I21-18 This comment describes the parks that are within proximity to the Project site that states that the EIR's determination that the Project would not impact parks requires additional explanation. The comment further states that traffic would impact the nearby parks and could be a safety hazard.

The topic of public services and recreation, including parks, is analyzed in Section 4.12 of the Draft EIR. As discussed in Section 4.12, the significance criteria used to evaluate impacts to recreation and parks are based on Appendix G of the CEQA Guidelines. Under CEQA, impacts to recreation would occur if a project would result in physical deterioration of a recreational facility due to increased use of recreational facilities; if the construction or expansion of recreational facilities associated with the Project would result in an adverse physical effect on the environment; or if a project were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities (including parks), the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

The proposed Project was evaluated using these significance criteria to determine whether a potentially significant impact to parks and recreation could occur. The Draft EIR analysis concluded that the additional residents associated with the proposed Project would likely use the nearby public parks and recreation facilities. However, based on the City's current ratio of residents to park acreage and the number of new residents associated with the proposed Project, the analysis determined that the proposed Project would not cause an exceedance in the existing standards of service for parks. Additionally, the El Segundo Recreation and Parks Department was contacted as part of the data gathering for the EIR. The department indicated that no new/expanded public parks or recreational facilities would be required as part of the proposed Project. Further, the Project would include common open space areas, including rooftop pools and community rooms. These on-site amenities would

provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities. Finally, the Project applicant would pay all applicable development impact fees pursuant to Chapter 27A of the El Segundo Municipal Code. For these reasons and as further demonstrated in Section 4.12 of the Draft EIR, the Project's impacts to parks and recreational facilities were determined to be less than significant. For concerns regarding traffic-related safety and nearby parks, see Response to Comment I21-5.

I21-19 This comment states that Alternative B would be a viable alternative. The commenter notes that some of the Project objectives would not be met but that it would lessen the overall impact to the community. City decision makers have the ability to approve the proposed Project or any of the alternatives evaluated in the EIR (including Alternative B). As such, the commenter's support for Alternative B will be included in this Final EIR for review and consideration by decision makers.

I21-20 This comment outlines the topics to be addressed in the forthcoming portions of the commenter's letter. Please refer to Responses I21-21 through I21-31, below.

I21-21 It is assumed that these comments refer to single-family home neighborhoods west of Washington Park. Please refer to Response to Comment I21-16. While the Draft EIR noted that such noise-sensitive receptors are over 500 feet from the Project site boundary, a representative receptor "ST7" has been added to the roadway traffic noise assessment and appears in the reproduced Table 4.10-6 (identified as Table 2-5 herein) appearing in Response to Comment I21-8. Increases in roadway traffic noise at this newly considered representative receptor show that the neighborhood west of Washington Park would be expected to experience a less than significant traffic noise impact for both sets of modeled with-Project scenarios.

I21-22 The comment makes remarks with respect to traffic in the Project vicinity, and includes an observation implying that existing outdoor ambient sound levels were not measured. As the Draft EIR notes, such existing outdoor noise levels were estimated at the time of the Draft EIR preparation because of COVID-19 response conditions that were in place and likely suppressed otherwise typical roadway traffic flows and volumes.

However, as COVID-19 response conditions have relaxed or otherwise resulted in an apparent return-to-normalcy setting for the existing sound environment in the vicinity of the Project at the time of the preparation of this Final EIR, short-duration (approximately 15 minutes each) investigator-attended sound pressure level (SPL) measurements were performed during daytime hours on May 18, 2021 and are summarized in the following table, with approximate measurement locations appearing in the subsequent map figure. An unattended long-duration SPL monitor was also deployed and collected successive five-minute duration SPL interval data that are displayed in Figure N-2 following the SPL survey location map (Figure N-1). Consistent with expectations, the plot of L_{eq} values at LT1 rises and falls with varying levels of roadway traffic on Pacific Coast Highway over the course of the sampled diurnal cycle from May 18-19, 2021.

This collected measurement data, appearing in Table 2-6 and Figure N-2, was used to check estimates of existing noise levels in support of the traffic noise modeling effort. For example, the measured L_{eq} value of 58.9 dBA at ST1 during the indicated late-afternoon sample period primarily represents acoustic contribution from outdoor sound sources such as nearby and distant traffic from a variety of

vicinity roadways. The modeled 59 dBA CNEL shown in Table 2-5 for “Existing (2019)” noise level at this location very closely agrees with this measured L_{eq} daytime sample, and is consistent with expectations. As exemplified by the long-term (24-hour) measurement sample plot in Figure N-2, traffic noise L_{eq} at night would be less than the L_{eq} during the day and would tend to offset the CNEL-related upward decibel adjustments during the nighttime period, thus resulting in daytime L_{eq} being comparable to the calculated CNEL value. Aside from the introduction of a new receptor “ST7” to represent the more distant single-family residential community west of Washington Park, the presented predicted traffic noise levels for the modeled scenarios shown in the new Table 2-5 (see response to I21-8) are the same as those presented in the Draft EIR.

Table 2-6. Measured Existing Outdoor Ambient Sound Pressure Levels (SPL) in Project Vicinity

Measurement Location Tag and Summarized Description	Date (mm/dd/yy) and Approx. Start Time (hh:mm) to End Time (hh:mm)	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)	L_{90} (dBA)
ST1 (west of Indiana Street)	05/18/21 15:59 to 16:14	58.9	68.7	54.2	55.3
ST2 (northwestern Project boundary)	05/18/21 17:53 to 18:08	64.3	83.4	55.3	55.9
ST3 (eastern Project Boundary approximately 50 feet from PCH)	05/18/21 16:21 to 16:36	78.0	86.6	61.4	69.0
ST4 (northeast corner of E. Mariposa Avenue and Illinois Court)	05/18/21 17:35 to 17:50	63.9	82.0	54.0	56.3
ST5 (northern Project Boundary approximately 30 feet from E. Palm Avenue)	05/18/21 17:12 to 17:27	64.0	90.0	53.7	55.3
ST6 and LT1 (eastern Project Boundary approximately 50 feet from PCH)	05/18/21 16:52 to 17:06	76.7	89.5	58.6	66.6
ST7 (west of Washington Street)	05/18/21 15:04 to 15:19	61.1	72.5	55.0	55.9

dBA = A-weighted decibel; L_{eq} = energy-equivalent sound level; L_{max} = maximum measured sound level; L_{min} = minimum measured sound level; L_{90} = sound level exceeded ninety percent (90%) of the cumulative intervals during the measurement period

The comment also inquires if traffic noise was modeled on “Mariposa and back streets.” The reproduced Table 2-5 includes both ST4 and newly added ST7, which are the same measurement locations appearing in the above data table.

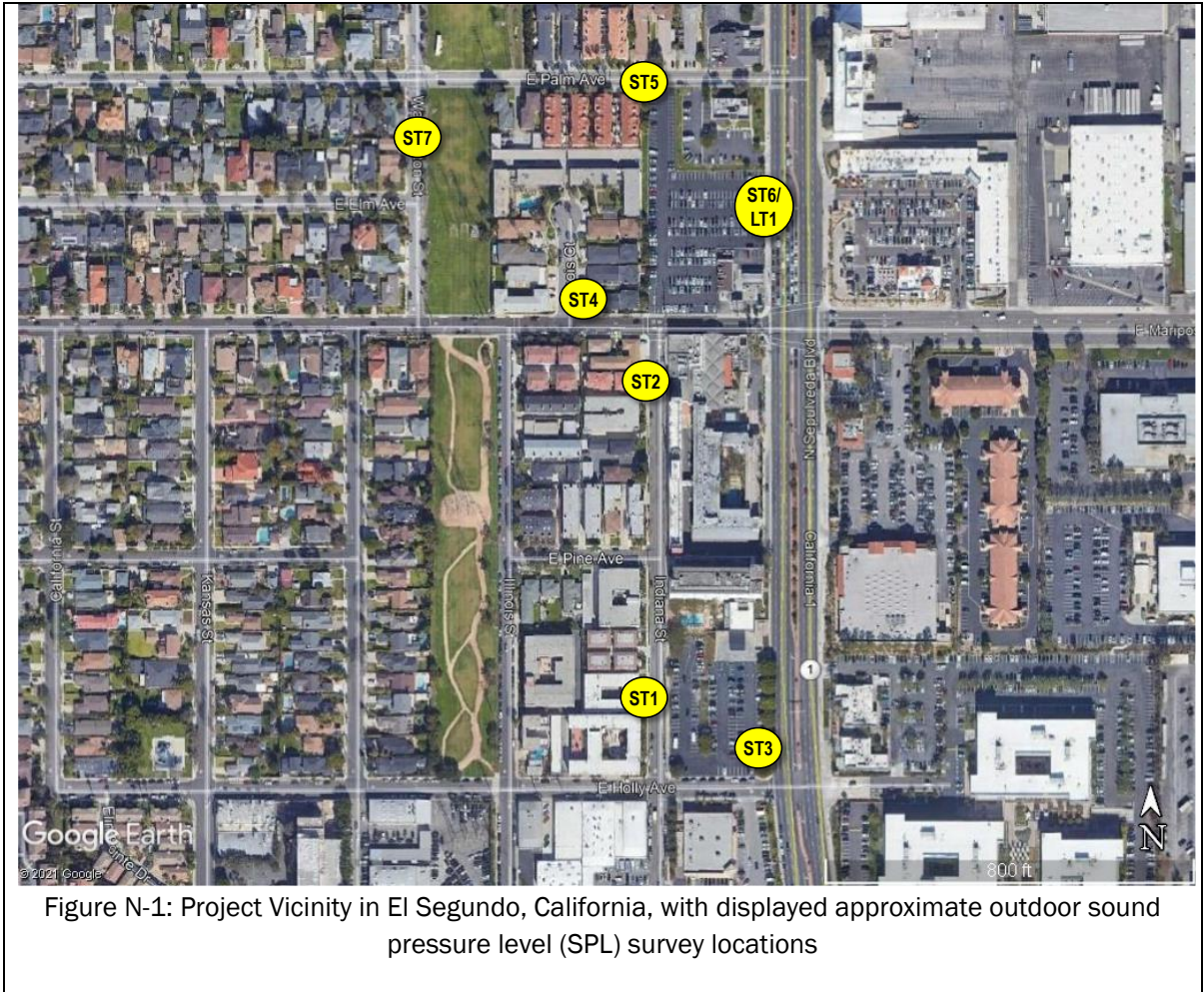
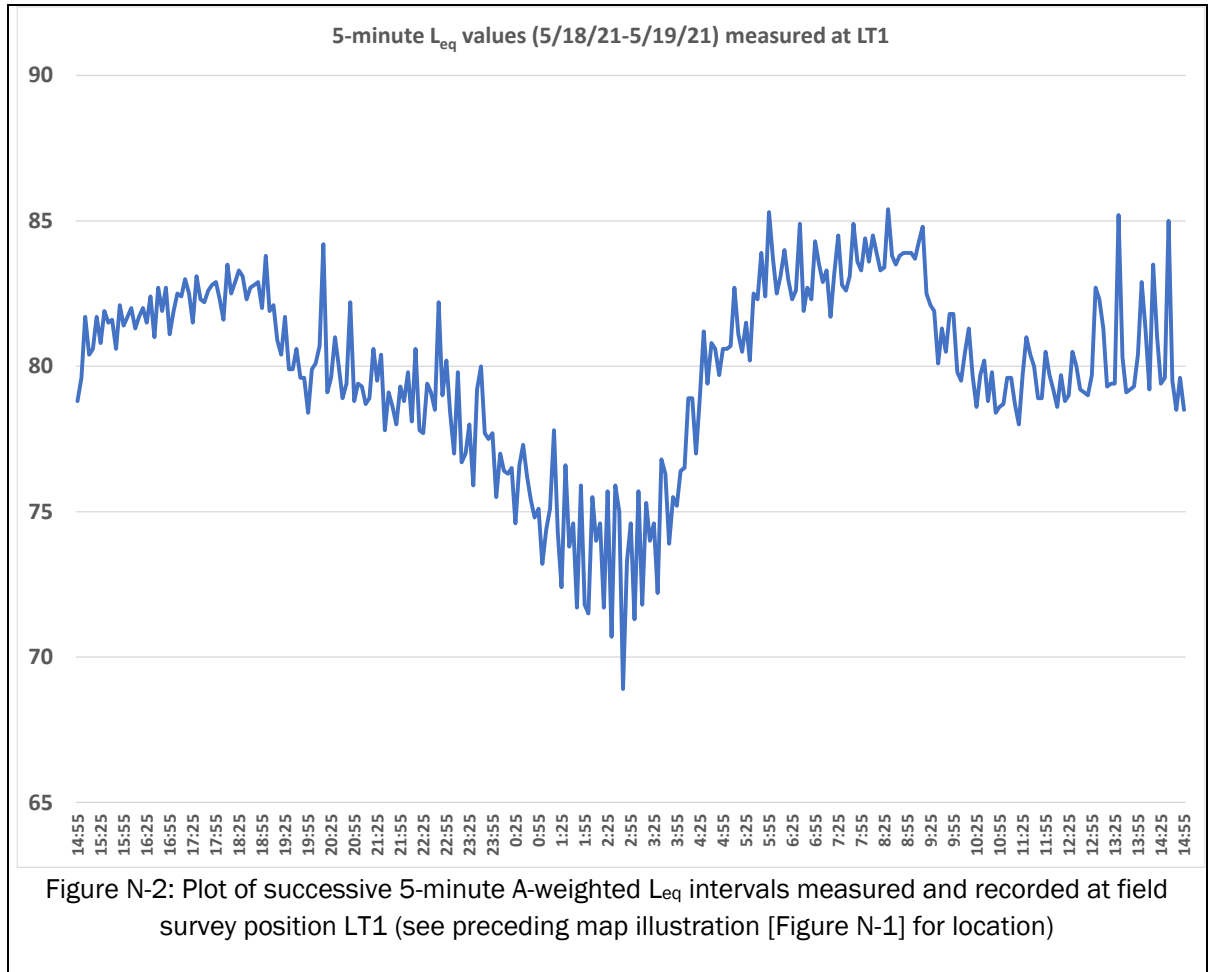


Figure N-1: Project Vicinity in El Segundo, California, with displayed approximate outdoor sound pressure level (SPL) survey locations



I21-23 The comment refers to sampled City of El Segundo General Plan content shown on Page 4.10-9 of the Draft EIR. Pages 4.10-16 through 4.10-19 of the Draft EIR present and discuss potential exterior noise intrusion to future residents anticipated due to the Project. For existing off-site receptors, please refer to Response to Comments I21-8 and I21-22, above.

I21-24 The comment observes that the property lines of nearest multi-family residences to the west of the Project are “as close as 15 feet to the PCC North” and suggests the planned Project parking garage will have “significant impact on Illinois Ct. residences.” These residences are currently exposed to low-speed vehicle traffic on existing parking lots occupying the area of PCC North and unobstructed bi-directional roadway traffic on Pacific Coast Highway. The planned structures of PCC North would eliminate much of the former (leaving only the portion of the existing parking lot north of E. Mariposa to become a gated private drive and thus remain a low-volume, low-speed vehicle area) and substantially obstruct the latter, which is anticipated to contribute to an overall net noise-reducing benefit for existing multi-family residences on Illinois Court, as the traffic noise prediction results for ST4 in Draft EIR Table 4.10-6 (and in the Response to Comment I21-8) also indicates.

I21-25 Please see Response to I21-22, which includes both added consideration of ST7, a representative receptor for the single-family home neighborhood west of Washington Park, and a report of newly-

collected outdoor ambient SPL data at the now seven representative assessment locations. As indicated in the response to I21-13, the collected samples of existing outdoor sound level were used to help validate the existing scenario for the traffic noise modeling effort and its results presented in the Draft EIR.

Regarding the commenter's statements about Project-related trip generation, see Response to Comment I21-7.

I21-26 Cumulative off-site traffic noise has been evaluated in Section 4.10.5 of the Draft EIR. This analysis references a quantitative assessment of off-site traffic noise and concludes that noise level increases of less than 3 dBA would occur along the studied sample roadways in the vicinity of the Project under the cumulative scenario. As such, the anticipated increases would be below significance thresholds (as further discussed in Section 4.10, Noise in the Draft EIR). As such, the EIR has addressed cumulative off-site traffic noise and demonstrates that impacts would be below a level of significance.

Regarding the commenter's concerns for property values and quality of life, these are not topics that are specifically addressed under CEQA. Refer to Response to Comment I21-12, which addresses the topics of quality of life and property values.

I21-27 The issues raised in this comment were also raised in Response to Comments I21-6, I21-7 and I21-10. Refer to Responses to Comments I21-6 and I21-10.

I21-28 Many of the issues raised in this comment were raised in Comments I21-6 and I21-10. Please see Responses to Comments I21-6 and I21-10.

This comment also points out that there are no Project-generated vehicles assigned to use the Pacific Coast Highway/Maple Avenue and Pacific Coast Highway/Walnut Avenue intersections, as depicted in the transportation study (Draft EIR, Appendix J-1). The commenter expresses concerns that this trip assignment is not accurate.

The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). The informational transportation analysis assigns 0 trips to the Pacific Coast Highway/Maple Avenue and Pacific Coast Highway/Walnut Avenue intersections because the analysis (Draft EIR, Section 4.13 and Appendix J-1) shows that the intersection of Pacific Coast Highway/Mariposa Avenue operates at LOS C under existing conditions (acceptable according to City standards) and LOS C/D under future base conditions. This intersection is also projected to operate at LOS C/D with the addition of the Project. Its operations would be improved with the Project as an eastbound right-turn lane will be added to the intersection as a Project feature. This right-turn lane is projected to improve capacity at this intersection from 78% capacity during the AM peak hour and 88% capacity in the PM hour without the Project to 75% capacity in the AM peak hour and 86% capacity in the PM peak hour with the Project and the right-turn lane. Therefore, the Draft EIR estimated that Project traffic going north on Pacific Coast Highway would use Mariposa Avenue and, as such, no turning vehicles were assigned to the Pacific Coast Highway/Maple Avenue and Pacific Coast Highway/Walnut Avenue intersections.

This comment also points out that 9 vehicles were assigned to use the Pacific Coast Highway/Palm Avenue intersection during the AM peak hour. This comment also infers that 9 vehicles using Pacific Coast Highway and Palm Avenue seems low compared to the 252 parking spaces that would be provided at PCC North. The vehicular trip estimates associated with the Project are based on ITE trip generation rates, which is a nationally recognized source. These rates are calculated by surveying the number of vehicle trips to and from a variety of locations for a certain land use. ITE reports a trip generation rate that relates the number of vehicle trips to a characteristic of the land use, such as dwelling units or square footage. The vehicle traffic analyzed is for the AM and PM peak hours and not based on the number of parking spaces provided. Based on these rates, PCC North is projected to generate 48 trips during the AM peak hour. Of these trips, most were assumed to use Mariposa Avenue and Pacific Coast Highway. The limited assignment of Project trips to the Palm Avenue at Pacific Coast Highway is intentional, due to the difficulty of making an eastbound left-turn across Pacific Coast Highway at this stop-controlled intersection.

I21-29 This comment states that the traffic study does not reflect the congestion in the area. However, the traffic conditions described and shown in the Draft EIR are based on empirical data collected in the Project area prior to the COVID-19 pandemic. See Section 4.13.1 of the Draft EIR and Appendix J-1. As such, the existing traffic conditions in the Project area are accurately reflected in the Draft EIR's transportation analysis.

This comment questions the methodology in which the number of vehicle trips generated by the Project was determined. This comment states that the Project-generated vehicle trips are determined by the Shared Parking Analysis. This is not correct; the Project traffic estimates are not based on the number of parking spaces but rather on standard ITE trip generation rates. These rates are calculated by surveying the number of vehicle trips to and from a variety of locations for a certain land use. ITE reports a trip generation rate that relates the number of vehicle trips to a characteristic of the land use, such as dwelling units or square footage. Please see the Response to Comment I21-30 for more detail regarding the parking analysis.

This comment also states that the analysis overestimates transit use and walking and that no survey was done of local residents regarding transit use or walking. This comment also points out that Downtown El Segundo is not a walkable distance from the Project site.

The analysis in the EIR assumes that 5% of the Project trips would take transit, walk, or bike. However, U.S. Census data from 2019 shows that 6.7% of residents in El Segundo take transit, walk, or bike. As such, data collected in the Project area indicates that the assumptions in the EIR analysis for use of alternative transportation modes are conservative in nature and that the EIR assumes reduced use of alternative transportation modes relative to current rates of use in the surrounding community. While the EIR describes the transit-oriented nature of the proposed Project and its proximity to existing businesses and services, the quantitative analyses (e.g., traffic generation, traffic-related noise generation) remain conservative with respect to vehicle use versus alternative transportation use. Furthermore, no additional walk/bike/transit trip generation credit was taken in the Draft EIR for the Project's proximity to Downtown El Segundo.

The comment also states that there is a lack of reliable transit in the Los Angeles area. However, the Metro C Line Mariposa Station is 0.51-mile from the Project site. Metro Line 232, LADOT Commuter Express Line 574, and Beach Cities Transit Line 109 also run along Pacific Coast Highway with stops

near the Project site. Metro C Line Mariposa Station is considered to be within walking distance of the Project site (see Appendix J-1 of the Draft EIR). The distance between the Project site and the Mariposa Station equates to an approximately 12-minute walk. Metro Route 232 has average headways of 20 minutes during weekday morning peak periods and 30 minutes during weekday afternoon peak periods (Draft EIR, Appendix J-1). Furthermore, to provide a better bus system for Los Angeles County, the NextGen Bus Plan was approved in October 2020 by Metro. Service improvements are planned for Metro Route 232 to provide a 15-minute frequency during peak hours. Nevertheless, as described above, the trip credits taken in the EIR analysis for transit use are conservative with respect to existing reliance on transit, walking, and bicycling in the surrounding community.

Regarding the commenter's question about studying the transit and walking habits of current residents, such an analysis is not required to assess the proposed Project's consistency with local and regional planning documents or policies, as stated in Response to Comment I21-2, and is also not required to assess any environmental impacts pursuant to CEQA. As described above, the assumptions used in the EIR are conservative with respect to existing reliance on transit, walking, and bicycling in the surrounding community.

Furthermore, the Project site is adjacent to a transit-priority area, which is an area delineated by SCAG to identify locations where transit use is practical and where transit-oriented development is encouraged. Plans and policies are in place at the local, regional, and state level to encourage increased use of alternative modes of transportation and to support mixed-used and higher density housing near transit. The proposed Project is supportive of these policies, as it would locate higher density housing and mixed-use development in proximity to transit. As these plans and policies are carried out, the use of alternative modes of transportation is also expected to increase over time, particularly in urbanized areas.

Please see Responses to Comments I21-6 and I21-10 regarding the Pacific Coast Highway and Mariposa intersection and residential streets.

I21-30 This comment provides an extensive review of the Shared Parking Analysis (Appendix J-2 of the Draft EIR). Responses to points raised in the comment are provided below:

- For concerns regarding transit in the Los Angeles area, see Response to Comment I21-29, above.
- The ITE data (used for parking spaces per bedroom in Table 1), a nationally recognized source, are from surveys in numerous states, including California, over the past few decades. They are not specific to New York or Chicago. Although Table 1 in the Shared Parking Analysis showed the whole range of parking rates provided by ITE for multifamily apartments, only the data in the final row of the table (general urban/suburban not within 0.5 mile of rail transit) was used in this study.
- The Palo Alto data is shown for comparison purposes only and indicates less parking demand even in areas that are not well served by transit.
- Two parking spaces per dwelling unit is the current code parking requirement in the City, as described in Table 2 of the Shared Parking Analysis. A Los Angeles standard for parking spaces does not actually exist; the City of Los Angeles, for example, uses 1 space per dwelling unit of less than 3 habitable rooms (typically a studio), 1.5 spaces per dwelling unit of 3 habitable rooms (typically a 1-bedroom unit), and 2 spaces per dwelling unit of more than 3 habitable

rooms (typically a 2-bedroom unit). Census data indicates less than 2 cars per dwelling unit for apartments in the City.

- Project traffic volume estimates used in the transportation analysis (Draft EIR, Section 4.13 and Appendix J-1) are not based on the number of parking spaces in the parking study but rather are based on ITE trip generation rates. The number of parking spaces shown in the shared parking analysis does not affect the trip generation or trip distribution shown in the traffic analysis.
- While ITE rates may not be customized for the Los Angeles area, the Project is predominately (82%) studio and 1-bedroom units, which typically have fewer people living in each unit and lower parking demand than the housing stock as a whole. Therefore, the parking analysis considered sources for parking demand per bedroom rather than per dwelling unit. To be conservative, the per bedroom rate for the General Urban/Suburban not within 0.5 mile of rail transit is used. The Palo Alto data is shown as a point of comparison. Census data from 2019 shows that 6.7% of residents in El Segundo take transit, walk, or bike. For more details regarding transit in the Project area and a response to the commenter's concerns about the transit use of the existing community, refer to Response to Comment I21-29, above.
- The half space in the "1.5 space per unit" rate used for the 1-bedroom apartments does not mean that half-sized spaces would be provided. Rather, this indicates that the parking requirement for the 1-bedroom units was calculated assuming an average of 1.5 spaces per unit. For example, these 1-bedroom units could be occupied by a single person with 1 vehicle or by a couple with 2 vehicles, which would average to 1.5 vehicles per unit.
- Overnight hotel parking counts were conducted on a Saturday night. Since the surveys were done overnight (when hotel demand is highest) at 2 AM, they were technically done early Sunday morning. Regarding seasonality, the hotels were 75% and 76% occupied on the nights of the surveys. Therefore, the rates were factored up to represent 100% occupancy when the hotel parking demands were estimated.
- The retail and restaurant parking demand numbers shown on Table 11 in the Shared Parking Analysis are from the shared parking spreadsheets shown in Appendix B of the Shared Parking Analysis.
- The assigned parking for residents is not part of the shared pool of parking and therefore would not be shared with the hotels and commercial uses. The shared parking analysis shows that there would be a deficit of 21 spaces at the South Site at 10 PM, which can be accommodated at the Fairfield parking structure or PCC North (combined surplus of 27 spaces). The comment brings up the concern that individuals would need to walk to another structure to park their vehicles. The hotel would provide valet parking so guests would not have to walk to another structure to park their vehicles.

I21-31 This comment presents comments/concerns related to a number of topics: (1) suggestions for alternatives to the proposed Project; (2) concerns regarding the proposed Project, based on the Project's objectives; and (3) comments regarding the alternatives analysis in the Draft EIR. These topics are addressed as follows:

Suggested Alternatives

The commenter mentions the following suggested alternatives in this comment: alternative locations east of Sepulveda Boulevard (i.e., Pacific Coast Highway) and south of Grand Avenue; and, lower-

density housing in multiple areas, involving rezoning areas east of Pacific Coast Highway and within the Smoky Hollow Specific Plan area. Refer to Response to Comment I21-12 for responses to these suggested alternatives.

The commenter further states that an estimated 99% of City residents live in 25% of the City's land area. The commenter presents a diagram outlining the residential area of the City, with arrows pointing to non-residential areas, to depict the concept of developing residential land uses in areas of the City that are not currently used for that purpose. For the reasons enumerated in Response to Comment I21-12, dispersing the proposed Project across a larger area of land and constructing the proposed housing at a lower density would increase environmental impacts in multiple categories. Furthermore, the City is generally built out under current conditions. As such, building residences throughout areas of the City that are currently commercial or industrial in character would require redevelopment. While some of the City's industrial areas are currently being contemplated for redevelopment (e.g., the Smoky Hollow Specific Plan area), such areas may not be suitable for residential land uses, due to contamination concerns and/or land use incompatibility with industrial uses that may still be operational. Additionally, the non-residential areas are not well-served by existing public services and facilities, including schools and parks that are currently located within the existing residential areas of the City. Therefore, constructing new public services and amenities farther from existing residential areas to accommodate dispersed residential developments within commercial/industrial areas of the City could increase environmental impacts. Nevertheless, the commenter's suggestion to spread out residential land uses within the currently nonresidential areas of the City will be included in this Final EIR for review and consideration by decision makers.

Comments on Project Objectives

This comment presents concerns regarding the proposed Project's objectives. The commenter states that the Project's objective of creating additional housing will adversely impact neighboring residents and states that the proposed Project will not mitigate negative impacts to neighbors, such as traffic, safety (higher traffic adjacent to neighborhood parks), parking, noise, population growth (crowding of more activity in a smaller area), decreased teacher-to-student ratio, lower quality of life, lower home values, and increased congestion and neighborhood traffic. These concerns and topics are addressed in other responses herein. For concerns regarding neighborhood impacts, see Response to Comment I18-1. For concerns regarding traffic in neighborhoods, see Responses to Comments I6-3, I18-3, and I21-6. For concerns regarding traffic near local parks, see Response to Comment I21-5. For concerns regarding parking in neighborhoods, see Responses to Comments I6-2 and I18-2. For concerns regarding neighborhood noise, see Response to Comment I21-8. For concerns regarding population growth, see Response to Comment I21-17. For concerns regarding quality of life, see Response to Comment I21-12. For concerns regarding home values, see Response to Comment I7-1.

Regarding the commenter's concerns about decreased teacher-to-student ratios, Section 4.12 of the Draft EIR addresses the Project's effects to schools. The analysis therein demonstrates that the proposed Project would not adversely affect local schools. Furthermore, communication with El Segundo Unified School District (conducted as part of the data gathering process for the EIR) indicates that existing schools are sufficient to accommodate increases in students associated with the Project.

The commenter also references a prior comment (categorized herein as Comment I21-14). Refer to Response to Comment I21-14 for a response to concerns expressed therein.

Alternatives Analysis

The commenter states that the Smoky Hollow Specific Plan area, which is among the alternative locations that were rejected as infeasible in the EIR, should not have been rejected due to the area's distance from transit. The commenter further states that the Smoky Hollow Specific Plan area appears to be more equidistant between the downtown El Segundo area and transit.

Proximity to transit is important for reducing environmental impacts such as VMT. As such, locating the Project site further from a Metro C line station could increase environmental impacts in some categories. (Most sites within the Smoky Hollow Specific Plan area would be situated further from a Metro station than the proposed Project site). Furthermore, alternative sites within the Smoky Hollow Specific Plan area were rejected for a variety of reasons (not solely on the basis of transit proximity); see Response to Comment I21-12.

The commenter further states that development elsewhere along Pacific Coast Highway was ruled out because the Project applicant does not control another site in this area. The commenter suggests that the City should find a different applicant who does control another property elsewhere along Pacific Coast Highway. Under CEQA, an alternative site can be rejected on the basis of applicant ownership. With respect to the feasibility of potential alternatives to a project, CEQA Guidelines Section 15126.6(t)(l) states the following: among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. As such, rejection of an alternate location for a Project on the basis of property ownership is allowable under CEQA.

The commenter also states that an alternate location east of Sepulveda Boulevard / Pacific Coast Highway and/or within the Smoky Hollow Specific Plan area would reduce impacts; however, the EIR states that impacts would not be reduced at these alternative locations.

The commenter does not present substantial evidence that the impacts of the proposed Project would be reduced at an alternate location. As stated in Section 6.4 of the Draft EIR, development of the proposed Project on an alternate site would result in a similar construction scenario, similar quantities of criteria air pollutant emissions during construction, similar levels of construction noise, and similar levels of energy consumption. Due to the generally built-out nature of the City, it is likely that demolition of existing buildings and paved areas would be required at an alternate location. Additionally, because of the City's urban nature, mix of land uses, and the presence of a variety of sensitive receptors throughout the City, it is unlikely that an alternate site would be situated far enough from sensitive receptors to substantially lessen the air quality and noise impacts of the proposed Project during construction. Similarly, development at an alternate site would not necessarily reduce impacts to transportation and traffic. Regardless of its location, the proposed Project would generally place similar demands on public services, utilities and services systems, and energy resources. With regard to the visibility and appearance of the Project, the aesthetic impact of the Project is largely related to its height and density, which would not substantially change at an alternative location. For these reasons, placing the Project at an alternative location would not be expected to reduce its impacts.

The comment notes that Alternatives A and B have reduced impacts in most categories, which would make them "a better possibility." The commenter also notes disagreement with the EIR's determination

that impacts in the categories of Land Use and Planning and Transportation would increase for these alternatives.

City decision makers have the ability to approve the proposed Project or any of the alternatives evaluated in the EIR (including Alternatives A or B). As such, the commenter's support of Alternatives A and B will be included in this Final EIR for review and consideration by decision makers. Those alternatives' impacts in the categories of Land Use and Planning and Transportation are substantiated in Sections 6.5.1 and 6.5.2 of the Draft EIR.

The comment concludes by expressing support for the "no project alternative" (Alternative A), which is identified in the Draft EIR as the environmentally superior alternative. As stated above, City decision makers have the ability to approve the proposed Project or any of the alternatives evaluated in the EIR (including Alternative A). As such, the commenter's support for Alternative A will be included in this Final EIR for review and consideration by decision makers.

- I21-32** This comment consists of cover letter. This comment is introductory in nature, and no specific comments are raised regarding the environmental analysis in the EIR. No response is necessary.
- I21-33** This comment is the same as I21-2; refer to Response to Comment I21-2.
- I21-34** This comment is the same as I21-3; refer to Response to Comment I21-3.
- I21-35** This comment raises the same concerns as I21-4; refer to Response to Comment I21-4.
- I21-36** This comment is the same as I21-5; refer to Response to Comment I21-5.
- I21-37** This comment is the same as I21-6; refer to Response to Comment I21-6.
- I21-38** This comment is the same as I21-7; refer to Response to Comment I21-7.
- I21-39** This comment is the same as I21-8; refer to Response to Comment I21-8.
- I21-40** This comment is the same as I21-9; refer to Response to Comment I21-9.
- I21-41** This comment is the same as I21-10; refer to Response to Comment I21-10.
- I21-42** This comment is the same as I21-11; refer to Response to Comment I21-11.
- I21-43** This comment raises the same concerns as I21-12; refer to Response to Comment I21-12.
- I21-44** This comment is the same as I21-13; refer to Response to Comment I21-13.
- I21-45** This comment is the same as I21-14; refer to Response to Comment I21-14.
- I21-46** This comment is the same as I21-15; refer to Response to Comment I21-15.
- I21-47** This comment is the same as I21-16; refer to Response to Comment I21-16.
- I21-48** This comment raises the same concerns as I21-17; refer to Response to Comment I21-17.

- I21-49** This comment is the same as I21-18; refer to Response to Comment I21-18.
- I21-50** This comment is the same as I21-19; refer to Response to Comment I21-19.
- I21-51** This comment is the same as I21-26, and disagrees with the Draft EIR finding that cumulative off-site traffic noise impacts would be less than significant, and remarks that property values and quality of life would be lowered “even if the traffic was silent.”
- As indicated on page 4.10-22 of Section 4.10, Noise of the Draft EIR, the traffic noise analysis already considered future-year (2025) scenarios that include estimates of cumulative roadway traffic volumes and thus inclusion of other projects in the vicinity. The predicted traffic noise changes, as shown in Table 4.10-6 of the Draft EIR and reproduced in the response to I21-8, are either reductions or increases that are considered less than significant.
- I21-52** This comment is expressed as part of I21-21; refer to Response to Comment I21-21.
- I21-53** The first portion of this comment is the same as I21-22; refer to Response to Comment I21-22. The second portion of this comment is expressed as part of I21-21; refer to Response to Comment I21-21. The third portion of this comment is expressed as part of I21-23; refer to Response to Comment I21-23.
- I21-54** This comment is expressed as part of I21-23; refer to Response to Comment I21-23.
- I21-55** This comment is the same as I21-24; refer to Response to Comment I21-24.
- I21-56** This comment raises the same concerns as I21-25; refer to Response to Comment I21-25. This comment additionally states that the scope of the noise modeling location is “too tight” and does not address neighboring areas. As shown in the response to I21-8, a new offsite receptor, ST7, was added to the traffic noise modeling to represent the single-family home community west of Washington Park. As shown, impacts would be less than significant.
- I21-57** This comment is the same as I21-26; refer to Response to Comment I21-26.
- I21-58** This comment is the same as I21-27; refer to Response to Comment I21-27.
- I21-59** This comment is the same as I21-29; refer to Response to Comment I21-29.
- I21-60** In this comment, the commenter has highlighted existing AM and PM peak hour traffic volumes at the Pacific Coast Highway/Maple Avenue, Pacific Coast Highway/Mariposa Avenue, and Pacific Coast Highway/Palm Avenue intersections on a figure from the EIR. However, no comments are raised regarding the environmental analysis in the EIR. No response is required.
- I21-61** The commenter expresses concern regarding estimation of Project traffic at the study area intersections and elaborates that the traffic congestion and delays at the Pacific Coast Highway/Mariposa Avenue cause drivers to use alternate streets instead of Mariposa Avenue.
- Refer to Responses to Comments I21-6, I21-10, and I21-28 for responses to these concerns.

- I21-62** A portion of this comment is expressed as part of I21-29 and I21-30; refer to Responses to Comments I21-29 and I21-30.
- I21-63** This comment is expressed as part of I21-31; refer to Response to Comment I21-31.
- I21-64** This comment is expressed as part of I21-31; refer to Response to Comment I21-31.
- I21-65** This comment is expressed as part of I21-31; refer to Response to Comment I21-31.
- I21-66** This comment references a prior comment (categorized herein as Comment I21-14). Refer to Response to Comment I21-14.
- I21-67** This comment is expressed as part of I21-31; refer to Response to Comment I21-31. This comment additionally lists impacts that the commenter states would be reduced by an alternate project location: traffic, safety (such as more traffic near parks), parking, noise, population growth, reduced teacher-to-student ratios, lower quality of life, and reduced home values.

The commenter speculates that an alternate location would reduce impacts in the categories listed above. No substantial evidence is provided in support of the commenter's contentions. Constructing the Project elsewhere in the City would be expected to result in similar traffic impacts at different locations throughout the City. Additionally, effects at major thoroughfares (e.g., Pacific Coast Highway and intersections along Pacific Coast Highway) that are used by many City residents may remain the same. As explained in Response to Comment I21-31, because of the City's urban nature, mix of land uses, and the presence of a variety of sensitive receptors throughout the areas of the City that would be suitable for residential development, it is unlikely that an alternate site would be situated far enough from sensitive receptors to substantially lessen impacts on sensitive receptors, such as noise impacts. Regarding population growth and effects to schools, the Project would lead to the same amount of growth and the same student generation regardless of its location in the City. Quality of life and home values are not topics addressed under CEQA. However, due to the largely built-out nature of the City, and the industrialized nature of large portions of the City, it is likely that a suitable alternate location would also be situated near other residential areas.

- I21-68** This comment is expressed as part of I21-31; refer to Response to Comment I21-31.
- I21-69** This comment is expressed as part of I21-31; refer to Response to Comment I21-31. This comment additionally includes a question regarding the non-conforming nature of the two hotels that currently exist on the Project site. The commenter asks why the City allowed non-conforming uses and asks whether this can be corrected without the proposed Project and its associated effects.

The comment regarding non-conforming uses does not pertain to the adequacy of the environmental analysis in the EIR; no response is required. However, for informational purposes, it is noted that the existing hotels are permitted uses in the current zoning (C-3). As such, the existing use itself is not non-conforming, but the hotel buildings are non-conforming with regard to height. The buildings exceed the current height limit. The proposed Specific Plan would bring the hotel buildings into conformance with the zoning standards for height.

Comment Letter I22

From: venugopal joshi [REDACTED]
Sent: Monday, April 5, 2021 1:15 AM
To: Samaras, Paul; Planning
Subject: Comments for Draft EIR for Pacific Coast Commons
Attachments: Appendix1_El Segundo Profile - Mapping L.A. - Los Angeles Times.pdf; Appendix2_1_LAX Airfield and Terminal Modernization Project DEIR_page2.pdf; Appendix2_2_LAX Airfield and Terminal Modernization Project DEIR_page17-18.pdf; Appendix3_Hotels in El Segundo _ El Segundo Hospitality and Tourism.pdf; Appendix4_CityOfElSegundo-SmokyHollow-EIR.jpg; Appendix5_El Segundo may study building housing east of Sepulveda for the first time – Daily Breeze.Oct30_2018.pdf; Comments to DEIR for PCC.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Please find attached. Kindly acknowledge receipt of this email

Thanks
Joshi

I
I22-1
I

Venu Joshi
605 Washington Street,
El Segundo – 90245.

April 4, 2021

Via: Email to psamaras@elsegundo.org and planning@elsegundo.org

To:
Paul Samaras, Planning Department
City of El Segundo,
350, Main Street
El Segundo - 90245

Re: Public Comments for Pacific Coast Commons Specific Plan Draft Environmental Impact Report

Dear Mr. Samaras and The Planning Department,

Please accept the following comments on the Pacific Coast Commons (“PCC”) Specific Plan Draft Environmental Impact Report (“DEIR”). These comments are submitted on my behalf, a resident of El Segundo and being directly impacted by the proposed project. This include attachments and reports from publicly available documents.

The proposed construction of the 6-story mixed-use apartment building (total 263 units) with maximum height of 90ft. The DEIR seems to have willfully neglected impact to key areas and specifically around my street (600 Block of Washington Street).

122-2



This project under the guise of development of underutilized land and affordable housing would cause a major impact to the residents in the immediate neighborhood and the City of El Segundo in general. While we should recognize providing more housing opportunities and land development, we should be cognizant of the character of the city, which is “Mayberry by the Sea” and refuse to allow any super high density residential construction and move towards building low-density apartments/single/multifamily homes across the city.

I22-2
Cont.

The following are the various areas that DEIR fails to properly report the short term and the long term impact.

- **Density:** The DEIR fails to explore options that can reduce the density to alleviate the impact of packing a lot of residents in a small area. Alternatives to spread the development in a larger area and around El Segundo, weren't sufficiently considered. Smoky Hollow and East of PCH as additional areas of residential development weren't studied. El Segundo Residential Housing zone exists only in the northwest quadrant of the city (~25% of area). Rest of the area is occupied by Chevron and Commercial Developments. From <https://maps.latimes.com/neighborhoods/neighborhood/el-segundo/> (attached : Appendix 1) El Segundo is indeed #199 in 272 neighborhoods in Los Angeles. However, if we consider only ~25% of the residential land area, then our density is far bigger than our neighboring cities (we can jump to the top #65 of 272). Adding more density to this area is not the right approach.

I22-3

The population growth trends (2010 census) indicates we are in line with our sister cities (like Manhattan Beach and Redondo Beach).

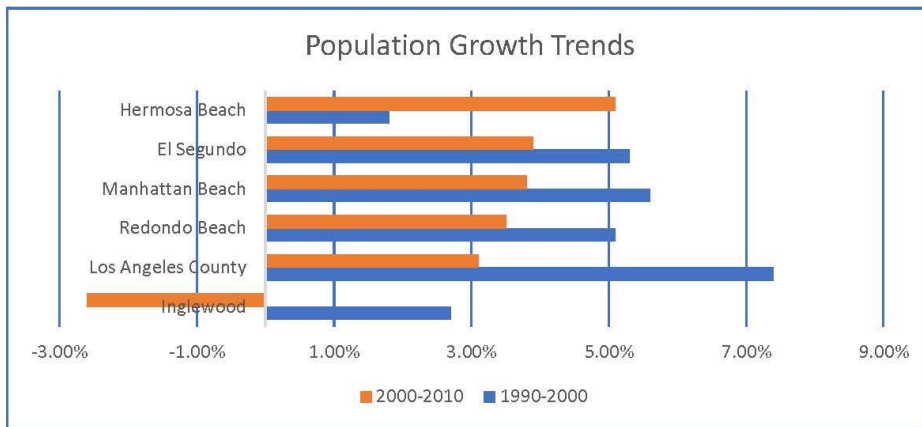


Figure 1: Population Growth Trends

I22-3
Cont.

- Not-In-My-Backyard:** I am all in favor of development of my underutilized ‘backyard’ and vacant lands in my city, without any doubt. But this type of high-density residential development doesn’t bode well for our city. We recently submitted a 116-page comments (and exhibits over several hundred pages) to strongly oppose the development of LAX Airfield and Terminal Modernization Project DEIR in our backyard (Attached: Appendix 2). So, it would be more than logical to oppose the same occurring anywhere in our city. We should be able to fend off as being obstructionist and nimby by the proponents of these developments by offering valid and rational reasoning for such opposition.

I22-4

- Economic Development Element:** Building more retail on the underutilized surface parking lots in along the PCH would be a great solution and generate more jobs/revenue to the city. However, we should not be blinded by the revenue aspect to change the commercial/hotel zone into a high-density residential zone. Since Los Angeles is hosting the 2028 Summer Olympics and Paralympic Games, we would be needing more hotel rooms for this and future events. We should study the benefit of building a new hotel along East and West of PCH.

I22-5

We have 2600 hotel rooms in El Segundo today (Attached; Appendix: 3), but with large events occurring in the future, we may need more otherwise, this revenue would go to other South Bay Cities or to other areas of Los Angeles County.

↑
I22-5
Cont.

- **Land Use Element:** There are swaths of vacant and underutilized lands in El Segundo. The zoning of these lands could be changed to build low density apartment complexes to aid in 2021-2029 Regional Housing Needs Assessment that commits building 492 new units during this period. Additionally, the Smokey Hollow area could be rezoned into a mixed-use for office/retail/residential (retail/office on the lower floor and residential on the higher floor). The DEIR for Smokey Hollow (2018: Attached: Appendix 4) should be revisited as alternative solution for increasing the availability of housing. We should also consider building residential housing East of PCH for the thousands of office/commercial employees working in this quadrant of the city. In the past, there was opposition to housing East of PCH (News report: 2018 Attached: Appendix 5) including some due to the property tax portion not reaching the El Segundo School District but to Wiseburn School District. These can be re-negotiated to provide equitable and fair share of the property tax collection to both the school districts. A recent example of such collaboration is the “City of El Segundo Wiseburn Unified School District Aquatics Center”.

↑
I22-6

- **Circulation and Arterial Road Element:** The EIR completely ignores traffic on Washington Street and Mariposa Avenue while reporting that there is no impact, which is grossly incorrect. The go-around-the-block traffic for PCC North will need to traverse through Washington Street as the adjoining street Illinois Ct. (Cul-de-sac) is not a through street. The Grand Avenue/Holly Ave street will also be clogged by the new high-density traffic. The assumption that building an extra right-lane on Mariposa going south to solve all the traffic problems is a gross misrepresentation, since it ignores the other surrounding streets (Palm/maple) which may need additional lanes to handle the new traffic. Some portion of the DEIR study was done during the pandemic without adjusting for increased numbers pre-pandemic (COVID-19) and pent-up demand that would occur post pandemic.

↑
I22-7

- **Open Space and Recreational Element:** The new development lacks any recreational facility for its residents and will lead to strain on the existing City Parks and Recreational Facilities. The DEIR reports no significant impact to the nearby parks which is highly misrepresented, including the main Rec Park on Sheldon Street (with limited Tennis/Volleyball/Basketball courts that we currently have).

| 122-8

- **Air Quality Element:** The DEIR neglects and underrepresents the air quality deterioration of the nearby environments when 267 residential units and several retail spaces bring in cars and their emissions in a small confined area.

| 122-9

- **Noise Element:** The DEIR underplays the permanent increase in the noise to the surroundings blocks due to the new development. Additional noise intensification due to the new 90 feet and 85 feet buildings bouncing the airport noise back into the adjacent neighborhood, wasn't correctly studied and reported.

| 122-10

- **Parking:** Insufficient guidelines were used for build parking for the new development. The DEIR assumes that new residents will be highly favoring public transportation, which is factually incorrect. It is wrongly implied that most of affordable housing residents do not own a car and uses public transportation. The public transportation in Los Angeles is severely limited, the DEIR relies on other cities with highly developed public transportation (like Bay Area etc.) to justify the lack of sufficient parking spots. The DEIR fails to note that on special events when the hotel is at full capacity the residence parking would be limited and would overflow into the surrounding neighborhood, exacerbating a worsening parking situation. The proposal to introduce permit parking program to newer streets like Indiana Street is forcing unnecessary and unwanted hassle on the current residents of these streets. Again, there is no mention of Washington Street as an impacted street, while listing Illinois Ct., which is cul-de-sac and not a through street, already having very limited free parking spaces. Expansion of the permit parking program should be entirely avoided by building sufficient parking in any new retail/residential developments. The overflowing parking from this new development would cause inconvenience to visitors to Freedom Park, Washington Park and Constitution Park and would incur a massive drop in active users of these very fine parks.

| 122-11

- **Public Safety Element:** The DEIR doesn't properly document the impact to public safety element and need for additional city staff (fire/police/paramedics etc.,) to handle almost 1000 additional residents in these 267 dwelling units and the several retail spaces.

|22-12

Conclusion:

For the reasons set forth above, I respectfully request that no further consideration be given to the proposed project without incorporating these comments and is fully compliant.

|22-13

I thank you for the opportunity to comment on the DEIR.

Very truly yours,



Venu Joshi
605 Washington Street
El Segundo, CA-90245

Appendix

Appendix 1 : Los Angeles Times Neighborhood report

Appendix 2 : El Segundo Comments for LAX Airfield and Terminal Modernization Project

DEIR_page 2, 17 and 18.

Appendix 3 : Hotel Rooms in El Segundo (destinationelsegundo.com)

Appendix 4 : 2018 DEIR for Smokey Hollow

Appendix 5 : Housing east of PCH (Daily Breeze 2018)

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El Segundo Profile - Mapping L.A. - Los Angeles Times



Sections: [Population](#) [Ethnicity](#) [Income](#) [Education](#) [Age](#) [Housing](#) [Families](#) [Military](#) [Ancestry](#)

Source: [Census 2000](#), [SCAG](#), [Los Angeles Department of City Planning](#)

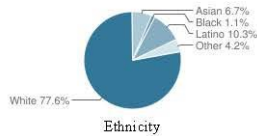
Population

- **15,970** population in 2000, according to the [U.S. Census](#)
- **5.46** square miles
- **2,925** people per square mile, [among the lowest densities](#) for [South Bay](#) and [among the lowest densities](#) for the county

- [Corrections](#)
- [Horoscopes](#)
- [Media Kit](#)
- [About Us](#)
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- [Site Map](#)

Ethnicity

- The percentage of **white** people is high for the county.
- **Not especially diverse** for [South Bay](#) and **not especially diverse** for the county

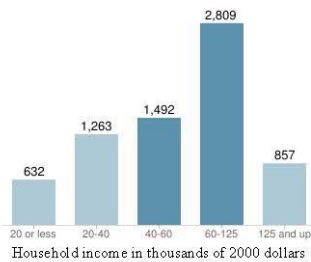


Los Angeles Times

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Income

- **\$83,925** median household income (2008 dollars), [about average](#) for [South Bay](#) but [high](#) for the county
- In Los Angeles County, [Mission Hills](#), [Arcadia](#) and [Elizabeth Lake](#) have the most similar household incomes.
- The percentages of households that earn [\\$60,000 to \\$125,000](#) and [\\$40,000 to \\$60,000](#) are high for the county.



[A Tribune Newspaper website](#)

<https://maps.latimes.com/neighborhoods/neighborhood/el-segundo/>

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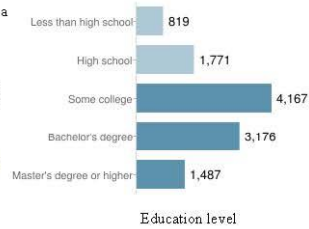
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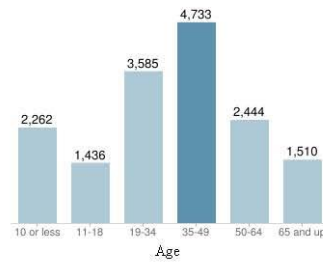
Education

- **40.8%** of residents 25 and older have a four-year degree, **about average** for **South Bay** but **high** for the county
- In Los Angeles County, **Rowland Heights**, **Northridge** and **Palms** have the nearest percentage of residents 25 and older with a four-year degree.
- The percentages of residents 25 and older with **some college education**, a **bachelor's degree** and a **master's degree or higher** are high for the county.



Age

- The median age is **36**, **about average** for **South Bay** and **about average** for the county
- In Los Angeles County, **Alhambra**, **Del Rey** and **Eagle Rock** have similar median ages.
- The percentage of residents ages **35 to 49** is among the county's highest.



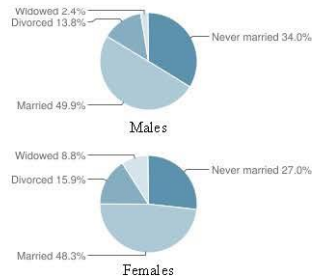
Housing

- Average household size of **2.3** people, **low** for **South Bay** and **low** for the county
- **Gardena**, **Hancock Park** and **Lynwood** have the most similar percentage of homeowners in Los Angeles County.



Families

- The percentages of **divorced males** and **divorced females** are among the county's highest.
- There are **512** families headed by single parents. The rate is **13.0%**, **about average** for **South Bay** and **about average** for the county



Military

- There are **1,406** veterans, or **11.4%** of the population, **high** for **South Bay** and **high** for the county overall

<https://maps.latimes.com/neighborhoods/neighborhood/ei-segundo/>

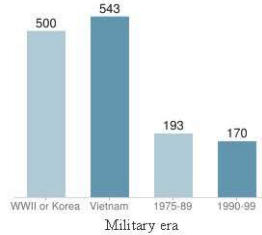
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- The percentages of veterans who served during [Vietnam](#) and [1990-99](#) are among the county's highest.



Ancestry and immigration

- German (13.5%) and Irish (11.5%) are the most common ancestries.
- 1,973 (12.4%) of residents are foreign born, low for [South Bay](#) and low for the county. Canada (12.4%) and India (9.2%) are the most common foreign places of birth.

El Segundo is a city in the [South Bay](#) region of Los Angeles County. The neighboring communities are [Del Aire](#), [Hawthorne](#), [Manhattan Beach](#), [Playa del Rey](#) and [Westchester](#).

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[Arlington Heights](#)

CRIME RANKINGS

<p>● VIOLENT CRIME</p> <ul style="list-style-type: none"> 1. Chesterfield Square 2. Vermont Vista 3. Vermont Knolls 4. Harvard Park 5. Broadway, Manchester 	<p>● PROPERTY CRIME</p> <ul style="list-style-type: none"> 1. Elysian Park 2. Fairfax 3. Reverly Grove 4. Playa Vista 5. Rancho Park
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About This Project

El Segundo is one of the 272 neighborhoods in [Mapping L.A.](#), The Times' resource for [crime](#), [neighborhoods](#), demographics and [schools](#).

[More about Mapping L.A. >>](#)

About The Data Desk

This page was created by the [Data Desk](#), a team of reporters and Web developers in [downtown L.A.](#)

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<https://maps.latimes.com/neighborhoods/neighborhood/el-segundo/>

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March 15, 2021
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taking any action on the proposed Project.

The ATMP will add a new Terminal 9 and a new Concourse 0, together containing up to twenty-nine new “contact” gates for passenger loading. These new facilities would create substantial noise, transportation, and air pollution impacts affecting El Segundo residents, who already deal with the impacts from one of the busiest airports in the world. The DEIR also includes a variety of safety and “efficiency” improvements on the north and south airfields, including lengthened and reconfigured taxiways. Despite these airfield improvements, the Project does not provide for the lengthening of any north airfield runways or further separate the current runways on the north side. Thus, the Project would exacerbate the existing operations imbalance between the north and south airfields, which places the impacts of the bulk of operations—involving the largest, heaviest, noisiest, and dirtiest aircraft—on El Segundo’s residents, thereby sparing City of Los Angeles residents such impacts.

The Project also includes major roadway demolition and reconstruction, including a consolidation of eastern access to the Central Terminal Area (“CTA”) from Century Boulevard, and direct vehicle access to the proposed Terminal 9 curbside area from Sepulveda Boulevard. Considered together with ongoing construction from other current and future LAX projects, the ATMP would subject residents of El Segundo and nearby communities to nearly a decade of intense construction activity. In addition, the expansion would exacerbate a growing problem of travelers and LAX workers using and parking on El Segundo streets. This letter explains the legal inadequacies of the DEIR under the California Environmental Quality Act (“CEQA”), Public Resources Code section 21000 et seq. As we explain below, the DEIR is woefully deficient in numerous respects, and must be substantially revised and recirculated before decisionmakers can consider the Project.²

It is important to note that El Segundo is mindful of the fact that it entered into a 2017 settlement agreement with LAWA regarding the LAX Landside Access

² We appreciate that LAWA responded to El Segundo’s request for an extension of the 45-day deadline for public comment on the DEIR, ultimately extending the comment due date to March 15, 2021 from December 14, 2020. LAWA unnecessarily made the process of commenting on the DEIR more difficult, however, by rejecting El Segundo’s request for an “unlocked” copy of the DEIR such that text may be copied and pasted into commenters’ written comments. LAWA’s “policy” not to unlock EIRs that are circulated for public comment makes the public’s right to comment more difficult, particularly when dealing with a document of this DEIR’s size and density.

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II. The DEIR Is Fatally Flawed Due to Its Failure to Analyze Project Impacts Beyond the Aspirational Buildout Year of 2028.

Unlike in previous EIRs for airport expansion projects, in which LAWA has claimed that the project would have no effect on passenger/operational capacity and thus the project would effectively have no operational impacts, here LAWA has taken a new, but still troubling, approach. Once again, LAWA claims that passenger/operational capacity would be essentially unaffected by any of the Project’s improvements, and future demand/capacity with the Project would be the same as future demand/capacity without the Project. DEIR at pp. 6-4 and 6-5; *see generally* DEIR, Appendix B.1. In prior EIRs, LAWA used this reasoning to justify concluding that projects’ impacts were less than significant or nonexistent. Here, however, for all impacts that LAWA concludes would be significant and unavoidable in the Project completion year (2028) even if the Project were not built—i.e., for impacts which LAWA claims are not the direct or even indirect result of the Project, but would occur anyway—LAWA nonetheless concludes that these impacts are significant and unavoidable *Project* impacts. Effectively, LAWA is hedging its bets that the BOAC, and the City of Los Angeles, will approve this much-touted, long anticipated Project regardless of its impact on the environment and communities surrounding the airport, which for decades have shouldered the burden of LAX’s negative externalities.

As explained in the following pages, however, LAWA would be wrong to assume this approach is a prophylactic against a CEQA challenge. First, as a general matter, CEQA requires lead agencies to use “best efforts” to estimate all “reasonably foreseeable” impacts. CEQA Guidelines §§ 15144, 15064(d). Second, LAWA’s claim that the Project would have no effect on LAX’s passenger/operational capacity is undercut by the forecast data included in the DEIR. Third, it is simply common sense that the Project would expand LAX’s operational capacity. Fourth, the DEIR is part of a sustained pattern and practice of thwarting CEQA’s requirements by claiming that the Project will have no effect on aviation growth, and therefore no impacts associated with growth. Fifth, the DEIR lacks evidence for its claims that the airport without the Project could accommodate the same operations/year as with the Project in 2028, 2033 and 2045. Each of these is a reason that the DEIR’s analysis is fatally flawed and is independent of the others, and thus a separate ground for finding the analysis legally inadequate.

A. CEQA Requires Lead Agencies to Use “Best Efforts” to Estimate All “Reasonably Foreseeable” Impacts.

While the DEIR analyzes impacts for the Project completion year of 2028, except

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in limited instances discussed in the relevant impact discussions below, the document does not analyze impacts beyond 2028. Thus, even though the Project represents an enormous, unprecedented expansion of the airport, including for the first time putting passenger facilities on the east side of Sepulveda Boulevard (18 new passenger gates at the proposed new Terminal 9), the DEIR analyzes the Project’s impacts only until the aspirational Project buildout year. In effect, the DEIR just focuses on construction impacts for this huge Project, and ignores the fact that the Project will be a permanent capital improvement to the airport, with added capacity for daily operations continuing indefinitely into the future. The DEIR rationalizes this approach by claiming, through its aviation growth forecast, that operations would be the same with or without the Project, yet the DEIR lacks evidence for this claim and in fact shows that the Project would enable LAX to continue operating at capacity for longer than if the Project were not built. LAWA therefore has not justified truncating its CEQA analysis at the Project buildout year and ignoring the noise, air quality, greenhouse gas (“GHG”) and other impacts of the Project’s operations.

LAWA cannot claim that analyzing operational impacts out to 2045 would be “speculative” because here no speculation is required: LAWA has provided detailed forecasts of anticipated passenger and aircraft operations out to 2045, 17 years beyond the aspirational buildout year and 26 years beyond the baseline year. DEIR, Appendices B.1 and B.2. The DEIR provides no rationale for concluding that impacts in 2028 would be significant and unavoidable based on forecasted future operations through 2045, while failing to make significance conclusions for impacts beyond 2028. As El Segundo’s expert consultants note in their attached reports, LAWA’s approach here of truncating its analysis of the Project’s operational impacts to a buildout year less than 10 years away is not the norm, especially given the size and scope of the Project. Specifically, it is “surpris[ing] that the future analysis study year is only 10 years from the baseline year (2028), whereas many large projects include study years which are 20 years in the future so as to avoid a future year too close to the current year once the project is implemented.” Svinth Report at p. 3 (noting that the EIR for San Jose International Airport’s 2017 Master Plan analyzed noise impacts 20 years into the future). *See also* Kanafani Report at p. 2 (“The DEIR fails to assess the effect of the improvements on traffic growth and on the resulting environmental impact of this growth.”).

CEQA requires lead agencies to use “best efforts” to estimate all “reasonably foreseeable” impacts. CEQA Guidelines §§ 15144, 15064(d). Because LAWA claims to know the level of passengers/operations at LAX each year through 2045, and has used these growth forecasts to evaluate the Project’s impacts in 2028, the DEIR violates this

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Cont.

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Hotels in El Segundo | El Segundo Hospitality and Tourism



Hotels in El Segundo

Find a place to call home during your Southern California visit.

Whether you're traveling for work or enjoying a weekend getaway, the hotels of El Segundo offer more than just a comfortable place to rest your head. With more than 2,600 rooms in a variety of new and beautifully renovated hotels, there's certainly no shortage of accommodations options. You'll find that in El Segundo it really is possible to have it all: a convenient location, budget-friendly prices and plenty of local amenities.

If you're visiting the area for business, skip the usual airport-adjacent hotels and book your room in El Segundo instead. Just a short drive from Los Angeles International Airport (LAX), El Segundo feels like a world away with its well-appointed hotel rooms, trendy shops and friendly vibe. An easy commute gets you anywhere you need to go, so you'll be able to breeze through your work-day without wasting time in traffic. Once you're done for the day, come back to El Segundo for dinner and drinks at one of the many award-winning restaurants. Who says you can't mix business and pleasure?

Consider yourself lucky if you're among the travelers visiting Southern California on vacation, because El Segundo is the region's hidden gem. Its central location makes it easy to hit all the must-see spots in the area, including many of SoCal's most famous beaches. The numerous hotels are refreshingly affordable, which means more money in your pocket for L.A. favorites like green juice, bike rentals on the beach or a night out on the town. It's also a great spot for families, with the nearby Pacific Coast Highway offering a scenic and convenient route to anywhere you could want to go, including Santa Monica Pier, Disneyland, Universal Studios and more.

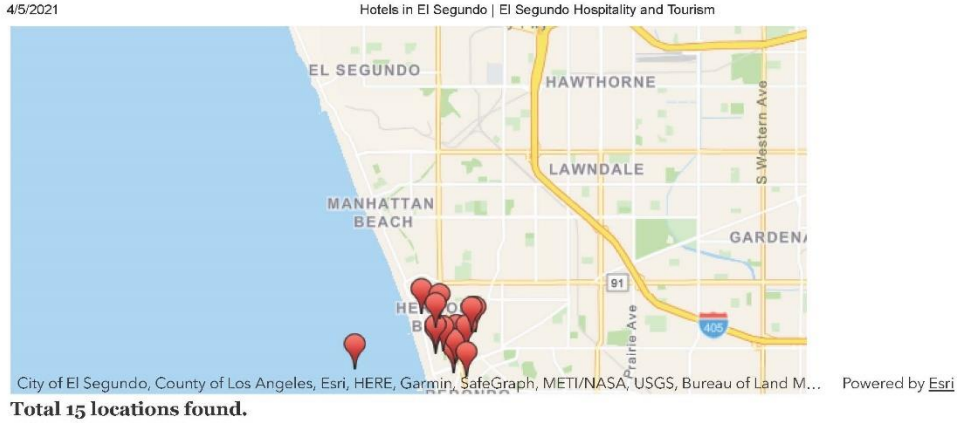
Looking for a comfortable, stylish and convenient place to call home while visiting Southern California? El Segundo is everything you want and more.



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AC Hotel



ADDRESS:
 2130 East Maple Avenue
 El Segundo, CA 90245

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Modern Meeting Spaces

Aloft



ADDRESS:
 475 North PCH
 El Segundo, CA 90245

PHONE:
 (424) 290-5555

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Free Wi-Fi
 - Kid-friendly
 - Modern Meeting Spaces
 - Parking
 - Pet-friendly
 - Pool
 - Restaurant
 - Room Service

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 Cont.

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Hotels in El Segundo | El Segundo Hospitality and Tourism

- Smoke-free

Cambria Hotel LAX



ADDRESS:
199 Continental
Boulevard
El Segundo, CA 90245
PHONE:
 (310) 965-0555

- AMENITIES:**
- Bar
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Modern Meeting Spaces
 - Outdoor Pool
 - Pet-friendly
 - Restaurant
 - Smoke-free
 - Spa-inspired Bathrooms with Bluetooth Mirrors

Courtyard



ADDRESS:
2000 East Mariposa
Avenue
El Segundo, CA 90245
PHONE:
 (310) 322-0700

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Modern Meeting Spaces
 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

DoubleTree

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Hotels in El Segundo | El Segundo Hospitality and Tourism



ADDRESS:
1985 East Grand Avenue
El Segundo, CA 90245
PHONE:
 (310) 322-0999

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Parking
 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

Embassy Suites



ADDRESS:
1440 East Imperial Avenue
El Segundo, CA 90245
PHONE:
 (310) 640-3600

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Fitness Center
 - Free Breakfast
 - Parking
 - Pet-friendly
 - Pool
 - Restaurant
 - Room Service

Extended Stay Hotels



ADDRESS:
1910 East Mariposa Avenue
El Segundo, CA 90245
PHONE:
 (800) 804-3724

- AMENITIES:**
- Free Breakfast
 - Kid-friendly
 - Pet-friendly

Fairfield Inn

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Hotels in El Segundo | El Segundo Hospitality and Tourism



ADDRESS:

525 Pacific Coast Highway
El Segundo, CA 90245

PHONE:

(424) 290-5000

AMENITIES:

- Airport Shuttle
- Bar
- Business Center
- Fitness Center
- Free Breakfast
- Kid-friendly
- Pool
- Restaurant
- Room Service
- Smoke-free

Hampton Inn & Suites



ADDRESS:

888 North Pacific Coast Highway
El Segundo, CA 90245

PHONE:

(310) 322-2900

AMENITIES:

- Airport Shuttle
- Bar
- Fitness Center
- Free Breakfast
- Free Wi-Fi
- Kid-friendly
- Pool

Hilton Garden Inn



ADDRESS:

2100 East Mariposa Avenue
El Segundo, CA 90245

PHONE:

(310) 726-0100

AMENITIES:

- Airport Shuttle
- Bar
- Business Center
- Fitness Center
- Free Wi-Fi
- Kid-friendly
- Modern Meeting Spaces
- Parking
- Pool
- Restaurant
- Room Service
- Smoke-free

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Hotel 2Twentyone



ADDRESS:
221 Concord Street
El Segundo, CA 90245

PHONE:
 (310) 322-6116

AMENITIES:

- Free Wi-Fi

Hyatt House



ADDRESS:
810 South Douglas
El Segundo, CA 90245

PHONE:
 (310) 725-0100

AMENITIES:

- Bar
- Business Center
- Fitness Center
- Free Wi-Fi
- Kid-friendly
- Pet-friendly
- Smoke-free

Hyatt Place



ADDRESS:
750 North Nash Street
El Segundo, CA 90245

PHONE:
 (310) 322-2880

AMENITIES:

- Airport Shuttle
- Bar
- Business Center
- Fitness Center
- Free Wi-Fi
- Kid-friendly
- Pet-friendly
- Restaurant
- Room Service
- Smoke-free

Residence Inn

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Hotels in El Segundo | El Segundo Hospitality and Tourism



ADDRESS:
2135 East El Segundo
Boulevard
El Segundo, CA 90245
PHONE:
 (310) 333-0888

- AMENITIES:**
- Airport Shuttle
 - Business Center
 - Fitness Center
 - Free Breakfast
 - Kid-friendly
 - Parking
 - Pet-friendly
 - Pool
 - Smoke-free

Travelodge



ADDRESS:
1804 East Sycamore
El Segundo, CA 90245
PHONE:
 (800) 760-6483

- AMENITIES:**
- Business Center
 - Fitness Center
 - Free Breakfast
 - Free Wi-Fi
 - Kid-friendly
 - Pet-friendly
 - Pool
 - Smoke-free

AC Hotel



ADDRESS:
2130 East Maple
Avenue
El Segundo, CA 90245

- AMENITIES:**
- Airport Shuttle
 - Bar
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Aloft

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ADDRESS:
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El Segundo, CA 90245
PHONE:
 (424) 290-5555

- AMENITIES:**
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 - Business Center
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 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

Cambria Hotel LAX



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199 Continental
Boulevard
El Segundo, CA 90245
PHONE:
 (310) 965-0555

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- Bar
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 - Restaurant
 - Smoke-free
 - Spa-inspired Bathrooms with Bluetooth Mirrors

Courtyard

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Hotels in El Segundo | El Segundo Hospitality and Tourism



ADDRESS:
2000 East Mariposa
Avenue
El Segundo, CA 90245
PHONE:
 (310) 322-0700

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
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 - Kid-friendly
 - Modern Meeting Spaces
 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

DoubleTree



ADDRESS:
1985 East Grand
Avenue
El Segundo, CA 90245
PHONE:
 (310) 322-0999

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Parking
 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

Embassy Suites



ADDRESS:
1440 East Imperial
Avenue
El Segundo, CA 90245
PHONE:
 (310) 640-3600

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Fitness Center
 - Free Breakfast
 - Parking
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 - Pool
 - Restaurant
 - Room Service

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Extended Stay Hotels



ADDRESS:
1910 East Mariposa
Avenue
El Segundo, CA 90245
PHONE:
 (800) 804-3724

- AMENITIES:**
- Free Breakfast
 - Kid-friendly
 - Pet-friendly

Fairfield Inn



ADDRESS:
525 Pacific Coast
Highway
El Segundo, CA 90245
PHONE:
 (424) 290-5000

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
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 - Room Service
 - Smoke-free

Hampton Inn & Suites



ADDRESS:
888 North Pacific
Coast Highway
El Segundo, CA 90245
PHONE:
 (310) 322-2900

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Fitness Center
 - Free Breakfast
 - Free Wi-Fi
 - Kid-friendly
 - Pool

Hilton Garden Inn

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Hotels in El Segundo | El Segundo Hospitality and Tourism



ADDRESS:
2100 East Mariposa Avenue
El Segundo, CA 90245
PHONE:
(310) 726-0100

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 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Modern Meeting Spaces
 - Parking
 - Pool
 - Restaurant
 - Room Service
 - Smoke-free

Hotel 2Twentyone



ADDRESS:
221 Concord Street
El Segundo, CA 90245
PHONE:
(310) 322-6116

- AMENITIES:**
- Free Wi-Fi

Hyatt House



ADDRESS:
810 South Douglas
El Segundo, CA 90245
PHONE:
(310) 725-0100

- AMENITIES:**
- Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Pet-friendly
 - Smoke-free

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Hotels in El Segundo | El Segundo Hospitality and Tourism

Hyatt Place



ADDRESS:
750 North Nash Street
El Segundo, CA 90245
PHONE:
 (310) 322-2880

- AMENITIES:**
- Airport Shuttle
 - Bar
 - Business Center
 - Fitness Center
 - Free Wi-Fi
 - Kid-friendly
 - Pet-friendly
 - Restaurant
 - Room Service
 - Smoke-free

Residence Inn



ADDRESS:
2135 East El Segundo
Boulevard
El Segundo, CA 90245
PHONE:
 (310) 333-0888

- AMENITIES:**
- Airport Shuttle
 - Business Center
 - Fitness Center
 - Free Breakfast
 - Kid-friendly
 - Parking
 - Pet-friendly
 - Pool
 - Smoke-free

Travelodge




ADDRESS:
1804 East Sycamore
El Segundo, CA 90245
PHONE:
 (800) 760-6483

- AMENITIES:**
- Business Center
 - Fitness Center
 - Free Breakfast
 - Free Wi-Fi
 - Kid-friendly
 - Pet-friendly
 - Pool
 - Smoke-free

I22-16
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<https://www.destinationelsegundo.com/hotels/all-hotels>

12/12



MAR 08 2018
City of El Segundo
Planning & Building Safety Department

**NOTICE OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

Date: March 8, 2018

Subject: Notice of Completion and Availability of a Draft Environmental Impact Report

Project Title: Smoky Hollow Specific Plan update

Project Applicant: City of El Segundo
350 Main Street
El Segundo, CA 90245
Contact: Paul Samaras, AICP, Principal Planner
(310) 524-2340

CEQA Lead Agency: City of El Segundo
Department of Planning and Building Safety
350 Main Street
El Segundo, CA 90245
Contact: Paul Samaras, AICP, Principal Planner
(310) 524-2340

Draft EIR Review Period: March 8, 2018 through April 23, 2018

The City of El Segundo (City) has completed the preparation of a Draft Environmental Impact Report (Draft EIR) (SCH# 2017031071) for the Smoky Hollow Specific Plan update, summarized below. The Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended (Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.).

Location: The Smoky Hollow Specific Plan area comprises 120 acres in the central portion of the City of El Segundo. Smoky Hollow is near the downtown El Segundo Main Street corridor, well-established neighborhoods, large aerospace and engineering corporations, and the Chevron Oil refinery. The Smoky Hollow Specific Plan area is configured in an east-west orientation and is bounded by Indiana Street and Sepulveda Boulevard to the east, downtown El Segundo to the west, the Chevron refinery (and El Segundo Boulevard) to the south, and residential neighborhoods to the north (generally north of Franklin Avenue on the western half and Grand Avenue on the east). The Smoky Hollow area contains 329 parcels encompassing 94.3 net acres (not including street rights-of way). The Smoky Hollow Specific Plan update area is currently developed with approximately 2.46 million square feet of building area, mainly consisting of industrial and office land uses.

Description: The Specific Plan update establishes land use, transportation, infrastructure, economic development, and urban design strategies to promote an eclectic incubator district, providing opportunities for businesses to thrive in a creative, innovative, and dynamic environment. The Specific Plan values the innovative characteristics

I22-17

4/4/2021

El Segundo may study building housing east of Sepulveda for the first time – Daily Breeze

LOCAL NEWS

El Segundo may study building housing east of Sepulveda for the first time

By **MEGAN BARNES** | mbarnes@scng.com | Long Beach Press-Telegram
PUBLISHED: March 7, 2018 at 6:13 p.m. | UPDATED: October 30, 2018 at 2:39 p.m.

I22-18



<https://www.dailybreeze.com/2018/03/07/el-segundo-may-study-building-housing-east-of-sepulveda-for-the-first-time/?fbclid=IwAR3J740z4v...> 1/6

4/4/2021

El Segundo may study building housing east of Sepulveda for the first time – Daily Breeze

Housing in El Segundo

El Segundo is considering using a \$650,000 Metro grant to study future development on the east side of the city, including the possibility of high-density housing. Housing has only existed in the northwest quadrant of the city.



Source: City of El Segundo

PAUL PENZELLA — SCNG

El Segundo is considering using a \$650,000 Metro grant to study future development on the east side of the city, including high-density housing.

But city officials don't seem open to the idea of adding first-ever housing to the area, let alone affordable or low-income units.

At Tuesday's council meeting, city staff presented the Transit-Oriented Development Planning Grant as a way to fund a major piece of the first update in 26 years of the city's General Plan, a document that guides future development.

A special fund created in 2009 for the long overdue overhaul has accumulated \$600,000, about half of the estimated \$1.5 million to \$2 million needed for the effort.

With a phased approach, the city could use \$370,000 in matching funds from the account combined with the Metro grant to cover a specific plan for the east side, which is a major component of the General Plan update.



<https://www.dailybreeze.com/2018/03/07/el-segundo-may-study-building-housing-east-of-sepulveda-for-the-first-time/?fbclid=IwAR3J740z4v...> 2/6

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The Metro grant, which was OK'd by the agency's board of directors last week and would need approval next from the City Council, would explore both commercial and residential development opportunities near the city's three Metro stations. That includes studying the feasibility of building high-density affordable or low-income housing.

Hot topic

Building housing east of Sepulveda Boulevard is something the city's influential Economic Development Advisory Council has begun to explore separately.

But in the tight-knit, uniquely configured community known as "Mayberry by the Sea," it's a touchy subject.

Residential development has only existed in the northwest quadrant of town north of the Chevron Oil Refinery. The east side, divided by Sepulveda Boulevard, consists of industrial and commercial development, from shopping centers and creative offices, to the skyscrapers of major corporations, from Raytheon Co. to toymaker Mattel.

EDAC's plans to study eastside housing were met with an [attempt late last year to put an initiative](#) on the April ballot that would require voter approval for zoning changes to allow such development. But Councilwoman Carol Pirsztuk failed to win the support of her council colleagues for the measure.

Gregg McClain, a planning manager for the city, said the Metro study primarily would focus on increasing and reconfiguring commercial development, which today is largely made up of buildings sprinkled on vast parking lots.

"One thing we we note is that back in '80s and early '90s when the Green Line was planned, the reason it goes through El Segundo is because El Segundo had an employment base at the time that was pushing up toward 100,000," he said.

The east side was never intended to be a residential area and planners knew that when they built the transit stations, McClain said.

"We personally don't support pursuing housing, but we want to study it, we want to study why. We have to look at this issue anyway, whether we take the grant or not," he said. "This is a good opportunity to study that question with someone else's funding, and it does take us a step closer to getting our General Plan done."

If the council agrees to use the Metro grant, the study would take about three years and involve the community. The General Plan could be completed in about five years, according to city staff.



<https://www.dailybreeze.com/2018/03/07/el-segundo-may-study-building-housing-east-of-sepulveda-for-the-first-time/?fbclid=IwAR3J740z4v...> 3/6



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Not a done deal

The grant contract will go before city leaders in coming months, but they first want City Attorney Mark Hensley to closely review it for what could be required of the city, housing-wise.

Mayor Suzanne Fuentes said she was “stunned” that the city applied for the grant last summer without receiving input from the Planning Commission, the City Council or residents.

“This is a transit-oriented grant, it’s all about increasing density east of Sepulveda, and there are so many things in here that don’t even sound like El Segundo,” she said of the grant application. “It talks about areas that are fenced — they’re fenced because items of our highest national security are in those buildings and it talks about them like they’re an inconvenience.”

Fuentes said she doesn’t believe the city’s vision is “to be the Mecca for low-income housing.”

Councilman Don Brann said whether the city uses the grant or not, El Segundo needs to start the General Plan update.

“It should’ve been started in 2012 or 2013, and, if necessary, we shouldn’t just rely on the fund we’ve been collecting,” he said.

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El Segundo may study building housing east of Sepulveda for the first time – Daily Breeze

Megan Barnes | reporter

Megan Barnes covers crime and public safety for the Press-Telegram. She was previously a city reporter at the Daily Breeze, where she covered the South Bay beach cities and the Palos Verdes Peninsula. Before that, she was a freelancer writing about LGBT news and her hometown of San Pedro, where she probably made your latte at Starbucks. She loves iced Americanos and Radiohead and finally got to see them live on the A Moon Shaped Pool tour. It was magical.

mbarnes@scng.com

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I22-18
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I22-18
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Response to Comment Letter I22

Venu Joshi
April 4, 2021

I22-1 This comment is introductory in nature; no response is required.

I22-2 This comment states that the Draft EIR has “neglected impacts to key areas,” specifically within the vicinity of the commenter’s residence, which is along Washington Street. The comment further states that the proposed Project would cause a “major impact” to nearby residents and to the City in general. The commenter notes that the City should consider the character of the area and “refuse to allow any super high-density residential construction” and should instead build low-density residential uses across the City.

Regarding the comment on neighborhood impacts, the Project’s effects to surrounding neighborhoods and nearby residents, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. With implementation of mitigation measures MM-AQ-1, MM-HAZ-1, MM-HAZ-2, MM-NOI-1, and MM-TRA-1, impacts in these categories were determined to be below a level of significance (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022¹⁴ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details.). As such, the potential environmental effects of the Project on its surroundings (including the surrounding neighborhood) have been evaluated and disclosed in the Draft EIR, and any identified significant impacts would be mitigated to the extent feasible. The commenter’s concerns regarding negative impacts to their neighborhood will be included as part of this Final EIR for City decision makers’ review and consideration.

The commenter’s suggestion for the City to develop lower-density residential uses is addressed in Responses to Comments I21-12 and I21-31. As explained in those responses, spreading out the proposed Project’s land uses across wider areas of land would increase environmental impacts in multiple categories. Nevertheless, the commenter’s suggestions regarding land use in City will be included in this Final EIR for review and consideration by decision makers.

Additionally, while community character is not a topic that is specifically addressed under CEQA, effects related to the proposed Project’s consistency with policies governing scenic quality and with the City’s land use plans and goals have been analyzed in the Draft EIR in Sections 4.1 and 4.9, respectively. Significant impacts were not identified in these categories.

I22-3 This comment expresses similar concerns and suggestions as Comments I21-12 and I21-31. As such, refer to Responses to Comments I21-12 and I21-31. Additionally, the commenter attaches an excerpt from the Los Angeles Times website and states that the City would be considered more dense if density calculations were limited to the residential portions of the City. The commenter further states that adding more density to the existing residential area of the City is not the right approach. The commenter

¹⁴ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

also notes that population growth trends in the City are similar to those of nearby cities such as Manhattan Beach and Redondo Beach.

As described in Responses to Comments I21-12 and I21-31, dispersing the proposed Project across a larger area of land and constructing the proposed housing at a lower density would increase environmental impacts in multiple categories. Furthermore, the City is generally built out under current conditions. As such, building residences throughout areas of the City that are currently commercial or industrial would require redevelopment. While some of the City's industrial areas are currently being contemplated for redevelopment (e.g., the Smoky Hollow Specific Plan area), such areas may not be suitable for residential land uses, due to contamination concerns and/or land use incompatibility. Nevertheless, the commenter's suggestion to spread out residential land uses will be included in this Final EIR for review and consideration by decision makers.

I22-4 This comment expresses general opposition to the Project and to increased density. The comment does not raise any specific concerns regarding the environmental analysis in the EIR. No response is required; however, the commenter's objection to the Project and to high-density housing in the City will be included in this Final EIR for review and consideration by decision makers.

I22-5 This comment recommends studying the benefits of building a new hotel along the east and west sides of PCH. The commenter states that the City has 2,600 hotel rooms but that more may be needed in the future to accommodate large events. This comment does not pertain to the adequacy of the environmental analysis in the EIR. However, the commenter's recommendation for the City to study the benefits of additional hotels will be included in this Final EIR for review and consideration by decision makers.

I22-6 This comment consists of recommendations for alternative locations for new housing in the City. The commenter recommends the following: rezoning areas of the City that are vacant and underutilized for redevelopment with low-density apartment complexes; rezoning the Smoky Hollow Specific Plan area for redevelopment with mixed-use residential developments; and/or, building residential uses east of Pacific Coast Highway.

The suggestion for alternative locations to the proposed Project site, including new housing east of Pacific Coast Highway, is addressed in Response to Comment I21-12. The topic of building the proposed Project and/or new residences in the Smoky Hollow Specific Plan area is also addressed in Response to Comment I21-12. The suggestion of constructing lower-density housing in other areas of the City is also addressed in Response to Comment I21-12. As noted therein, spreading out the proposed Project's residential component across a larger land area would likely increase impacts in multiple environmental categories. Furthermore, the portions of the City that are not currently used for residential purposes are generally industrial or commercial in nature. While some properties may be vacant or underutilized, sites that were formerly used for industrial purposes may not be suitable for residential development, due to prior use of hazardous materials. Additionally, construction of residences within industrial and/or commercial areas, particularly where some industrial uses are still operational, may introduce an incompatible land use to the area. While the commenter's suggested alternate locations have been rejected as infeasible (as further enumerated in Section 6.4 of the Draft EIR and Responses to Comments I21-12 and I21-31), the suggestion for constructing lower-density housing elsewhere in the City will be included in this Final EIR for review and consideration by decision makers.

I22-7 This comment expresses concerns regarding increased traffic on Washington Street and Mariposa Avenue and states that the draft EIR concluded that no impact would occur. The commenter also states that Grand Avenue and Holly Avenue would be clogged by traffic associated with the proposed Project. The commenter further states that the proposed improvement on Mariposa Avenue would not address all traffic issues, because it would not address effects to other surrounding streets, such as Palm Avenue and Maple Avenue, which may need additional lanes to accommodate the new traffic. The comment concludes by stating that portions of the Draft EIR studies were conducted during COVID-19, and the EIR did not adjust for the increased traffic that would occur once COVID-19 closures are over.

Refer to Response to Comment I21-13, which addresses concerns regarding COVID-19 conditions and its effects on EIR data. Refer to Responses to Comments I6-3, I18-3, I21-6, and I21-10, which all address concerns regarding increased traffic on neighboring streets. Furthermore, it is noted that increased traffic and traffic congestion are no longer considered impacts on the environment under CEQA. The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)). As such, the EIR does not identify any environmental impacts pertaining to increased traffic.

I22-8 This comment pertains to the EIR's impact determination for parks and recreation and states that the EIR's determination that no significant impacts would occur is "highly misrepresented." The comment also states that the Project does not include recreational facilities for residents.

Refer to Responses to Comments I21-5 and I21-18, which also address concerns regarding the Project's impacts to parks and recreational facilities and the EIR's analysis of this topic. The Project would include common open space areas, including rooftop pools and community rooms. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities.

I22-9 This comment states that the Draft EIR "neglects and underrepresents" the air quality impacts that would be caused by the proposed development, including associated traffic and emissions.

The topic of air quality is addressed and analyzed in Section 4.2 of the Draft EIR. The air quality analysis includes quantitative modeling that takes into consideration Project-related traffic on nearby roadways. Emissions from Project-generated vehicle trips are referred to as "mobile source" emissions in the air quality analysis. The air emissions modeling also takes into consideration "area source" emissions that would be associated with Project operations (e.g., emissions from consumer product use, architectural coatings, and landscape maintenance equipment), as well as energy-related emissions (e.g., emissions associated with natural gas usage in space heating, water heating, and stoves). As demonstrated in Section 4.2.4 of the Draft EIR, the Project's estimated maximum daily operational air emissions, including mobile source emissions (i.e., traffic-related emissions), would not exceed the applicable thresholds. As such, the Draft EIR contains a detailed analysis of the Project's effects on air quality, which includes modeling based on the proposed land uses and expected traffic generation. No significant impacts were identified based on this analysis.

I22-10 The comment asserts the Draft EIR “underplays” the permanent increase in noise to the offsite environment, and claims LAX aviation traffic noise was incorrectly studied.

As answered in Response to Comment I21-8, potential perceptible (i.e., at least 3 dB) noise amplification due to sound-reflecting building facades typically requires the receptor to be near the building facades—such as a listener on a highly trafficked urban roadway bounded by tall, densely-packed building facades. But when the perpendicular distance between a receptor and the façade is large, such as the approximate 500 feet between the single-family homes adjoining Washington Park and the nearest proposed PCC structural facades, the additional received sound energy due to that reflection is greatly diminished. Furthermore, addition of the proposed PCC buildings would introduce more path-occluding barriers between Pacific Coast Highway roadway traffic and the neighborhoods to the west, which was reflected in Table 4.10-6 of the Draft EIR and is reproduced to include addition of “ST7”, a representative receptor on Washington Street (west side, mid-block between E. Palm Avenue and E. Elm Avenue) to demonstrate consideration of the single-family home neighborhood west of Washington Park.

I22-11 This comment raises concerns regarding the Shared Parking Analysis (Appendix J-2 in the Draft EIR) and the assumptions made in the analysis. This comment also states that the analysis overestimates transit use and that there is a lack of reliable transit in the Los Angeles area. The commenter also states that the analysis in the EIR relies on data from other cities with highly developed public transportation, such as cities in the Bay Area.

The analysis in the EIR assumes that 5% of the Project trips would take transit, walk, or bike. Census data from 2019 shows that 6.7% of residents in El Segundo take transit, walk, or bike. The Metro C Line Mariposa Station is 0.5 miles from the Project site. Metro Line 232, LADOT Commuter Express Line 574, and Beach Cities Transit Line 109 run along Pacific Coast Highway with stops near the Project site. The Palo Alto data referenced in the Shared Parking Analysis is shown as a point of comparison and indicated less parking demand even in areas not well served by transit (and even less near CalTrain).

The comment states that it is wrongly implied in the EIR that most of affordable housing residents do not own a car and use public transportation instead. This is not stated anywhere in the EIR. The proposed Specific Plan in Appendix B of the Draft EIR does, however, provide for less parking per unit for affordable units than for market rate units (0.5 spaces per studio unit, 1 space per 1-bedroom unit, and 1.5 spaces per 2-bedroom unit). A reduced parking requirement for affordable units is supported by research including empirical surveys conducted at affordable family units in Los Angeles, which found an average parking demand rate of 0.84 spaces per unit.

This comment also states that when the hotel is at full capacity, residents would be forced to park on the streets. Overnight hotel parking counts were conducted on a Saturday night. Since the surveys were done overnight (when hotel demand is highest) at 2 AM, they were technically done early Sunday morning. Regarding seasonality, the hotels were 75% and 76% occupied on the nights of the surveys. Therefore, the rates were factored up to represent 100% occupancy when the hotel parking demands were estimated. In addition, the assigned parking for residents is not part of the shared pool of parking and therefore will not be shared with the hotels and commercial uses.

This comment also expresses concerns regarding the potential permit parking district. If desired by the neighborhood, the applicant plans to work with residents to suggest the boundaries of this potential

permit parking district. A permit parking district would be implemented by the City at the request and approval of the residents and would allow potentially only residents to park on the street.

The shared parking analysis indicates that there would be sufficient parking for all uses that are part of the Project and therefore the need for overflow parking is not anticipated.

I22-12 This comment states that the Draft EIR does not address potential impacts to the General Plan Public Safety Element or the need for additional City staff (fire, police, paramedics, etc.) to accommodate the proposed additional residents and the retail spaces.

The Project's consistency with the goals, objectives, policies, and programs set forth in the City's Public Safety Element is discussed in Section 4.9 of the Draft EIR. Based on the analysis presented therein, the proposed Project was determined to be consistent with the applicable goals, objectives, policies, and programs from the Safety Element. As such, this topic has been addressed and discussed in the Draft EIR. While public safety itself is not a discreet environmental topic under CEQA, the topics of emergency access, traffic safety, and pedestrian and bicycle safety are addressed in several sections throughout the Draft EIR. Specifically, Section 4.13 discusses emergency access, roadway hazards, and bicycle and pedestrian facilities, including access and safety. Section 4.7 discusses emergency response and evacuation. Impacts in these categories were determined to be less than significant. Additionally, the ability of existing public services to accommodate the proposed Project is addressed in Section 4.12 of the Draft EIR. This section discusses the capacities of fire protection services, emergency medical services, police protection, schools, library services, and City administrative services. No significant impacts were identified for these categories as a result of the proposed Project.

I22-13 This comment concludes the comment letter and requests that the Project not be considered until the comments in the letter have been incorporated.

The commenter's concerns pertaining to the environmental analysis in the EIR have been addressed by the City in the responses above. This comment letter and associated responses will be provided to City decision makers for review and consideration as part of this Final EIR, prior to the decision hearing for the Project.

I22-14 The commenter has attached an excerpt from the Los Angeles Times Neighborhood Report, in support of Comment I22-3. The comment associated with this attachment pertains to residential density in the City and is addressed in Response to Comment I22-3.

I22-15 The commenter has attached an excerpt from the City's comments on the LAX Airfield and Terminal Modernization Project Draft EIR, in support of Comment I22-4. The comment associated with this attachment pertains to opposition to high-density residential development. The commenter states that since the City opposes development at LAX, it should also oppose high-density residential developments within the City, such as the proposed Project. Refer to Response to Comment I22-4, which addresses the commenter's concerns regarding high-density residential development.

I22-16 The commenter has attached a webpage listing hotels in the City, in support of Comment I22-5. This comment recommends that the City study the possibility of building new hotels along Pacific Coast Highway. Refer to Response to Comment I22-5, which addresses this comment.

- I22-17** The commenter has attached the notice of availability associated with the 2018 Draft EIR for the Smoky Hollow Specific Plan update, in support of Comment I22-6, which presents suggestions for alternate locations for the proposed Project and new residences in the City. One of the suggested alternate locations is the Smoky Hollow Specific Plan area. Refer to Response to Comment I22-6, which addresses the commenter's suggestions for alternate locations.
- I22-18** The commenter has attached a news article from 2018 about the potential for the City to study housing on the east side of Sepulveda Boulevard, to support statements regarding past opposition to housing on the east side of Pacific Coast Highway as part of a larger comment (Comment I22-6) that suggests an alternate location for the Project and new housing on the east side of Pacific Coast Highway. Refer to Response to Comment I22-6, which addresses the commenter's suggestions for alternate locations.

Comment Letter I23

From: James Decordova [REDACTED]
Sent: Thursday, April 8, 2021 1:40 PM
To: Samaras, Paul
Cc: ic.ccurry@gmail.com; Boyles,Drew (Mayor); Pimentel, Chris (Mayor Pro Tem); Pirsztuk, Carol (Council Member); Giroux, Lance (Council Member); Nicol, Scot (Council Member)
Subject: Pacific Commons Proposal
Follow Up Flag: Follow up
Flag Status: Flagged

Mr Samaras, I am a 40 year El Segundo resident. My home is in the 400 block of Washington St. Is it possible to see a map of the proposed development with specific detail showing where is planned housing, where is planned retail, and where are the proposed rental units? Perhaps an overlay of the current buildings, and their proposed replacements. This would be greatly appreciated.
Myself and many of my neighbors on Washington St never received the invite to the Zoom meeting held on March 31 until after the meeting was held. Suffice to say we are concerned, especially with the development of the International Rectifier site and its impact on traffic, and quality of life issues.

I23-1
I23-2

Thank You
Jim deCordova

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Response to Comment Letter I23

Jim deCordova

April 8, 2021

I23-1 This comment asks if there is a map of the proposed Project specifying where housing (townhomes), rental units, and retail is planned. The comment further requests an overlay of current buildings with the proposed Project. Figure 3-1, Conceptual Site Plan, within Chapter 3 of the Draft EIR includes the requested items. Figure 3-1 provides the conceptual site plan on the Project site with labels indicating existing structures surrounding the proposed development. Please see Figure 2-1, Regional Location and Vicinity Map, within Chapter 2 of the Draft EIR for the Project site's footprint overlaid onto existing conditions.

I23-2 This comment states the commenter and their neighbors did not receive an invite to the meeting held on March 31st, 2021. The meeting referenced was not a City-organized meeting or related to the CEQA documentation. This meeting was hosted by the Project Applicant and there were no specific notification requirements for the Applicant's outreach meeting. The comment further states concern for the proposed Project and cites a recent project at the former International Rectifier site and its impacts on traffic and quality of life. For discussion regarding an additional related project, see Topical Response No. 1 – Cumulative Impacts, above. In addition, please see Chapter 3, Changes to the Draft EIR, Section 3.2, Errata, of this Final EIR. These revisions provide additional details and clarification of the information that was originally presented in the Draft EIR. These edits have not changed the impact conclusions in the Draft EIR, nor have they revealed a need for new or altered mitigation measures. Rather, this information merely clarifies conclusions that were already presented in the Draft EIR. As such, these changes would not result in a new significant impact or in an increase in the severity of a previously identified significant impact and, therefore, do not warrant recirculation of the Draft EIR.

The topic of transportation is evaluated and discussed in Section 4.13 of the Draft EIR. A potentially significant impact was identified for Project construction; however, mitigation measure MM-TRA-1 has been set forth and would reduce the impact to below a level of significance, as described and substantiated in Section 4.13. As such, no further mitigation is required for the topic of transportation.

Additionally, while quality of life is not a topic that is specifically addressed under CEQA, effects to surrounding neighborhoods, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. With implementation of mitigation measures MM-AQ-1, MM-HAZ-1, MM-HAZ-2, MM-NOI-1, and MM-TRA-1, impacts in these categories were determined to be below a level of significance (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022¹⁵ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details).

¹⁵ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

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Comment Letter I24

From: Julia Withee [REDACTED]
Sent: Friday, April 9, 2021 12:23 PM
To: Samaras, Paul
Subject: Support of Pacific Coast Commons

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Paul,

Happy Friday! I wanted to reach out to you in support of your Pacific Coast Commons project located in El Segundo, CA.

My husband and I moved to El Segundo three years ago as a newly married couple. We desperately wanted to live in the South Bay to remain close to our family and my husband's local office. However, it was a difficult process due to the lack of quality and well-priced apartment options. We finally found an amazing apartment in El Segundo where we had our first child. Eventually we outgrew our apartment and after seven months of searching for homes, placing offers, getting rejected, etc, we bought our first home in El Segundo! We were exceptionally lucky to be able to find and purchase a home in this incredible town. We have many friends who have been searching for a quality apartment or home in El Segundo and have had no luck.

As you know, a huge part of what makes this town exceptional is the people. The teachers, engineers, dog groomers, waiters, entrepreneurs and many more community members make this town the town that it is! These workers deserve to live close to their jobs. The addition of this mixed-use housing project will not only improve the lives of El Segundo workers, but also improve the aesthetics, accessibility, and utility of that section of PCH. This project will add so much value to the city of El Segundo. Thank you for your commitment to improving the lives of current and future El Segundo residents!

Sincerely,
Julia Riboli

I24-1

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Response to Comment Letter I24

Julia Riboli
April 9, 2021

- I24-1** This comment expresses support for the proposed Project and cites the housing component, mixed-use proposal, aesthetics, accessibility, and utility of Pacific Coast Highway as reasons. The commenter's general support to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

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Comment Letter I25

From: Bianca Mendoza [REDACTED]
Sent: Sunday, April 11, 2021 1:59 PM
To: Samaras, Paul; Planning
Subject: Pacific Coast Commons Development Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Samaras:

Please see my comments and questions with regard to the Pacific Coast Commons Development proposal:

1. Developer Lionel Uhry said it himself in the first few minutes of the ZOOM meeting on 3/31/2021 1730hrs: "PCC is being built in this location so as not to DISTURB the bulk of El Segundo population." So, what about the population that is being **DISTURBED**, what is being done for them? If housing were spread out to various other locations in El Segundo or moved East of PCH (rezoned, just like current site was to allow PCC to build) or in Smokey Hollow, the "DISTURBED" weight is spread out across a broader segment of our City.
2. There are many reasons why a municipality would want to develop and why people would support it: financial gain, benefit for the community, benefit for additional housing (questionable since we have tons for rent now at a 25% discount from before) or some mix of all. Question is, this proposal may have benefits but what is being done for those that stand to lose from this?
3. If a large contributing factor for development is a state requirement, then we, as for housing, need to spread out. We have 99% of our population in less than 25% of city limits.
 - a. Why exacerbate some issues and create negative impacts for your population when you can achieve the goals by building east of PCH which solves or avoids almost all negatives and puts those new residents closer to transit which is one of the primary goals?
 - b. If the City fears losing out of some type of money then it is quite unfair that the City gains on the shoulders of those largely impacted. It would be dubious to have issue with this because it is the same argument the City has made to LAX for decades and most recently a few weeks ago. Also, the airport has made numerous adjustments in how they operate over the years, provided funding to the City to mitigate impacts, and is quite sensitive to El Segundo. I know this from personal experience before and after working for Los Angeles World Airports (LAWA). If adopted, is the City prepared to do the same for its OWN impacted citizens or is that just an issue if someone ELSE wants to expand?
4. Building east of PCH is a win-win. It's closer to transit, doesn't disturb nor disrupt existing community, and it's possible via rezoning just like this proposal had leading up to it. Also, we know the City is considering it, as it is one of the "Housing Element's" survey choices for where to expand. Please see: <https://www.elsegundo.org/government/departments/development-services/planning-division/housing-element-update-2021-2029>
5. How much money does El Segundo expect to receive if proposal adopted?
6. What percentage of money is the City going to use to mitigate negative impacts?
7. What percentage of money is being required of developer to mitigate negative impacts?
8. Why are so many units needed? We currently have more "For Rent" availability than has been seen in decades all over El Segundo. Additionally, the average monthly rent is down approx. 25%. Therefore, supply is

I25-1

I25-2

I25-3

I25-4

I25-5

up, price is down which is a strong argument against a high density development or at least a scaled down version of it.

Why fix a problem that is, at least in part, fixing itself?

↑ I25-5
| Cont.

9. The most environmentally friendly option is a "no build", which should be done. We have numerous environmentally friendly programs in place and continuing.

↑ I25-6
|

Respectfully,

Bianca Mendoza

Response to Comment Letter I25

Bianca Mendoza

April 11, 2021

I25-1 In this comment, the commenter asks what is being done for residences that are affected by the Project. The commenter further suggests that new housing be spread out to other locations in the City or built to the east of Pacific Coast Highway or within the Smoky Hollow Specific Plan area.

The proposed Project has been assessed for its impacts on the environment as part of the Draft EIR. Effects to surrounding neighborhoods and nearby residents, particularly in the categories of aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, and transportation, are evaluated in Sections 4.1, 4.2, 4.7, 4.9, 4.10, and 4.13 of the Draft EIR, respectively. Mitigation measures have been set forth to address the significant impacts that were identified in these categories (with the exception of an impact pertaining to consistency with the applicable Air Quality Management Plan (AQMP), which is a policy document that will be updated in 2022¹⁶ and the temporary inconsistency with the AQMP assumptions would not result in direct impacts to the environment; see Section 4.2.7 of the Draft EIR for details). If the Project were approved by the City, the City would be required to adopt and enforce the mitigation measures.

For a response to the commenter's recommended alternate locations, see Responses to Comments I21-12 and I21-31.

I25-2 This comment states that the proposed Project may have benefits; however, the commenter asks "what is being done" for people who "stand to lose." The comment further states that most of the City's residents live within 25% of the City's land area. The commenter suggests building housing on the east side of Pacific Coast Highway. The commenter also states that the City opposes development within LAX and that the City should do the same for development within the City that affects its own citizens.

CEQA requires decision makers to weigh the potentially significant environmental impacts of a project against its potential benefits. As such, City decision makers will consider the potential impacts of the Project, together with its benefits, when making a decision on whether to approve or deny the Project. As explained in Response to Comment I25-1, mitigation measures would also be enforced to minimize the Project's potentially significant impacts, if the Project were to be approved.

For responses to the commenter's suggestions for spreading new housing across other areas of the City and/or developing housing on the east side of Pacific Coast Highway, refer to Responses to Comments I21-12 and I21-31.

I25-3 This comment lists potential benefits of constructing housing on the east side of Pacific Coast Highway, such as proximity to transit and reduced disturbance to the existing community, and states that this would be possible through rezoning, similar to the rezoning that is associated with the proposed Project.

¹⁶ South Coast Air Quality Management District (SCAQMD). 2021. Air Quality Management Plan (AQMP). Accessed June 4, 2021. Web. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

For a response to the suggestion for alternate locations on the east side of Pacific Coast Highway, see Responses to Comments I21-12 and I21-31.

The comment further states that the City is considering housing on the east side of Pacific Coast Highway and cites the City's Housing Element update. The commenter states that the east side of Pacific Coast Highway is one of the Housing Element survey choices for where housing could expand.

The Housing Element update is anticipated to be adopted by the City in the fourth quarter of 2021. As such, the Housing Element update is currently in draft form and is not available for review at the time of this writing. The City's future plans regarding locations for future housing are therefore speculative at this time. Nevertheless, the commenter's support for expanded housing east of Pacific Coast Highway will be included as part of this Final EIR for review and consideration by decision makers.

I25-4 This comment presents questions for the City regarding financial aspects of the proposed Project, such as the amount of money the City expects to receive as a result of the Project, the percentage of funds to be used for mitigation, and the percentage of the applicant's funds to be used for mitigation.

These questions and comments regarding the Project's finances do not pertain to the environmental analysis in the EIR. As such, no response is required. However, these questions will be included as part of this Final EIR for review and consideration by City decision makers. If the Project were approved, the City and applicant would be required to adhere to the mitigation monitoring and reporting program that must be adopted along with the Project (see Chapter 4 of this Final EIR). The mitigation monitoring and reporting program identifies the party responsible for implementing each mitigation measure, as well as the agency responsible for monitoring implementation.

I25-5 This comment asks why "so many units" are needed. The comment further states that the availability of rental units has increased in the City and that rental costs are decreasing. The commenter states that the increased supply and decreased prices provide a strong argument against a high-density development. The commenter recommends a scaled-down version of the Project and states that the housing supply issue is "fixing itself."

The proposed Project's 263 new residential units would assist the City in meeting the mandated RHNA allocation of 492 housing units. The proposed Project would also help address the regional housing shortage by providing housing in close proximity to existing job opportunities. However, it is ultimately the decision of the City's elected officials to approve or deny the proposed Project and to weigh the Project's benefits (including the benefits of additional housing in the City) against its potential impacts (including potential impacts to neighboring residents).

The Draft EIR presents and analyzes two reduced versions of the proposed Project in Section 6.5. City decision makers have the ability to approve the proposed Project or any of the alternatives evaluated in the EIR (including the reduced project alternatives, which are identified as Alternatives B and C). The commenter's support for reduced versions of the proposed Project will be included in this Final EIR for review and consideration by decision makers.

I25-6 This comment states that the most environmentally friendly option would be a "no build" option. The comment also states that the City has numerous environmentally friendly programs in place.

The Draft EIR presents and analyzes a “no build” alternative to the proposed Project, which is identified in Section 6.5 as Alternative A. The analysis identifies Alternative A as the environmentally superior alternative. As stated above, City decision makers have the ability to approve the proposed Project or any of the alternatives evaluated in the EIR (including Alternative A). As such, the commenter’s support for Alternative A will be included in this Final EIR for review and consideration by decision makers.

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Comment Letter I26

From: paul morrison [redacted]
Sent: Sunday, April 11, 2021 3:24 PM
To: Samaras, Paul
Subject: ENVIRONMENTAL REVIEW PUBLIC COMMENT

Follow Up Flag: Follow up
Flag Status: Flagged

Paul Morrison
421 Indiana St. Apt #4
El Segundo, Ca
90245

exmudshark@yahoo.com
310-283-0301

I appreciate this opportunity to comment on the Environment Review for the PCC construction project.

I have been a resident of El Segundo for 25 years, residing in the same apartment for this duration. I am grateful for the opportunities that life in El Segundo has afforded me. I have been a law abiding member of the community during this time, save for one traffic citation: a seatbelt violation 1 1/2 blocks from my apartment.

I moved to El Segundo after a transfer from the City of Los Angeles Survey Division to work on the C-117 Hyperion Phase 2 Construction Project. As a member of that group of surveyors, I helped to complete the various projects assigned to us: eight of the reactors, twenty of the clarifiers, the TSF building and assorted projects to bring the Hyperion Waste Water Treatment Center up to World Class Standards.

I was the last surveyor to leave our permanent office at the plant. Before I left, I surveyed the entire site, leaving survey control at every intersection, both horizontal and vertical. This control network is the basis for every improvement on the plant. It will be forever used by the engineers, the contractors and the surveyors for the life of this plant.

I would like to address the ES-1 Summary of Project Impacts, page ES-23: Population and Housing. Specifically: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? The impact is recorded as "Less than Significant Impact".

The basis for my response is predicated on my 33 years of survey experience, the last 16 years of which I was employed as a City of Los Angeles Survey Party Chief, specializing in construction work. I fear this project will doom the two apartment building on Indiana Street, #403 and #421 (my residence), situated directly West of the parking structure. I am one of the working class tenants that I believe will be displaced due to this construction project, which makes me, in essence, an "UNsubstantial number of existing people" per the draft report. The prospect of finding alternative housing at my current rental rate appears extremely dim. Those of us that live and work in the area will not qualify for the "affordable housing" units due to our incomes, yet we will find ourselves unable to procure similar rental units in El Segundo. Once again, those that work for you are unable to live with you. I find this extremely bitter, considering that I will retire on May 8th of this year with a much reduced income.

I have worked around construction projects similar to this one. The level of disruption to those in the immediate vicinity will be intense and prolonged. The excavation required for the subsurface parking structure will require "I" beams, lagging and pile drivers. Such noise levels and vibration will not be modified by any type of "temporary noise barriers". It is a deafening, grueling procedure, considering the number of "I" beams required for the excavation. The truck traffic, noise and dust will be constant until this phase is completed. After that, the actual construction will take on the appearance of a sky scrapper being built. There will have to be an on site, permanent crane to move construction materials around the site. It will take on the appearance of a major construction site, which it will be, and this will take place ADJACENT to a zoned residential area - in such close proximity I have never witnessed before in my career.

I26-1
I26-2
I26-3

Response to Comment Letter I26

Paul Morrison
April 11, 2021

I26-1 This comment is introductory in nature and does not pertain to the adequacy of the environmental analysis in the EIR; no response is required.

I26-2 This comment expresses concerns that proposed Project construction would displace nearby residents. The commenter resides in an apartment building adjacent to the proposed Project. The commenter references the CEQA threshold question from the population and housing analysis, which states “would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?” Because the EIR concluded that impacts would be less than significant in this category, the commenter states that they are considered an “unsubstantial number of existing people.” The commenter also expresses concerns with finding replacement housing that is consistent with their current rental rates.

The EIR includes an evaluation of the potential effects of Project construction, including its effects on nearby sensitive receptors (which include adjacent residents). Specifically, impacts of construction air emissions on nearby sensitive receptors are addressed in Section 4.2.4 and were determined to be less than significant after implementation of MM-AQ-1. The impacts of construction noise on nearby sensitive receptors are addressed in Section 4.10.4. As stated therein, with application of MM-NOI-1, construction noise impacts at the nearest multi-family residential properties on the west side of Indiana Street and west side of Phase 2 (PCC-North) would be reduced to a less than significant level. As such, mitigation measures have been set forth to address the potentially significant effects of Project construction on residential sensitive receptors.

The commenter references the EIR’s population and housing analysis, as it relates to displacement of substantial numbers of existing people or housing. The analysis in the EIR concludes that impacts would be less than significant, because no housing uses are located on the Project site, and Project implementation would not require demolition of existing housing or displace people or housing. The proposed Project would include the construction of a mixed-use development that would add approximately 263 housing units to the City. This threshold does not pertain to construction effects on adjacent residences but rather to environmental effects caused by construction of replacement housing elsewhere. While the commenter expresses concerns regarding the effects of Project construction to adjacent residences, those effects would be mitigated through the mitigation measures set forth in the EIR, as explained in the paragraph above. Furthermore, such effects are temporary and would not necessitate the construction of replacement housing elsewhere. As such, the EIR’s conclusion of a less than significant impact is appropriate. Once construction of the Project is complete, construction noise and other temporary effects would no longer occur. Nevertheless, the commenter’s concerns regarding construction effects to nearby residents, including the potential for displacement resulting from construction, will be included as part of this Final EIR for review and consideration by decision makers.

I26-3 The received comment expresses opinions and speculations about noise and vibration producing activities associated with Project construction.

The Draft EIR Section 4.10, Noise evaluated construction noise and found it to be a temporary but significant impact at some offsite receptors with respect to construction of some Project elements and thus requiring mitigation that is detailed in MM-NOI-1, which necessitates installation of what will likely be industry-proven sound blanket barriers (or comparably-performing materials) as part of an implemented Construction Noise Mitigation Plan (CNMP) that the City must first review and approve prior to issuance of a demolition or grading permit for the Project. With incorporation of MM-NOI-1, impacts would be less than significant.

I26-4 This comment expresses concerns that tenants in apartment complexes near the Project site will move out during Project construction. The commenter states that these vacancies would then lead to redevelopment of the existing apartments with high-end condominiums. The commenter further states that concluding a “less than significant impact” on the surrounding area seems inaccurate. The commenters states that the proposed Project would negatively impact and disrupt lives.

While the EIR concludes that impacts in the category of population and housing would be below a level of significance, potentially significant impacts are identified to nearby sensitive receptors in other sections of the EIR. For example, the Draft EIR demonstrates that potentially significant impacts to sensitive receptors would occur during construction in the categories of air quality and noise. However, the EIR presents feasible mitigation measures (MM-AQ-1 and MM-NOI-1) for these impacts. Based on the air quality and noise analyses, implementation of these mitigation measures would reduce construction air quality and noise impacts on sensitive receptors to below a level of significance. As such, the EIR considers the impacts of the Project on nearby residential sensitive receptors and has identified mitigation to address these effects.

The commenter’s statements regarding potential future apartment vacancies near the Project site are speculative in nature. The Project site and nearby land uses are situated in an urbanized area, within the vicinity of a major roadway (Pacific Coast Highway). Construction impacts to nearby sensitive receptors would be mitigated, as described above. Furthermore, the potential for vacancies is not an environmental topic that is evaluated under CEQA. According to the CEQA Guidelines, Section 15064(e) “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” Nevertheless, the commenter’s concerns regarding the future of apartment buildings near the Project site will be included in the Final EIR for review and consideration by decision makers.

I26-5 The commenter notes that a rendering of the Project as viewed from Indiana Street (looking north of Holly Avenue) has not been provided. The commenter states that the Project would appear to be “towering” over the existing residential area to the west.

The west elevations of the proposed Project, as provided in Chapter 2 of the Draft EIR, depict the proposed Project as viewed from Indiana Street. Additionally, the topic of aesthetics and visual effects is analyzed in Section 4.1 of the Draft EIR. This analysis includes a discussion of the Project’s potential to adversely affect scenic vistas and a discussion of the Project’s consistency with applicable zoning and other regulations governing scenic quality. (It should be noted that effects on private views are not considered impacts on the environment generally under CEQA.) The analysis in Section 4.1 concluded that the proposed Project would not have a substantial, adverse effect to scenic vistas. The analysis also concluded that the Project would be consistent with applicable regulations governing scenic quality. Other topics addressed in the category of aesthetics consist of impacts to scenic resources within a state scenic highway and increased light/glare. Impacts in these categories were determined

to be below a level of significance. Overall, impacts to aesthetics were determined to be less than significant. The appearance of the proposed Project from certain streets within the vicinity of the Project site is not specifically addressed under CEQA, particularly in urban areas. Nevertheless, the commenter's concern regarding the height and massing of the proposed Project as viewed from Indiana Street will be included in this Final EIR for review and consideration by decision makers.

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Comment Letter 127

From: David Poepoe
Sent: Sunday, April 11, 2021 9:00 PM
To: Planning; Samaras, Paul
Subject: Regarding the Pacific Coast Commons Development
Follow Up Flag: Follow up
Flag Status: Flagged

April 11th, 2021

To the El Segundo General Planning Committee and City Planner,

We am writing to lodge our vigorous opposition to the planned high density apartment complex on Pacific Coast Highway known as Pacific Coast Commons (PCC). We am not opposed to the construction of affordable housing in El Segundo since we have been encumbered to do so by the State Legislature. We consider that PCC is too large as current proposed to the City and will list our points against it below.

127-1

We will limit our opposition only to the two residential towers under consideration at PCH and Mariposa and PCH and Holly. The construction of the parking structure in place of the shuttered banquet facilities is a reasonable concession.

127-2

1. Both residential towers are too large for the sites. It would be reasonable to limit construction to four stories.

2. Both residential towers have direct access to streets, Indiana and Palm Streets, that are current overtaxed with street parking. The streets are virtually one lane. Adding additional vehicles to either street would be inviting congestion, even if future No Parking restrictions were added to Indiana.

127-3

3. Holly and Palm Streets are virtually useless to any individual needing to drive north. Left turns across southbound traffic to go north are impossible and dangerous most times of the day.

4. Traffic along Washington Street north of Mariposa appears to have not been taken into consideration. Any resident of the north tower not able to turn left onto Mariposa will most likely turn right in order to access Washington Street north to Maple Avenue. This is a route favored by residents and there is no reason to expect it will not be used by others.

127-4

5. It is doubtful that consideration was given to traffic that will enter Mariposa from either Kansas or Washington Streets with the development of the former International Rectifier property at Kansas Street and Grand Ave. That is a larger development with only the lighted intersection at Kansas and Grand providing a route out to PCH that does not go thru a residential area. It should be expected that traffic will increase in the morning and afternoons along Kansas and Washington Streets as Mariposa is readily used. In the years before the Pandemic when returning home I frequently saw a line of cars leaving residential El Segundo stretching from PCH to Illinois Street.

6. Withee Malcom Architects can be thanked with the foresight of widening Mariposa Ave by providing space for a right turn lane from Mariposa onto southbound PCH. However, they should have done the same with providing a dedicated right turn lane from Mariposa into the northern residential tower in order to expedite westbound traffic.

127-5

8. Mariposa Avenue is a major artery for eastern residential El Segundo. The north and south residential towers will only serve to constrict traffic. They will serve as a bottleneck and adversely impact residents across town.

9. The presence of commercial retail space along PCH is quixotic given that it is unlikely that any business would be frequented by El Segundo citizens without public parking. The idea that PCH would become a 'destination place' and 'walkability' is highly questionable. We live on Washington Street and we regularly drive to Ralph's like most of our neighbors. The only people likely to be within a 'walkable' distance are those living on Indiana and Illinois Streets.

127-6

10. Mar Ventures should be excoriated for their facetious claims on their PCC website of "We have consistently heard from El Segundo teachers to people working in our office buildings, all saying the same thing: **We need new housing close to where we work.**" One thing is to "have heard", another thing would be to commit oneself to doing. There is only a 'proposing' of 13 low income and 13 moderate income dwellings. It is to be expected that should the project be scaled back that the first offerings to be cut would be low- and moderate- income units – or practically anything that would be 'affordable'. The city should extract an irrevocable ironclad commitment from Mar Ventures and Continental Development for a set number of affordable units no matter the eventual size of the housing complex. Affordable housing should be kept no matter the claims of 'hardship' by the developers. It is not the responsibility of the city government nor should it be the care of the El Segundo community to guarantee that the development be profitable.

127-7

11. It is still too early to clearly foresee where the future of telecommuting will go in the United States. For many companies the request of the continuation of telecommuting has come with cuts in worker pay. How would units at PCC be filled then? Should telecommuting become more widespread why would one need to move into PCC?

127-8

In closing, our recommendation is strictly for a paring down of the proposed scale of the Pacific Coast Commons residential towers. The limitation to four stories is fair and keeps the buildings more in scale with residential El Segundo. Traffic may be manageable with a smaller development.

127-9

Sincerely,

David S. Poepoe
521 Washington Street
El Segundo, CA 90245
dspoeoe@pacbell.net

Stephanie Young
525 Washington Street
El Segundo, CA 90245

Response to Comment Letter I27

David S. Poepoe and Stephanie Young

April 11, 2021

I27-1 This comment expresses opposition to the proposed Project, cites the housing component as the reason, further specifies the size of the proposed development as reason for concern. The commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

The comment further states detailed reasons for opposition are listed, and, as such, Response to Comments I27-2 through I27-9 are outlined, below.

I27-2 The comment states the two residential towers (PCC-South and PCC-North) are too large for each respective site and suggests the Project should be limited to four stories. In addition, the comment states support for the proposed Project's parking structure to be constructed and replace existing meeting room/event space (banquet rooms) associated with the Fairfield Inn and Suites Hotel. The commenter's support for this provision of the proposed Project will be provided to the decision makers for their review and consideration as part of this Final EIR.

Section 4.1, Aesthetics, of the Draft EIR evaluated the proposed Project's impacts related to aesthetics. As further detailed in Table 4.1-1, Aesthetics Consistency Table, the Project was found to be consistent with the City's General Plan goals and policies regarding density and height. For example, under Policy LU1-1, the Draft EIR stated the proposed Project would increase the height and density of the Project site; however, the Project would not encroach into existing residential areas and thus, would preserve and maintain the City's low medium-density nature in residentially zoned areas. Furthermore, the proposed Specific Plan describes development standards, including proposed heights of the buildings.

Under Chapter 6, Alternatives, of the Draft EIR, three alternatives were considered. Alternative B is proposed with no development north of Mariposa Avenue (PCC-North). Additionally, Alternative C would reduce the proposed height of PCC-South and PCC-North by 10 feet, which is equivalent to one residential level, and would result in each residential building being limited to five stories. Under Alternative C, Level L-5 would not be included in PCC-South and PCC-North, which would remove 25 units and 29 units, respectively. In addition, Level L-5 contains 34 spaces on PCC-South and 39 parking spaces on PCC-North. Thus, parking would be reduced from 336 to 302. Although the commenter's suggestion is to reduce the height of PCC-North and PCC-South to four stories, Chapter 6 of the Draft EIR demonstrates analysis for a reduction in building height.

Therefore, the commenter's suggestion for a reduced height was analyzed in the Draft EIR. The commenter's suggestion to reduce the building height will be provided to City decision makers for their review and consideration as part of this Final EIR.

I27-3 This comment cites existing street parking concerns for surrounding streets (Indiana Street and Palm Avenue). Furthermore, the comment states both streets are limited in lane capacity and raises concern for additional vehicles on the roadway. Additionally, the comment cites Holly Avenue and Palm Streets as surrounding streets with existing traffic congestion on northbound lanes. Lastly, the comment states traffic along Washington Street and Mariposa Avenue were not considered in the environmental

analysis. In particular, the comment raises concern for left-turns from PCC-North and suggests vehicle trip distribution would turn right to access Washington Street and Maple Avenue.

The topic of transportation is evaluated and discussed in Section 4.13, Transportation, of the Draft EIR. A potentially significant impact was identified for Project construction; however, mitigation measure MM-TRA-1 has been set forth and would reduce the impact to below a level of significance, as described and substantiated in Section 4.13. As such, no further mitigation is required for the topic of transportation.

Figure 4.13-5 details Project site access, including access points designated at Indiana Street and Palm Avenue. Figure 4.13-6 provides details on distribution of traffic from the proposed Project and approximately 12% of the Project trips (i.e., approximately 300 daily trips) would be local and would use the adjacent street network such as Indiana Street, Palm Avenue, Washington Street, and Mariposa Avenue. As such, a minor amount of Project-related traffic is expected to use local streets such as Washington Street. For more information on Project trip generation, please see Figures 4.13-7A through Figure 4.13-7C for Project trip assignments generated during peak-hour traffic volumes and lane configurations at analyzed intersections.

I27-4 The comment refers to a development project at Kansas Street and Grand Avenue (also known as related project #33, located at 243 and 330 Kansas Street). A development project at this location was not identified by the City of El Segundo at the time the related projects list was assembled for the Draft EIR's transportation analysis. For discussion regarding an additional related project, see Topical Response No. 1 - Cumulative Impacts, above. In addition, please see Chapter 3, Changes to the Draft EIR, Section 3.2, Errata, of this Final EIR. These revisions provide additional details and clarification of the information that was originally presented in the Draft EIR. These edits have not changed the impact conclusions in the Draft EIR, nor have they revealed a need for new or altered mitigation measures. Rather, this information merely clarifies conclusions that were already presented in the Draft EIR. As such, these changes would not result in a new significant impact or in an increase in the severity of a previously identified significant impact and, therefore, do not warrant recirculation of the Draft EIR.

The comment further expresses a concern that traffic generated by this project would use Kansas or Washington Streets through residential neighborhoods north of Grand Avenue. However, the comment notes that the development would have direct access to Pacific Coast Highway through a non-residential area via Grand Avenue. Residential neighborhood streets such as Kansas and Washington Streets provide only one travel lane in each direction whereas Grand Avenue is classified as a secondary arterial and provides two to three travel lanes in each direction. At the intersection of Grand Avenue and Pacific Coast Highway, Grand Avenue provides two eastbound left-turn lanes for vehicles heading northbound on Pacific Coast Highway.

I27-5 The commenter thanks the Project's architect for including widening of eastbound Mariposa Avenue to provide a westbound right lane at the Pacific Coast Highway/Mariposa Avenue intersection. The commenter believes that a dedicated right turn along westbound Mariposa Avenue (west of Pacific Coast Highway) would prevent a traffic bottleneck that could occur due to Project traffic accessing the northern residential tower. The commenter questions why an eastbound right turn lane was not provided at the Indiana Street/Mariposa Avenue intersection.

As shown in Appendix A of the Transportation Impact Analysis (included as Appendix J-1 of the Draft EIR), the AM and PM peak hour traffic turning westbound right from Mariposa Avenue to northbound

Indiana Street is nominal under all scenarios analyzed in the study (with and without proposed Project), and therefore would not warrant an additional turn lane along Mariposa Avenue. The analysis of Indiana Street/Mariposa Avenue intersection shows that the intersection operates under level of service (LOS) B or better, and therefore, no operational effects are anticipated from westbound movements at this intersection. The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)).

I27-6 The commenter states that commercial retail space proposed along Pacific Coast Highway would require public parking in order to be used by City residents. The commenter is concerned that Pacific Coast Highway does not provide a walkable destination to most city residents except for people living along Indiana Street and Illinois Street.

The proposed Project would include public parking for commercial uses on site. As described in Section 4.13, Transportation, spaces would be shared between residential guest parking, commercial use, and for overflow if needed from other sites. See Appendix J-2, Shared Parking Analysis, for more details. Additionally, see Response to Comment I18-4 for assumptions regarding pedestrian trips used in the proposed Project's transportation impact analysis.

I27-7 This comment raises concern for the language used on a website created by the Project applicant as well as notes concern for potential Project revisions that would remove affordable housing units. The comment further suggests the City ensure a set number of affordable housing units be provided under the proposed Project regardless of potential revisions made by City decision makers or the Project Applicant. Chapter 3, Project Description, of the Draft EIR does not specify the number of affordable units within the housing component of the proposed Project. Section 3.3.8, Development Agreement, states the City and the Project applicant will enter into a Development Agreement to ensure a set number of years for Project construction as well as Project benefits, including affordable housing. The full benefits will be negotiated between the parties and will not create any environmental impacts. As such, this comment does not pertain to the adequacy of the environmental analysis in the EIR. Nevertheless, the suggestion will be provided to City decision makers for their review and consideration as part of this Final EIR.

I27-8 This comment states the future of telecommuting for work is unclear and for some companies, workers' pay has been cut. As such, the commenter suggests the proposed Project would not be occupied due to trends in employment. This comment does not pertain to the adequacy of the environmental analysis in the EIR. Furthermore, the comment is speculative and a change which is speculative or unlikely to occur is not reasonably foreseeable. Therefore, no further response is required.

I27-9 This comment repeats the suggestion made in Response to Comment I27-2 and notes impact related to traffic may be reduced with a smaller proposal. As further discussed in Chapter 6 of the Draft EIR and detailed in Table 6-3, impacts under Alternative C (Reduced Development: Reduce 1 Level from PCC-South and PCC-North) would result in similar short-term transportation impacts when compared to the Project, but reduced long-term transportation impacts when compared to the Project. As such, the commenter's suggestion is correct. This comment does not pertain the adequacy of the environmental analysis in the Draft EIR. Nevertheless, the suggestion will be provided to City decision makers for their review and consideration as part of the Final EIR.

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Comment Letter I28

From: elijah buck [REDACTED]
Sent: Monday, April 12, 2021 11:49 AM
To: Samaras, Paul
Subject: Pacific Coast Commons

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Paul,

I'd like to send an email to the city voicing my concerns regarding the Pacific Coast Commons proposal and understand the deadline for these emails is today. Do I send these to you? If not, can you please let me know who to send them to? I didn't see anything on El Segundo's website.

I28-1

Thanks
Eli

INTENTIONALLY LEFT BLANK

Response to Comment Letter I28

Elijah Buck
April 12, 2021

- I28-1** This comment presents an email communication to City staff asking how to express concerns related to the proposed Project. The comment was received during the Draft EIR's public review period. Furthermore, another letter was submitted by the commenter, as shown as Response to Comment Letter I29, below. As such, no further response is required.

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Comment Letter I29

From: elijah buck
Sent: Monday, April 12, 2021 2:07 PM
To: Samaras, Paul
Subject: Re: Pacific Coast Commons

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Paul,

Thanks for sending that, yes that's very helpful. Below is my letter of concern for the city.

Dear City of El Segundo,

I am writing to you to express my concerns about the Pacific Coast Commons proposal. As a resident on the east side of El Segundo, I am very much against this project and for many reasons. Selfishly, I don't want this project to go through because the 6 floor building would be looming over the private outdoor space we have, take away hours of sunlight and because of the construction, I'd probably have to move because I'm a voiceover actor who records many auditions from home and with the amount of construction noise, I won't be able to record my auditions. Not to mention, once all these apartments are filled, our very quiet complex and the other quiet complexes around us, will be filled with noise from all the new apartments.

129-1

Now those are personal issues, and obviously the city wouldn't say no to a project because of one person (nor would I expect you to), but I'm not just one person. How many other residents lives will be negatively impacted by these massive buildings?

I've attended two of the meetings hosted by the company behind Pacific Coast Commons and in both meetings they said that they are proposing this because they've heard "from many people in the buildings they've built that people want to live closer to work." I'm paraphrasing the quote, but that was the gist of it. I'm wondering if they can provide any sort of documentation to back their motives. A quick look at Apartments.com shows almost 200 apartments available in El Segundo, 250+ in Manhattan Beach, 300+ in Playa Vista. If people really wanted to live close to work, there are plenty of options. Moving forward with a proposal based off "hear say" doesn't seem like a good use of the town's money and space.

129-2

As for the location, I don't know of a single person in town that is looking to move to a more expensive rental unit that's on Sepulveda. Everyone I know that rents wants more affordable housing and this project, based off the renders and the amenities, sounds more like luxury housing, with studios starting around \$2000/month as noted in the last presentation. I don't know whose needs in town luxury housing on Pacific Coast Highway would fulfill. Yes, there aren't many new rentals in town, but how many people are getting priced out of El Segundo? Affordable housing would make the current market more competitive. Luxury housing will drive up the market value and rents will continue to rise.

Now traffic is a huge concern. In LA County, there's an average of 2 cars per household, and the proposed 250 or so apartments would put approximately 500 extra cars on the road. And with the PCH location, this leaves only a couple easy access points to major thoroughfares... Mariposa and Grand. 500 additional cars right there would be debilitating to traffic. I know the company behind PCC did their own environmental study, but has the city done their own? I don't know how a single right hand turn lane could be the answer to all the traffic concerns. I think a better idea would be to place buildings throughout the city, spreading out all the cars that will be on the road, giving more options to freeways, etc.

129-3

Looking at Continental Development Corporations website, it's obvious they've done a lot of work around town. And given the amount of buildings they've put up, this proposal seems more opportunistic for Continental Development Corporations than it is beneficial to the town. Are there other bids being considered? I'd think with something this large, the town would definitely be considering other proposals as well.

129-4

I moved to El Segundo in 2013 from New York City and we picked El Segundo because of it's small town feel. There's nowhere else like El Segundo on the west side of town and this proposal feels just like the money-driven proposals that ruined the area we lived in NYC.

129-5

I love this town. I live and work here and look forward to the years ahead here. I ask that you please vote this proposal down, keep El Segundo small, and if you need to have more apartments built in town, keep the buildings small, spread out and affordable.

Thanks for your time
Eli Buck

On Mon, Apr 12, 2021 at 12:53 PM Samaras, Paul <PSamaras@elsegundo.org> wrote:

Hello Mr. Buck,

Yes, you can email me with any comments you have on the project. If you have comments specifically on the draft environmental impact report (EIR) for the project, it will be great if you can send me any comments by the end of the day today. If you do, they will be incorporated and addressed in the final EIR for the project.

For your reference, the following link is to our Active Projects page on the City website, which has information on several projects including the Pacific Coast Commons project

[Active Projects | El Segundo](#)

I hope this is helpful. Let me know if you need something else.

Thanks,

Paul Samaras, AICP

Principal Planner

City of El Segundo

129-6

From: elijah buck [REDACTED]
Sent: Monday, April 12, 2021 11:49 AM
To: Samaras, Paul <PSamaras@elsegundo.org>
Subject: Pacific Coast Commons

Hi Paul,

I'd like to send an email to the city voicing my concerns regarding the Pacific Coast Commons proposal and understand the deadline for these emails is today. Do I send these to you? If not, can you please let me know who to send them to? I didn't see anything on El Segundo's website.

2

Thanks

Eli

Response to Comment Letter I29

Elijah Buck
April 12, 2021

I29-1 This comment expresses opposition to the proposed Project and cites the proposed buildings' height. Specifically, the commenter is concerned with their property's privacy, shade/shadow impacts, as well as construction and on-site operational noise impacts. The comment further asks about the scope of environmental impacts negatively affecting the nearby residential neighborhood.

Project-related impacts to privacy from private views on the Project site is not required within the scope of the environmental analysis. Therefore, this comment does not contain any specific concerns related to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.

Section 3.1, Aesthetics, of the Draft EIR describes the Project's potential impacts related to shade/shadow effects. Figures 4.1-9A through 4.1-9D illustrate the approximate shade and shadow conditions in the surrounding area created by Project implementation. Shadows cast by the proposed Project were simulated for winter solstice, spring equinox, summer solstice, and fall equinox. As described in Section 3.1, for each shade/shadow scenario illustrated, the duration of shadows cast affecting adjacent uses or property would not be more than three hours. Therefore, the Draft EIR determined the proposed Project would result in less than significant impacts.

Additionally, Section 4.10, Noise, of the Draft EIR, describes the Project's potential impacts related to construction and on-site operational noise to nearby sensitive receptors. The Draft EIR defines noise- and vibration-sensitive land uses as typical locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. As such, sensitive receptors include multi-family homes located immediately to the west and northwest of the Project site. Additional sensitive receptors are located farther from the Project site in the surrounding community, such as single-family residences west of Washington Street, and due to this distance (over 500 feet from the Project boundary) would be less impacted by noise and vibration levels than the above-listed sensitive receptors.

As presented in the Draft EIR, construction noise would result in a temporary but significant noise impact at identified sensitive receptors and require mitigation measures that would need to demonstrate at least 5 dBA and as high as 20 dBA of sound abatement in order to yield Project-attributed construction noise levels that are compliant with this City standard. Typical construction "sound blankets", such as those offered by local suppliers, are capable of providing this 5 to 20 dBA range of acoustical insertion loss (i.e., the difference in measured sound level at a receiver after a sound-occluding element is placed in the direct path between the receiver and the noise source of interest). Thus, with application of MM-NOI-1, construction noise impacts at the nearest multi-family residential properties on the west side of Indiana Street and west side of Phase 2 (PCC-North) would be reduced to a less than significant level.

The incorporation of new multi-family homes and a mix of commercial uses attributed to development of the proposed Project would add a variety of noise-producing mechanical equipment. Project-attributed operational noise at nearby community receptors was assumed to be from exposure to roof-

mounted air-cooled condensing (ACC) units. As such, the Draft EIR analyzed the potential noise impacts and determined less-than-significant impacts would occur to the surrounding residential community.

I29-2 This comment asks for supporting evidence on the proposed Project's housing demand. As shown under Draft EIR Section 4.11, Population and Housing, Table 4.11-7 provides the 6th Cycle Regional Housing Needs Assessment (RHNA) allocation for 2021 to 2029. The City's fair share allocation for the planning period was 491 units at the time of the Draft EIR, but has been recently revised to 492 units (which is the final RHNA allocation).¹⁷ Because the proposed Project will be occupied within the timeframe of the 6th Cycle, it is most relevant to the analysis. As such, between the years 2021 to 2029, the City needs to accommodate at least 492 housing units, consisting of a variety of housing types to accommodate extremely low, very low, low, moderate, and above moderate-income households to keep pace with housing demand. The proposed Project would create new housing and would include affordable housing in accordance with the negotiated Development Agreement. The specific allocation between the types of low-income housing has yet to be determined; however, the proposed low-income units would satisfy a portion of the City's mandated 6th Cycle RHNA allocation.

Additionally, Section 4.11 of the Draft EIR evaluates the Project-related impacts to the jobs-housing balance. A jobs/housing balance is a ratio that indicates the number of available jobs in the City compared to the number of available housing units. A balanced community would have a match between employment and housing opportunities so that most of the residents could also work in the community. As indicated in the Draft EIR, according to the City's 2016 housing stock of 7,000 units and the City's 2016 employment numbers of 48,300 jobs, the City maintained a 6.9:1 jobs to housing ratio in the City, which translates to being a jobs-rich community. The proposed Project would generate additional housing available for the community, as the jobs-housing balance of the proposed Project would be 0.3:1, which is a very housing-rich project. Therefore, the proposed Project would facilitate a more balanced jobs-housing profile for the City.

The comment further states concern for the Project's potential cost per housing unit and assumes potential "luxury apartments" would result in an increase of the local rents in the City. This comment is speculative and a change which is speculative is not reasonably foreseeable. Furthermore, according to the State CEQA Guidelines, Section 15064(e) "economic and social changes resulting from a project shall not be treated as significant effects on the environment." The Project's impact on the surrounding rents is not within the scope of required environmental analysis. Therefore, this comment does not contain any specific concerns related to the adequacy of the environmental analysis in the Draft EIR. No changes or additions to the project description or environmental document are required in response to this comment.

I29-3 This comment is concerned about Project-related traffic onto Mariposa Avenue and Grand Avenue. The topic of transportation is evaluated and discussed in Section 4.13 of the Draft EIR, including analysis related to vehicle trips on Mariposa Avenue and Grand Avenue. As shown in Table 4.13-1, the Project overall is projected to generate an estimated net increase of 2,517 daily trips, including 132 trips (47 inbound/85 outbound) during the AM peak hour and 178 trips (103 inbound/75 outbound) during the PM peak hour. The comment raises concern for Project-related trip distribution and assignment and

¹⁷ The addition of one dwelling unit to the City's RHNA allocation since the time of the Draft EIR does not constitute significant new information requiring recirculation of this EIR, per CEQA Guidelines Section 15088.5. Please see Chapter 3 of the Final EIR for more discussion.

asks how a right-turn lane would answer traffic concerns. Although the commenter was not specific on the vehicle trip distribution concern, the Draft EIR concluded a potentially significant impact would occur during Project construction; however, with the implementation of mitigation measure MM-TRA-1, impacts would be reduced below a level of significance. As such, no further mitigation is required for the topic of transportation under CEQA.

The comment further asks if the City conducted the environmental analysis for the proposed Project, specifically related to traffic. The contents of the Draft EIR and its environmental analysis (including Section 4.13, Transportation) was prepared by Dudek, a private consultant, for the City of El Segundo. Additionally, information contained in Section 4.13 is based on a Transportation Impact Analysis (TIA) prepared by Fehr & Peers (included as Appendix J-1) as well as a Shared Parking Analysis prepared by Fehr & Peers (included as Appendix J-2). Preparation of the transportation analysis by Fehr & Peers occurred under the direction of, and on behalf of, the City. Fehr & Peers are experts in the field of transportation planning and engineering, land use and transportation analyses, and traffic/transportation impact analyses. In addition, both the TIA and Shared Parking Analysis were peer reviewed by Dudek and were also reviewed and approved by the City planning staff. As such, the environmental analysis presented in the Draft EIR, including the traffic analysis, has been conducted and reviewed by a team of industry professionals and experts. Furthermore, the Draft EIR has been prepared in conformance with the substantive and procedural requirements of CEQA and the CEQA Guidelines. All conclusions in the Draft EIR are supported by substantial evidence (including facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts), as defined in Section 15384 of the CEQA Guidelines.

The comment suggests the proposed buildings should be spread out throughout the City. An alternative location for the proposed Project was considered as part of the discussion within Section 6.4, Alternatives Considered and Eliminated During the Project Planning Process. Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the Project. As stated in Section 15126.6(f)(2)(A), the Draft EIR shall analyze alternative sites based on whether or not any of the Project's significant effects would be avoided or substantially lessened by putting that Project in another location. However, there are no significant and unavoidable impacts associated with the proposed Project that relate to the location of the Project site, and development of the Project on another site in the City is not likely to lessen or avoid the environmental impacts that required mitigation. Furthermore, only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the EIR and other sites were determined to be infeasible because no such sites are under control by the Project applicant.

I29-4

This comment asks if the City is considering other proposals for the Project site. Chapter 6, Alternatives, of the Draft EIR describes and evaluates alternatives to the Pacific Coast Commons Specific Plan. This discussion includes Section 6.4, Alternatives Considered and Eliminated During the Project Planning Process, which evaluated the potential for alternative locations; Section 6.5, Alternatives Selected for Further Analysis, which identified three alternatives to the proposed Project; and Section 6.7, Environmental Superior Alternative, which designated Alternative B as such. It is further noted that the Project site is privately owned property; as such, the City does not collect bids for development on the site. The property owner has submitted an application for development of their property to the City, and that application is being evaluated as required under CEQA in this EIR.

- I29-5** This comment expresses opposition to the proposed Project and states potential apartments in El Segundo should be small, spread out, and affordable. This comment does not pertain to the adequacy of the environmental analysis in the EIR. Additionally, the commenter's general opposition to the Project will be provided to the decision makers for their review and consideration as part of this Final EIR.
- I29-6** This comment presents an email communication between the commenter and City staff. As indicated above in Response to Comment Letter I28, the commenter asks how to participate in the Draft EIR's public review. City staff responded and provided resources on where the Draft EIR was available and how to comment. Therefore, no further response is required.

Comment Letter I30

From: Gayle CdeBaca
Sent: Monday, April 12, 2021 5:10 PM
To: Samaras, Paul
Subject: PCC project comments

Paul-

I have questions about the PCH housing project. I reviewed the traffic report but couldn't find the answers.

I would like to know how the following items are being addressed:

- 1) Traffic flow from Indiana Ct and Indiana to Mariposa. Right now turning left onto Mariposa is very dangerous as you can't see past the cars lined up waiting at the light.
- 2) Traffic flow into and out of 76 gas station. Right now only one car can enter or exit at a time. When a car is trying to enter while another is waiting to exit, all of the traffic behind the waiting cars back up and often block PCH.
- 3) Current traffic back up on Mariposa. In a normal non-Covid environment, cars waiting at the light at PCH, back up past Washington St. This is especially bad during school pick up and drop off times. While I understand a new right turn lane is being added, only 1-2 cars will be able to move into that lane and will not relieve the current congestion issue.
- 4) Has the number of cars in this area actually been tracked over a period of weeks? If so, does it also take into account that these are not normal traffic times?
- 5) At this time, hotel and high rise employees typically park on the resident streets in and around Mariposa. How is this going to be prevented going forward? The plans don't appear to have enough parking for all the new residential and retail spaces.
- 6) If this project goes thru, where will all of the construction workers park? The current project on Indiana is displacing a lot of residents and they are lined up along adjacent streets too.

I30-1

I appreciate your feedback on these items.

Gayle CdeBaca

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Response to Comment Letter I30

Gayle CdeBaca
April 12, 2021

I30-1 This comment addresses multiple items regarding the transportation analysis and comments on their current understanding of the existing traffic at Mariposa Avenue and Pacific Coast Highway. The comment states that turning left onto Mariposa Avenue from Indiana Court is dangerous as cars are lined up from Mariposa Avenue and Pacific Coast Highway. It is unclear exactly why this movement would be considered dangerous; when turning left onto Mariposa Avenue, vehicles approaching from both directions on Mariposa Avenue would be visible. Additionally, there is no Indiana “Court” that intersects Mariposa Avenue. Instead, there is Indiana “Street” and “Illinois” Court that are proximate to each other. Based on the existing pavement markings/stripping and “No Stopping” signage on the north side of Mariposa Avenue, there is adequate sight distance for vehicles to maneuver to and from those streets to Mariposa Avenue. Furthermore, once the Project constructs the new right-turn lane on Mariposa Avenue, there will be less congestion on the eastbound approach of Mariposa Avenue, thereby further improving existing congestion. This comment also states that vehicles are backed up and block Pacific Coast Highway when a vehicle is exiting the gas station at the corner of Mariposa Avenue and Pacific Coast Highway. While this behavior was not observed during site visits to the field, it is a pre-existing condition that is not caused by the Project.

Overall, intersections that currently operate at Level of Service (LOS) E (considered to be poor intersection operations) or worse would continue to operate at LOS E or worse with the addition of Project traffic. Refer to Tables 6A and 6B in Appendix J-1 of the Draft EIR for a comparison of existing LOS at Project area intersections to LOS with the addition of Project traffic. The Draft EIR includes information on intersection operations and congestion level of service (i.e., LOS) for informational purposes only related to the applicability of General Plan policies (see Draft EIR, Section 4.13 and Appendix J-1), because automobile delay and traffic congestion are not considered to be impacts on the environment for the purposes of traffic and transportation analysis (California Public Resources Code Section 21099(b)(2)).

For an updated assessment of LOS as it relates to the addition of three related projects, please refer to Topical Response No. 1- Cumulative Impacts. In summary, the addition of the three related projects is anticipated to change the LOS of the intersection at Pacific Coast Highway/El Segundo Boulevard in the AM peak hour from LOS D to LOS E. Prior to the addition of these related projects, this intersection was forecast to operate at LOS D in the AM peak hour. Therefore, with the addition of the three related projects, this intersection is forecast to operate at LOS E in the AM peak hour for both the Future (No Project) and Future plus Project scenarios. This changed future LOS condition would occur with or without the proposed Project. Importantly, the addition of the proposed Project would not individually contribute to an LOS change from the pre-Project condition. In summary, the addition of the three related projects would not result in the Project creating adverse circulation conditions regarding trips generated on the street network.

This comment also expresses concerns that the right-turn lane that will be added to Mariposa Avenue and Pacific Coast Highway as a part of the Project will not relieve the current congestion issue. As described above, the Draft EIR includes an informational analysis which shows that the intersection of

Mariposa Avenue and Pacific Coast Highway operates at LOS C under existing conditions (acceptable according to City of El Segundo standards) and LOS C/D under future base conditions. This intersection is also projected to operate at LOS C/D with the addition of the proposed Project. Its operations would be improved with the Project as an eastbound right-turn lane will be added to the intersection as a project feature. This right-turn lane is projected to improve capacity at this intersection from 78% capacity during the AM peak hour and 88% capacity in the PM hour without the Project to 75% capacity in the AM peak hour and 86% capacity in the PM peak hour with Project and right-turn lane. The addition of a dedicated right-turn lane will separate cars wanting to make a right-turn from through traffic and thus will increase the capacity of the intersection.

The comment asks if existing traffic conditions were recorded over a period of weeks. As described in Appendix J-1 of the Draft EIR, existing traffic counts taken for a traffic analysis are taken on a non-holiday weekday (Tuesday, Wednesday, or Thursday) during school years to represent typical traffic conditions. Counts for the proposed Project were taken in May and October of 2019, which were representative of typical pre-COVID traffic conditions.

The comment further asks about employee parking on site. The Shared Parking Analysis (Appendix J-2 in the Draft EIR) indicates that there would be sufficient parking for all uses that are part of the Project and therefore the need for overflow parking is not anticipated. As described in the study, and if desired by neighborhood, the developer plans to work with residents to suggest the boundaries of this potential permit parking district. A permit parking district would be implemented by the City at the request and approval of the residents and would allow potentially only residents to park on the street.

Lastly, the comment asks about parking availability for construction workers. As part of the Shared Parking Analysis (pages 15 through 18 of Appendix J-2 in the Draft EIR), Project construction parking analysis was also conducted to understand the parking needs of construction employees and uses on-site. Two timelines were analyzed. The sequential construction timeline analysis shows that parking for all construction employees could be accommodated on-site through all phases of construction. The concurrent construction timeline shows that parking for construction employees could be accommodated on site during Phase 1. During Phases 2 and 3, sufficient off-site parking with transport to and from the Project site would be provided for hotel guests and employees, and construction employees. The location of the off-site parking would be determined at the time based on market conditions and availability.

Comment Letter I31

From: Stephanie Jordon [REDACTED]
Sent: Monday, April 12, 2021 12:29 AM
To: Planning
Subject: High density apartments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Paul,

I Brenton C Graham @ [1630 e palm Ave](#)

Unit 08 El Segundo , Ca have Air rights.

The parking structure would be blocking my

View of the mountains and the view of PCH.

I did not purchase my property 25 years ago

To look at a parking structure. This is not

An eminent domain situation.

Sent from my iPhone

I31-1

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Response to Comment Letter I31

Stephanie Jordon and Brenton C. Graham

April 12, 2021

- I31-1** This comment presents the same letter as shown in Response to Comment Letter I12, above. As such, please see Response to Comment Letter I12. No further response is required.

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Comment Letter I32

From: Lionel Uhry [REDACTED]
Sent: Monday, April 12, 2021 3:24 PM
To: Samaras, Paul
Subject: Pacific Coast Commons EIR Comment Letter
Attachments: Pacific Coast Commons EIR comment letter-April-12-2021.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Paul,

Please find attached our comment letter to the Pacific Coast Commons EIR.

Thank you,
Lionel

I32-1

Please note Mar Ventures continues to work a blended office and work from home schedule. We continue to have access to emails and appreciate your patience in our response times.

LIONEL UHRY | SENIOR VICE PRESIDENT
DRE LIC# 01752589
ACQUISITIONS & DEVELOPMENT
MAR VENTURES, INC.
721 NORTH DOUGLAS STREET
EL SEGUNDO CA 90245
TEL: 310-781-8261
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LIONEL.UHRY@MARVENTURES.COM
WWW.MARVENTURES.COM

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April 12, 2021

Paul Samaras, Principal Planner
City of El Segundo
Development Services Department
350 Main Street
El Segundo, CA 90245

RE: Comments Regarding Pacific Coast Commons Project EIR (Case No. EA-1248)

Dear Mr. Samaras,

I am submitting the following comments to the Pacific Coast Commons Project EIR and request that these items be corrected in the Final EIR.

Comments/Revisions

1. **Executive Summary, Page 34:** Typographical error. 18 individuals should state 118 individuals.
2. **Chapter 1 (Introduction), page 1-5; Chapter 3 (Project Description), page 3-20; Chapter 4, Section 9 (Land Use), page 4.9-33:** The code section for the Zone Text Amendment to add the PCC Specific Plan to the El Segundo Municipal Code should be corrected in each of these sections to read "ESMC Section 15-3-2(A)(12)" instead of "ESMC Section 15-3-2(A)(11)" because the Lakes Specific Plan was adopted by the City of El Segundo during the preparation of the PCC Specific Plan. This will be corrected in the Specific Plan as well.
3. **Chapter 1 (Introduction), page 1-5:** The last sentence in the bullet regarding improvements to Holly and to Palm Avenues being provided through irrevocable offers to dedicate land should be deleted as the dedications are being provided now.
4. **Chapter 2 (Environmental Setting), Page 29):** Plan dates should be corrected throughout the EIR to be consistent with the plans used in the EIR which is January 2021. (See the end of Chapter 2; page 2-9, and the end of Chapter 3.8.).
5. **Chapter 3 (Project Description), pages 3-8 through 3-9:** Information regarding the new right turn lane on Mariposa Avenue should be added to the project description.
6. **Chapter 4, section 1 (Aesthetics), page 4.1-7; Chapter 4, Section 5 (Geology and Soils), page 4.5-10:** The year referenced for the California Building Code in each of these corrections should be corrected to read "2019" rather than "2016".
7. **Chapter 4, Section 3 (Cultural Resources), page 4.3-4:** the intersection reference to "Lincoln and Grand Avenues" should be corrected to "Pacific Coast Highway and Grand Avenue."
8. **Chapter 4 Section 9 (Land Use), page 4.9-6:** The date referenced for the Circulation Element should be 2004 not 1992. The 2004 update is posted on the City's website.
9. **Chapter 4, Section 11 (Population and Housing), page 4.11-16:** Correct the number of residential units in the chart at the top of the page from 236 to 263 units.
10. **Chapter 4, Section 13 (Transportation), page 4.13-22:** the building height in the last bullet – should read 63 feet.

132-2

Please do not hesitate to contact me with any questions regarding the above comments.

Sincerely,



Lionel Uhry
Sr. Vice President
Mar Ventures

Response to Comment Letter I32

Mar Ventures, Inc.
Lionel Uhry
April 12, 2021

- I32-1** This comment presents an email communication indicating an attached letter (included as Response to Comment I32-2) is provided. No further response is required.
- I32-2** This comment, provided by the Project applicant, is comprised of a requested list for revisions to be corrected in the Final EIR. The corrections have been reviewed and accepted. Please see Section 3.2, Errata, of this Final EIR. These revisions provide additional details and clarification of the information that was originally presented in the Draft EIR. These edits have not changed the impact conclusions in the Draft EIR, nor have they revealed a need for new or altered mitigation measures. Rather, this information merely clarifies information and conclusions that were already presented in the Draft EIR. As such, these changes would not result in a new significant impact or in an increase in the severity of a previously identified significant impact and, therefore, do not warrant recirculation of the Draft EIR.

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3 Changes to the Draft EIR

3.1 Introduction

The comments received by Pacific Coast Commons Specific Plan during the public review period for the Draft EIR included information that has resulted in several minor revisions to the text of the Draft EIR. Additionally, typographical errors have been identified in the Draft EIR. These revisions are shown below and are categorized by section number and page number. Errors which require multiple revisions throughout the Draft EIR are categorized at the beginning of Section 3.2, Errata, below, with a summary of the change and subsequent section number and page number provided. Text from the Draft EIR that has been removed is shown in bold strikethrough (i.e., **~~strikethrough~~**), and text that has been added as part of the Final EIR is shown as bold underlined (i.e., **underline**). Revisions are shown with surrounding sentences for context. These errata merely clarify and corrects minor facts and does not constitute “substantial revisions” requiring recirculation of the Draft EIR, as set forth in CEQA Guidelines, Section 15073.5.

3.2 Errata

California Building Code Reference

The following are typographical revisions where the year referenced for a citation of the California Building Code was erroneously recorded as “2016” rather than “2019”.

Section 4.1, Aesthetics, Page 4.1-7

City of El Segundo Municipal Code

The California Building Code, ~~2016~~2019 edition, published at Title 24, Part 2, of the California Code of Regulations, including Appendices F, H, and I, and is adopted by reference pursuant to Chapter 13-1-1 of the City of El Segundo Municipal Code (ESMC).

Section 4.5, Geology and Soils, Page 4.5-10

City of El Segundo Municipal Code

The California Building Code, ~~2016~~2019 edition, published at CCR Title 24, Part 2, including Appendices F, H, and I, and is adopted by reference pursuant to Chapter 13-1-1 of the El Segundo Municipal Code (ESMC).

Pacific Coast Commons Design Package Reference

The following are typographical errors in the citation of the Pacific Coast Commons Design Package, which have been corrected throughout the EIR for consistency.

Chapter 2, Environmental Setting, Section 2.6, References, Page 2-9

Wither Malcom Architects. 2020. "Pacific Coast Commons Design Package." ~~September 17, 2020~~January 2021

Chapter 3, Project Description, Section 3.3.3, Conceptual Site Plan, Page 3-11

Source: ~~Wither Malcom Architects~~Pacific Coast Commons Specific Plan 20202021; Appendix B

Street Name Clarification

The intersection noted for the Pacific Corporate Towers is improperly referenced as "Lincoln and Grand Avenues." Lincoln Avenue is not a street located in the City of El Segundo. As a result, the street cited as Lincoln Avenue has been revised to Pacific Coast Highway, as shown below.

Section 4.3, Cultural Resources, Section 4.3.1, Existing Conditions, Subsection Historic Period Overview, Historical Overview of El Segundo, Page 4.3-4

Beginning in the 1980s, commercial and office buildings began to appear along Sepulveda Boulevard, between Grand Avenue and El Segundo Boulevard. In 1980, a large business park on the northeast corner of Grand Avenue and Sepulveda Boulevard (Pacific Coast Highway) was established with three large, concrete and tinted-glass buildings. One of the most notable developments was the construction of the Pacific Corporate Towers at ~~Lincoln~~Pacific Coast Highway and Grand Avenues, built in 1983. That same year, 144 additional commercial properties were built in El Segundo, totaling over 1 million square feet of commercial space. In 1990, toy company, Mattel, moved its world headquarters to El Segundo, also just off Sepulveda Boulevard. In the late 1990s, strip malls with anchoring groceries stores filled in the remaining available space along Sepulveda Boulevard (Appendix D).

Appendix D, Cultural Resources Technical Report, Historical Overview of El Segundo, Pages 34 and 35

Beginning in the 1980s, commercial and office buildings began to appear along Sepulveda Boulevard, between Grand Avenue and El Segundo Boulevard. In 1980, a large business park on the northeast corner of Grand Avenue and Sepulveda Boulevard (Pacific Coast Hwy) was established with three large, concrete and tinted glass buildings. One of the most notable developments was the construction of the Pacific Corporate Towers at ~~Lincoln~~Pacific Coast Highway and Grand ~~Avenues~~Avenue, built in 1983. That same year, 144 additional commercial properties were built in El Segundo, totaling over 1 million square feet of commercial space. In 1990, toy company, Mattel, moved its world headquarters to El Segundo, also just off Sepulveda Boulevard. In the late 1990s, strip malls with anchoring groceries stores filled in the remaining available space along Sepulveda Boulevard (Commercial Café 2020; El Segundo Chamber of Commerce 2017).

Zone Text Amendment Section Number

Subsequent to the release of the Draft EIR for public review, the City of El Segundo adopted the Lakes Specific Plan, which was codified as Section 15-3-2(A)(11) of the El Segundo Municipal Code (ESMC). The following are required

typographical revisions in the Draft EIR to correct the assumed Zone Text Amendment ESMC section, if the proposed Project is approved by the City.

Chapter 1, Introduction, Page 1-5

- Approval of a 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 El Segundo Municipal Code (ESMC) Section 15-3-2(A)(~~1412~~) “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.

Chapter 3, Project Description, Page 3-20

- Zone Text Amendment (No. ZTA 19-08) to add a new El Segundo Municipal Code (ESMC) Section 15-3-2(A)(~~1412~~) “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.

Section 4.9, Land Use and Planning, Page 4.9-33

Amendments to the Zoning Code

As described in Section 3.7, Discretionary Actions, in Chapter 3 of this Draft EIR, the Project requests a Zone Text Amendment No. ZTA 19-08 to add a new ESMC Section 15-3-2(A)(~~1412~~) “Pacific Coast Commons Specific Plan (PCCSP)”. As such, the Project would be required to follow the procedures outlined in Section 4.9.2, above. Approval of the proposed Project, in accordance with the provisions outlined in Title 15 of the ESMC, would ensure compliance with applicable zoning standards. Additionally, through the application process, the City would thoroughly review all plans for the proposed Project to ensure compliance with the ESMC, and other relevant plans, policies, and regulations.

Executive Summary

Section E.S.5.3, Alternative C – Reduced Development: Reduce 1 Level from PCC-South and PCC-North, Page ES-34

The following is a typographical error where 18 individuals is recorded instead of 118 individuals.

As previously described in Section 4.2, Air Quality, considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, which was used in the development of the AQMP, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP by ~~18118~~ individuals. Alternative C would eliminate an adequate amount of residential units to eliminate this significant and unavoidable impact.

Chapter 1, Introduction

Section 1.4.1, City of El Segundo, Page 1-5

The last item listed on the discretionary actions the City will consider as part of the proposed Project should be deleted as the dedications are being provided now.

- 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.
- Street dedication waiver requests for a portion of the dedication requirements for Mariposa Avenue and Indiana Street. ~~Future street dedication for Holly Avenue and Palm Avenue would be provided through irrevocable offers to dedicate land.~~

Chapter 2, Environmental Setting

Section 2.5, Cumulative Projects, Page 2-8

The following is a revision to Table 2-3, List of Cumulative Projects, from the Draft EIR.

Table 2-3. List of Cumulative Projects

Location ID	Cumulative Project Location	Within City Limits	Land Use/Project Type	Unit	Size
1	2101 Pacific Coast Highway	No	Office	10.12	KSF
2	2205 N. Sepulveda Boulevard	No	General Office	4.70	KSF
		Yes	Existing Hair Salon	1.04	KSF
3	2100 E El Segundo Boulevard	Yes	Office	1751.92	KSF
			Warehouse	73.58	KSF
			Industrial	168.00	KSF
			Retail	148.96	KSF
4	305 S. Sepulveda Boulevard, 330 S. Sepulveda Boulevard, Hermosa Beach Sites	No	Design Center	100.30	KSF
			Executive Offices	19.21	KSF
			General Office	57.50	KSF
			Existing Office	8.42	KSF
5	750 South Douglas Street	Yes	Industrial	4.99	KSF
6	1000 N Sepulveda Boulevard	No	Supermarket	27.50	KSF
			Restaurant	52	Seats
			Bank	7.00	KSF
			Existing Auto Center	32.72	KSF
7	3200–3600 N. Sepulveda Boulevard	No	Shopping Center	110.00	KSF
8	3920 Highland Avenue	No	Condominium	2	DU
			Studio	3.00	KSF
9	540 E Imperial Avenue	Yes	Residential	58	DU
10	400 Duley Road	Yes	Medical Office	63.54	KSF
11	123 Nevada Street	Yes	Office	15.00	KSF
12	2125 Campus Drive	Yes	Office	153.53	KSF

Table 2-3. List of Cumulative Projects

Location ID	Cumulative Project Location	Within City Limits	Land Use/Project Type	Unit	Size
13	140 Sheldon Street	Yes	Office/warehouse	7.12	KSF
			Existing Industrial	1.76	KSF
14	740 Pacific Coast Highway	No	Drive-thru Restaurant	5.00	KSF
			Existing Bank	8.10	KSF
15	500 S Douglas & 2330 Utah Avenue	Yes	General Office	78.00	KSF
16	1700 East Imperial Avenue	Yes	Office	86.52	KSF
17	445 N. Douglas Street	Yes	Office	155.66	KSF
18	455 Continental Boulevard & 1995 E Grand Avenue	Yes	Office	300.00	KSF
19	700-860 PCH; 2001-2015 E. Park Place; 700-740 Allied Way	Yes	Shopping Center	18.85	KSF
20	1301 El Segundo Boulevard	Yes	Office	6.274	KSF
			Warehouse	5.88	KSF
21	400 Pacific Coast Highway	Yes	Driving Range	65.00	KSF
			Existing Golf Course	2.50	KSF
22	2021 E Rosecrans Avenue	Yes	Office	240.00	KSF
			Studio and Production	66.00	KSF
			Retail	7.00	KSF
23	140 Oregon Street	Yes	Office	70.00	KSF
24	401-615 Pacific Coast Highway (Project Site)	Yes	Residential	263	DU
		Yes	Retail	11.00	KSF
25	212 Eucalyptus Drive	Yes	Office	13.49	KSF
			Restaurant	0.63	KSF
			Existing Waterhouse	5.35	KSF
26	2221 Park Place	Yes	Office	27.48	KSF
27	1225 Mariposa Avenue	Yes	Condominium	15	DU
			Existing Residential	5	DU
28	14500 Aviation Boulevard	No	Credit Union	3.60	KSF
29	11416 Inglewood Avenue	No	Condominium	13	DU
30	5151 El Segundo Boulevard	No	Hotel	129	Rooms
31	<u>1475 El Segundo Boulevard</u>	Yes	Office	47.84	KSF
			Residential	4	DU
32	<u>1320-1330 Franklin Avenue</u>	Yes	Office	47.25	KSF
			Residential	4	DU
33	<u>243 and 330 Kansas Street</u>	Yes	Office	243.22	KSF

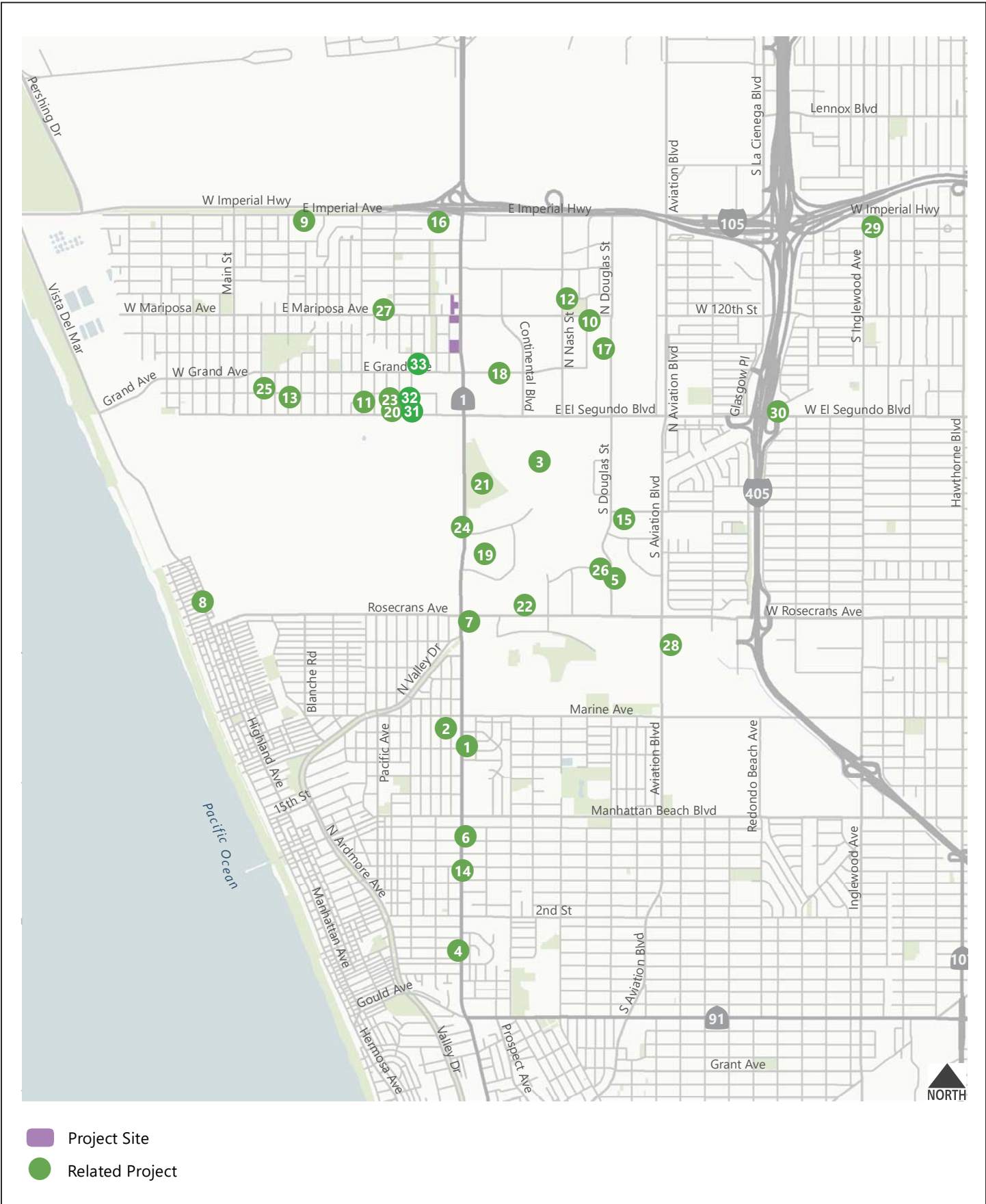
Source: Appendix J-1

DU = dwelling unit; KSF = thousand square feet

Figure 2-5, Cumulative Project Location Map, Page 2-19

The following is a revision to Figure 2-5, Cumulative Project Location Map, which provides an illustration of the City's related projects with the addition of three related projects (Location ID 31, 32, and 33).

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SOURCE: Fehr and Peers, 2021

FIGURE 2-5

Cumulative Project Location Map
Pacific Coast Commons Specific Plan EIR Project

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Chapter 3, Project Description

Section 3.3.1, Land Use Plan, Subsection Circulation Plan, Vehicular Circulation, Pages 3-7 through 3-9

Information regarding a new right-turn lane on Mariposa Avenue has been included for clarity with reference to another section in Chapter 3, Project Description, of the Draft EIR.

Development within the Specific Plan site would also provide infrastructure and facilitate access for various modes of travel including automobiles, bicycles, and pedestrians. Pedestrian and handicap access would be provided between buildings and to public sidewalks on the five street frontages along the site. Proposed improvements associated with the adjacent roadways are summarized below.

- **Pacific Coast Highway.** PCH is a California Department of Transportation (Caltrans) facility and an existing public major arterial street that abuts the property on its eastern edge. No other right-of-way improvements are proposed as part of the development allowed in the Specific Plan. No additional curb cuts besides the three existing curb cuts that provide access to the two existing hotels may be allowed along PCH in the Specific Plan area. The two existing driveways that access the north parking lot at 629 North PCH would be removed.
- **Mariposa Avenue.** Mariposa Avenue is an existing public two-lane collector street that abuts the property between the northern and southern blocks of the Specific Plan area. Some additional right-of-way improvements (**i.e. new right-turn lane on Mariposa Avenue; see below under Section 3.3.6, “Off-Site Improvements”, on page 3-16**) are required as a result of the development allowed in the Specific Plan. A waiver is requested 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 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.

Section 4.2, Air Quality

Section 4.2.4, Impact Analysis, Threshold 4.2a, Operational Emissions, Pages 4.2-35

The following revised text clarifies the level of significance for the proposed Project’s operational cumulative impacts.

As shown in Table 4.2-10, the combined daily area, energy, mobile, vehicle testing, and off-road emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Impacts associated with Project-generated operational criteria air pollutant emissions would be less than significant.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. The maximum daily PM₁₀ and PM_{2.5} emissions would not exceed the significance thresholds during proposed Project construction activities. Fugitive dust, as well as vehicle and equipment exhaust, generated during Project construction

would contribute to the SCAB's nonattainment designation for PM₁₀ and PM_{2.5}; however, this contribution would not be considered cumulatively considerable.

With regard to operational cumulative impacts associated with nonattainment pollutants, ~~in general, if a project is consistent with the community and/or general plans, it has been accounted for in the attainment demonstration contained within the state implementation plan and would therefore not cause a cumulatively significant impact on the ambient air quality. As addressed in the first impact criterion, the proposed Project would be consistent with the growth projections anticipated in SCAQMD's 2016 AQMP. project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Projects that exceed the SCAQMD project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. As presented in Table 4.2-10, the proposed Project's operational emissions would not exceed the SCAQMD significance thresholds.~~ Accordingly, the proposed Project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the SCAB.

Based on the preceding considerations, the proposed Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Section 4.4, Energy

Section 4.4.4, Impact Analysis, Threshold 4.4a, Operations, Pages 4.4-14

The following text edit was made to correct the summary of the estimated total electrical demand.

As shown in Table 4.4-1, buildout of the proposed Project is estimated to have a total electrical demand of 3,143,911 kWh per year (or ~~203~~ million kWh per year) for proposed Project usage. As previously discussed, the County's annual electricity use was approximately 68 billion kWh in 2018. Therefore, the proposed Project's electrical consumption would be a small percentage (0.005%) of the County's annual use. SCE forecasts that its total energy consumption in 2024 (the Project buildout year) will be approximately 120,000 gigawatt hours of electricity (CEC 2018b). Based on the Project's estimated electrical consumption of 3,143,911 kWh/year, the Project would account for approximately 0.0026% of SCE's total projected consumption during 2024 for the Project's buildout year.³

Section 4.9, Land Use and Planning

The date referenced for the Circulation Element has erroneously cited as last updated in 1992; however, the Draft EIR's analysis is based on the 2004 Circulation Element, which is consistent with the most recent update to the element since the 1992 General Plan was first adopted. As such, a corrected citation has been made under Section 4.9.8, References, of the Draft EIR.

Section 4.9.2, Relevant Plans, Policies, and Ordinances, Subsection City of El Segundo General Plan, Circulation Element, Pages 4.9-5 and 4.9-6

The purpose of the Circulation Element is to assist the City in providing a safe, convenient, and efficient circulation system. State law requires that a circulation element be incorporated into the General Plan. The

Circulation Element identifies a system capable of responding to growth occurring consistent with the policies and Land Use Plan presented in the Land Use Element. The Circulation Element identifies physical improvements that will be needed to attain the Circulation goals and objectives, as well as alternative techniques to improve the City's circulation system. The circulation system is one of the most important of all urban systems in determining the form and quality of the El Segundo environment. The circulation modes used, location of routes, operational policies and the operating levels of service influence the nature of urban development, the physical organization of the City, and can enhance or limit the social and economic activity within the City (City of El Segundo ~~1992~~2004).

Section 4.9.8, References, Page 4.9-35

City of El Segundo. 2004. City of El Segundo Circulation Element of the General Plan. Adopted September 2004. <https://www.elsegundo.org/home/showpublisheddocument/1958/637237747168070000>.

Section 4.10, Noise

Section 4.10.4, Impact Analysis, Threshold 4.10a, Subsection Construction Noise (Short-Term Impacts), Page 4.10-16

The following text edits were made to correct typographical errors.

Table 4.10-6. Off-Site Roadway Traffic Noise Modeling Results

Figure 4.10-1 Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level (dBA CNEL)	Existing (2019) Plus Project Noise Level (dBA CNEL)	Future (2025) Noise Level (dBA CNEL)	Future (2025) Plus Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1 (West of Indiana Street)	59.0	56.1	59.5	55.5	-4.0
ST2 (Northwestern Project Boundary)	55.0	55.9	55.2	55.7	0.9
ST3 (Eastern Project Boundary Approximately 50 Feet from PCH)	69.5	68.2	70.3	68.7	1.6 <u>-1.6</u>
ST4 (Northeast Corner of E Mariposa Avenue and Illinois Court)	63.0	62.7	63.3 <u>63.4</u>	62.9	0.4 <u>-0.5</u>
ST5 (Norther Project Boundary approximately 30 feet from E Palm Avenue)	59.2	57.9	59.8	58.5	-1.3
ST6 (Eastern Project Boundary approximately 50 feet from PCH)	69.5	69.6	70.2	70.2	0.1

dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

Section 4.11, Population and Housing

Section 4.11.2, Relevant Plans, Policies, and Ordinances, Subsection Regional and Local, Regional Housing Needs Allocation (RHNA), Page 4.11-9

Subsequent to the release of the Draft EIR for public review, the City’s fair share allocation for the 2021-2029 RHNA planning period was revised from 491 to 492.

Table 4.11-7. SCAG’s 6th Cycle Estimate of RHNA Allocation based on Approved RHNA Methodology

Total	Very-Low Income	Low Income	Moderate Income	Above Moderate Income
SCAG Region				
1,341,827	351,796	206,807	223,957	559,267
Los Angeles County				
813,082	217,565	123,171	131,532	340,814
<u>812,060</u>	<u>217,273</u>	<u>123,022</u>	<u>131,381</u>	<u>340,384</u>
City of El Segundo				
491	189	88	83	131
<u>492</u>			<u>84</u>	

Source: SCAG 2020d

Section 4.11.4, Impact Analysis, Threshold 4.3a, Subsection Long-Term Operational Impacts, Employment Projections, Page 4.11-16

The table has been revised to revise a typographical error.

Table 4.11-8. Employment Estimate

Land Use/Structure	Size	Employee Generation Factor	Number of Employees
Retail-Community	7,552 square feet	1 employee per 600 square feet	12.6
Restaurant-Fast Food	3,700 square feet	1 employee per 100 square feet	37
Residential	236263 units	1 Site Manager, 1 Leasing Agent, 1 Collections, 1 Lead Maintenance, 2 Maintenance Technicians	6
Total			55.6

Source: South Florida Regional Planning Council 2006

^a Assumes “Neighborhood Shopping Center” commercial category

^b Assumes carry-out with seating generally a fast food operation where the food is partially ready before serving.

Section 4.11.4, Impact Analysis, Threshold 4.3a, Subsection Long-Term Operational Impacts, Housing Projection Analysis, Page 4.11-17

Subsequent to the release of the Draft EIR for public review, the City's fair share allocation for the 2021-2029 RHNA planning period was revised from 491 to 492.

Table 4.11-7 provides the 6th Cycle RHNA allocation for 2021 to 2029 as set forth in the Connect SoCal 2020-2045 RTP/SCS. Because the proposed Project will be occupied within the timeframe of the 6th Cycle, it is most relevant to the analysis. The City's fair share allocation for the planning period is **491492** units. This indicates that between the years 2021 to 2029, the City needs to accommodate at least **491492** housing units, consisting of a variety of housing types to accommodate extremely low, very low, low, moderate, and above moderate-income households to keep pace with housing demand. The proposed Project would create new housing and would include affordable housing in accordance with the negotiated Development Agreement. The specific allocation between the types of low-income housing has yet to be determined; however, the proposed low-income units would satisfy a portion of the City's mandated 6th Cycle RHNA allocation.

Section 4.11.8, References, Page 4.11-19

The following text edit was made in response to comments based on the revisions made in Section 4.11.2 detailed, above.

SCAG. 2020d. SCAG 6th Cycle Final RHNA Estimated Allocations Plan. Updated September 3, 2020 Approved by HCD on March 22, 2021 and modified on July 1, 2021.
~~<https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695>~~ <https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899>.

Section 4.13, Transportation

Section 4.13.4, Impact Analysis, Threshold 4.13a, Subsection Level of Service Analysis for General Plan Consistency, Page 4.13-19

The following text edit was made with the addition of three cumulative projects as shown in the Table 2-3, List of Cumulative Projects, above.

Future Plus Project Traffic Conditions

According to Tables 8A and 8B of the TIA (Appendix J-1), the same five study intersections projected to operate at LOS E or worse during the AM or PM peak periods under Future Base conditions are also projected to operate at LOS E or worse during the AM or PM peak periods with the addition of Project traffic. These intersections are as follows:

1. PCH and Imperial Highway (LOS E during PM)
5. PCH and Grand Avenue (LOS E during AM and LOS F during PM)
6. PCH and El Segundo Boulevard (**LOS E during AM and** LOS F during PM)

13. PCH and Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)

14. PCH and Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

The Future plus Project scenario of the impact analysis at Mariposa Avenue and PCH has also been analyzed without the Project improvement to show its potential benefit when compared to the Future Base and Future plus Project with improvement conditions at Mariposa Avenue (as described under Approach and Assumptions). The analysis shows that LOS at Mariposa Avenue and PCH is better with the addition of the Project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without Project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E of the TIA (Appendix J-1).

Section 4.13.4, Impact Analysis, Threshold 4.13c, Subsection Project Access, Page 4.13-22

The building height recorded for PCC-Fairfield Parking was cited as 50 feet in height. However, the text within the Draft EIR did not clarify which elevation was cited; from Pacific Coast Highway (PCH) or from Indiana Street. The revised text reflects the proposed building height of 63 feet from Indiana Street. This is consistent with Figure 3-5C, Conceptual PCC-Fairfield Parking Section, which depicts a section view of the proposed parking structure. Although, the building height for PCC-Fairfield is 50 feet at PCH, as illustrated in Figure 3-5C as well as Figure 4.1-6, Conceptual Site Plan Building Heights from Elevation of PCH, clarification was added to the text to provide the maximum height at PCC-Fairfield. Furthermore, the building height of the proposed parking garage was provided to quantify the height in feet of the five-level structure. As such, the text revision does not substantially change the intent and purpose of the discussion.

Project Access

Project access would not substantially increase hazards due to design features or incompatible uses. The driveway configurations for the individual sites are as follows and illustrated in Figure 4.13-5:

- PCC-South would provide eight levels of parking garage (i.e. approximately two levels of subterranean and six levels above ground, depending on elevation grade). The parking garage would provide 165 parking spaces exclusively for residential tenant use, and 171 spaces would be shared between residential guest parking, commercial use, and for overflow if needed from other sites, resulting in a total of 336 parking spaces within the multi-level parking structure. Ingress/egress into the parking structure would be via driveways on PCH and Indiana Street.
- PCC-Fairfield Parking includes a five-level parking garage (~~50~~**63** feet in height from Indiana Street) with 215 replacement parking spaces for the Fairfield Inn and Suites Hotel, which would be shared between the hotel and the commercial/retail uses. Ingress to the parking structure would be provided via a driveway on PCH.

4 Mitigation Monitoring and Reporting Program

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, “the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This chapter contains the mitigation monitoring and reporting program (MMRP) that has been developed for the Pacific Coast Commons Specific Plan Project (Specific Plan or Project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each mitigation measure:

- **Mitigation Monitoring.** This section of the MMRP lists the stage of the proposed project during which the mitigation measure would be implemented and the stage during which proper implementation would be monitored and verified. It also lists the agency that is responsible for ensuring that the mitigation measure is implemented and that it is implemented properly.
- **Verification of Compliance.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each mitigation measure.

The City of El Segundo (City) must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
Air Quality						
<p>MM-AQ-1. To reduce the potential for criteria air pollutants, specifically particulate matter (PM), as a result of construction of the Project, the Construction Contractor’s contract specifications shall require compliance with the following:</p> <p>Prior to the start of construction activities, the Construction Contractor shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines. An exemption from this requirement may be granted if equipment with Tier 4 Interim engines are not reasonably available and the required corresponding reductions in criteria air pollutant emissions can be achieved from other combinations of construction equipment, such as using equipment with Tier 4 Final engines. Before an exemption may be granted, the City’s Construction Contractor shall: (1) demonstrate that at least two construction fleet owners/operators in Los Angeles County were contacted and that those owners/operators confirmed Tier 4 Interim equipment could not be located within Los Angeles County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using CalEEMod and documentation provided to the City to confirm that Project-generated emissions do not exceed applicable localized significance thresholds (LST) for nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and the</p>	Prior to commencement of construction activities	Construction Contractor shall ensure that CARB-certified Tier 4 Interim engines are being utilized	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
SCAQMD carcinogenic (cancer) risk threshold. If these requirements cannot be met, construction activities at the Project site shall be postponed until CARB-certified Tier 4 Interim engines are available for use.						
Cultural Resources						
MM-CUL-1. Prior to commencement of construction activities for all phases of Project implementation, the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of El Segundo for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. The WEAP shall define “tribal cultural resources” and include appropriate management requirements relating to inadvertent discovery of a potential tribal cultural resource. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the	Prior to commencement of construction activities for all phases of Project implementation; Upon discovery of any archaeological resources	Project applicant; Project archaeologist for meeting attendance and preparation of a mitigation plan	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
immediate contact of the site supervisor and archaeological monitor.						
MM-CUL-2. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of El Segundo for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).	During construction activities; Upon discovery of any archaeological resources	City of El Segundo Development Services Department; Project archaeologist	City of El Segundo Development Services Department			
Geology and Soils						
MM-GEO-1. Prior to commencement of any grading activity on-site, the Project applicant/Developer shall retain a qualified paleontologist per the Society of Vertebrate	Prior to grading activities	Project applicant; Project	City of El Segundo Development Services			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project for review and approval by the City. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site below a depth of 5 feet below the existing ground surface or depth of documented artificial fill (based on construction plans and/or geotechnical reports), procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. At a minimum, the PRIMP shall require that a qualified paleontologist attend the preconstruction meeting and a qualified paleontological monitor be on-site during all rough grading and other significant ground-disturbing activities (including augering) in previously undisturbed, Pleistocene Sand Dune deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the PRIMP shall require that a paleontological monitor temporarily halt and/or divert grading activity to allow recovery of paleontological resources.		paleontologist	Department			
Hazards and Hazardous Materials						
MM-HAZ-1. The Project applicant/Developer shall ensure that the demolition contractor’s contract specifications incorporate abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, hazardous material, hazardous wastes, and	During demolition activities	Project applicant; Demolition contractor	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
universal waste items. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit for PCC-Fairfield Parking. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.						
MM-HAZ-2. Prior to commencement of any earthwork or construction activities at PCC-North, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses potential impacts in soil and soil vapor associated with the 76 Station adjacent to PCC-North. The HMCP shall include training procedures for identification of contamination, and shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, and notification in accordance with all applicable state and local regulations. Contaminated soils shall be managed and disposed of in accordance with local and state regulations. The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. The applicant or its designee shall implement the HMCP during construction activities for the proposed Project.	Prior to commencement of any earthwork or construction activities at PCC-North	Project applicant or its designee	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
Noise						
<p>MM-NOI-1. Prior to issuance of a demolition or grading permit, whichever occurs first, the Project Applicant/Developer or its approved construction contractor shall develop and submit to the City of El Segundo a Construction Noise Mitigation Plan (CNMP) for review and approval. The CNMP shall include, at a minimum, the following noise reduction means and related measures:</p> <p>a) To protect the existing occupied residences on the west side of Indiana Street (and west of the PCC North (Phase 2) portion of the Project, between E. Mariposa Avenue and E. Palm Avenue) from excessive Project construction-related noise attributed to demolition, site preparation, grading, building construction, and paving activities during PCC-Fairfield Parking (Phase 1) and PCC-South (Phase 3), and those same five activities plus architectural coating activities during Phase 2, temporary noise barriers of sufficient height and extent along the Project’s western site boundary shall be installed and shall be confirmed to achieve (depending on construction phase activity and involved equipment) at least 5 dBA and as much as 20 dBA of barrier noise insertion loss. The temporary barrier elements should resemble an outdoor-use vinyl-covered acoustical blanket comprising one or more materials that demonstrate a sound</p>	<p>Prior to issuance of a demolition or grading permit; During site preparation, grading, building construction, architectural coating, and/or paving activities associated with Phases 1, 2, and 3; Two (2) weeks prior to any construction phase commencement</p>	<p>Project applicant or approved Construction Contractor; Project acoustical consultant or noise control engineer; Project concrete saw operator and/or Construction Contractor</p>	<p>City of El Segundo Development Services Department</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
<p>transmission class (STC) of 30 or better. The Project Applicant/Developer shall retain the services of a qualified acoustical consultant or noise control engineer to advise on or review the design, installation, and expected performance of such temporary barriers when used during Project construction. Anticipated locations, horizontal extents, heights, and durations of installation of the temporary sound barriers over the course of Project phased buildout shall be part of the CNMP submitted to the City for review.</p> <p>b) Operation of a concrete saw during the demolition phase shall include some form of proximate and portable solid-walled partial enclosure, acoustical-blanket tent, or comparably-performing shroud that can reliably deliver 10 dBA of noise reduction—separate from the temporary barrier insertion loss need described in MM-NOI-1(a) above. Alternately, slotted low-noise saw blades may be used to yield some or all of this noise reduction, so that operation of the concrete saw at a distance of 50 feet does not exceed 80 dBA. If this limit cannot be wholly achieved due to saw operation noise control or localized sound abatement (i.e., partial enclosure), then the balance of needed attenuation shall be provided by either the temporary noise barrier per MM-NOI-1(a) or by limiting duration of saw operation within an hour: each halving of duration should yield a 3 dB</p>						

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
<p>reduction to the hourly noise level produced by the saw.</p> <p>c) Residents within 200 feet of the Project shall be informed at least two (2) weeks in advance when construction phase activities will occur. An information telephone hotline and/or website shall be established and managed to receive resident complaints, and the Applicant and its contractors shall respond to received complaints and document their investigations and any complaint resolutions in regular reports to the City Building Safety division.</p>						
Transportation						
<p>MM-TRA-1. Prior to the issuance of demolition or grading permits, the Project Applicant/Developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City and Manual on Uniform Traffic Control Devices guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following, if determined necessary and feasible: temporary traffic controls (e.g., a flag person) during construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or</p>	<p>Prior to the issuance of demolition or grading permits</p>	<p>Project Applicant</p>	<p>City of El Segundo Development Services Department</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring Implementation	Initial	Date	Comments
rerouting of construction trucks away from congested streets or sensitive receptors						
Tribal Cultural Resources						
MM-TCR-1. Should a potential tribal cultural resource (TCR) (as defined by PRC Section 21074) be inadvertently encountered during construction activities, consistent with the process required by MM-CUL-2, all construction work occurring within 100 feet of the find shall immediately stop and the City shall be notified of the discovery. The City shall notify Native American tribes that have been identified by the Native American Heritage Commission to be traditionally and culturally affiliated with the geographic area of the Project. Any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations shall be made based on the determination of the City that the approach is reasonable and feasible.	In the event that a tribal cultural resource is encountered during any and all construction activities associated with any and all Project Phases	Construction Contractor; Native American Heritage Commission (NAHC) identified Native American tribes; Project archeologist	City of El Segundo Development Services Department; NAHC			

Appendix A

Revised Future Analysis

Memorandum

Date: August 11, 2021
To: Kristin Starbird, Dudek
From: Tom Gaul and Vivian Lee
Subject: Revised Future Analysis for Pacific Coast Commons

LA18-3078

This memorandum summarizes the results of the revised intersection level of service analysis conducted for the Pacific Coast Commons (Project) in response to comments on the Draft Environmental Impact Report (DEIR). This analysis is supplemental to the previous report, *Pacific Coast Commons Transportation Impact Analysis*, dated November 2020. This memorandum is to be included as an appendix to the Project's Final Environmental Impact Report (FEIR).

Based on public and agency review and comment on the DEIR, three additional related projects were added to the original list. As a result, the following revised supplemental analysis was conducted:

- Future Intersection Level of Service Analysis
- Future plus Project Intersection Level of Service Analysis
- Future Peak Hour Signal Warrant Analysis
- Future plus Project Peak Hour Signal Warrant Analysis
- Future plus Project Driveway Level of Service Analysis
- Future plus Project Driveway Queueing Analysis

Revised Future Year 2027 Traffic Conditions

To reevaluate the potential effects of the proposed Project on future (Year 2027, Project Opening Year) conditions, it was necessary to revise estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were revised for the study area to forecast future conditions without the Project. These revised forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects), including the three additional related projects.



These projected traffic volumes, identified herein as the revised Future Base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then assigned to the surrounding street system and added to the revised Future Base conditions to form the revised Future plus Project traffic conditions.

Revised Related Projects Trip Generation

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project prior to the buildout date of the proposed Project. Three additional related projects were identified by the City of El Segundo to be added to the original list of 30 that were previously identified in the study area. These three additional projects are listed in **Table 1**. Revised related projects traffic volumes are shown in **Figure 1**.

Revised Future Year 2027 Base Traffic Volumes

Revised Future year 2027 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are shown in **Figure 2**. The Future Base traffic conditions represent an estimate of future conditions without the proposed Project inclusive of the ambient background growth and the related projects' traffic from the original list as well as the three additional projects.

Revised Future plus Project Traffic Projections

The proposed Project traffic volumes were added to the revised Future Base traffic projections, resulting in the revised Future plus Project AM and PM peak hour traffic volumes. As shown in **Figure 3**, the revised Future plus Project scenario presents future traffic conditions with the completion of the proposed Project.

Revised Future Intersection Level of Service Analysis

Revised Future Base Traffic Conditions

The revised Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and delay and LOS for each of the analyzed intersections. **Tables 2A and 2B** summarize the revised future LOS for the signalized and unsignalized intersections, respectively. Five of the 16 study intersections analyzed are projected to operate at LOS E or worse during the AM or the PM peak period under Future Base conditions. These intersections include:

1. Pacific Coast Highway & Imperial Highway (LOS F during PM)
5. Pacific Coast Highway & Grand Avenue (LOS E during AM and LOS F during PM)
6. Pacific Coast Highway & El Segundo Boulevard (LOS E during AM and LOS F during PM)



- A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
- B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

Pacific Coast Highway & El Segundo Boulevard (intersection 6) was originally projected to operate at LOS D during the AM peak period but is now projected to operate at LOS E. However, these are the same five intersections that were projected to operate at LOS E or worse during the peak periods under Future Base conditions as reported in the DEIR. The previous results are shown in Tables 7A and 7B of the transportation impact analysis report.

Revised Future plus Project Traffic Conditions

The revised Future (year 2027) plus Project peak hour traffic volumes, shown in **Figure 3**, were analyzed to determine the projected future operating conditions with the addition of the proposed Project traffic. The results of the revised Future plus Project analysis are presented in **Tables 3A and 3B** with analysis sheets provided in **Attachment A**. The same five study intersections projected to operate at LOS E or worse during the AM or PM peak periods under Future Base conditions are also projected to operate at LOS E or worse during the AM or PM peak periods with the addition of Project traffic. These intersections are:

- 1. Pacific Coast Highway & Imperial Highway (LOS F during PM)
 - 5. Pacific Coast Highway & Grand Avenue (LOS E during AM and LOS F during PM)
 - 6. Pacific Coast Highway & El Segundo Boulevard (LOS E during AM and LOS F during PM)
-
- A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
 - B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

Pacific Coast Highway & El Segundo Boulevard (intersection 6) was originally projected to operate at LOS D during the AM peak period but is now projected to operate at LOS E. However, these are the same five intersections that were projected to operate at LOS E or worse during the peak periods under Future plus Project conditions as reported in the DEIR. The previous results are shown in Tables 8A and 8B of the transportation impact analysis report.

Revised Signal Warrant Analysis

A revised signal warrant analysis was conducted at two of the four unsignalized intersections analyzed for the Pacific Coast Commons project: PCH & Palm Avenue (Intersection A) and PCH & Holly Avenue (Intersection B).



Both of these intersections have a projected delay increase of over four seconds for the stop-controlled movements with the inclusion of project related trips. Due to the intersections being two-way-stop-controlled, the addition of even one vehicle results in a large increase in delay at the stop-sign controlled approach. Therefore, a signal warrant analysis was conducted to see if these two intersections trigger the potential need for a traffic signal. Using the Manual on Uniform Traffic Control Devices (MUTCD) methodology, these two intersections were tested to see if their volumes meet signal warrants. The peak hour signal warrant was used for this analysis, and it is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Neither the PCH & Palm Avenue intersection nor the PCH & Holly Avenue intersection trigger a signal warrant for the revised Future plus Project scenario. These results are the same as what was reported in the DEIR. **Table 4** summarizes this analysis. The previous results are shown in Table 9 of the transportation impact analysis report.

Analysis sheets for signal warrants can be found in **Attachment B**.

Revised Level of Service Analysis for Project Driveways

A revised level of service analysis was conducted to evaluate the ability of the Project access plan to accommodate the anticipated traffic levels at the driveway access points. This analysis was only conducted for the Pacific Coast Commons South driveway on PCH, as Indiana Street is a local road and driveway turns are not anticipated to materially affect operations. The Fairfield Parking site driveway on PCH provides inbound access only and is also not anticipated to affect operations.

The Pacific Coast Commons South driveway on PCH will be unsignalized and stop-controlled and was analyzed using the two-way stop-controlled HCM 6th Edition methodology. The revised driveway analysis LOS worksheets are included in **Attachment A. Table 5** shows the results of the revised Future plus Project LOS analysis at the unsignalized driveway. The previous results are shown in Table 10 of the transportation impact analysis report.

As shown, the Pacific Coast Commons South driveway approach to PCH is projected to operate at LOS D in the AM peak period and LOS E in the PM peak period under the Future plus Project (2027) scenario. A queuing analysis was also reconducted for the driveway approach to show the estimated length of queues for vehicles exiting the Project site. While the delay is high enough to operate at LOS E under the Future plus Project (2027) scenario, queues are anticipated to be minimal given the volume of outbound project trips at this driveway. Queue results are shown in **Table 6**. These results are the same as what was reported in the DEIR. The previous results are shown in Table 11 of the transportation impact analysis report.



Summary

The various future analyses that were revised to include the three additional related projects identified by the City of El Segundo did not result in a change to any of the conclusions that were reported in the DEIR.

**TABLE 1
PACIFIC COAST COMMONS PROJECT
ADDITIONAL RELATED PROJECTS
TRIP GENERATION ESTIMATES**

No.	Project Location	Land Use [a]	Size		Trip Generation					
					AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1	243 Kansas Street and 330 Kansas Street	Office	243.22	ksf	243	39	282	45	235	280
		Café	0.89	ksf						
2	1475 E El Segundo Blvd	Office	47.84	ksf	48	8	55	9	46	55
3	1320-1330 E Franklin	Office	47.25	ksf	47	8	55	9	46	54

Notes:

ksf = one thousand square feet

Trip Generation Estimates based on *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless otherwise noted.

[a] Project details based on related project information provided by Paul Samaras at El Segundo, June 2021.

TABLE 2A
PACIFIC COAST COMMONS PROJECT
REVISED FUTURE INTERSECTION LEVELS OF SERVICE
SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)	
			V/C	LOS
1	Pacific Coast Hwy & Imperial Hwy	AM	0.875	D
		PM	1.139	F
2	Pacific Coast Hwy & Walnut Ave	AM	0.752	C
		PM	0.697	B
3	Pacific Coast Hwy & Maple Ave	AM	0.703	C
		PM	0.751	C
4	Pacific Coast Hwy & Mariposa Ave	AM	0.782	C
		PM	0.882	D
5	Pacific Coast Hwy & Grand Ave	AM	0.972	E
		PM	1.027	F
6	Pacific Coast Hwy & El Segundo Blvd	AM	0.901	E
		PM	1.170	F
7	Nash St & Imperial Hwy	AM	0.699	B
		PM	0.574	A
8	Lairport St & Mariposa Ave	AM	0.424	A
		PM	0.417	A
9	Nash St & Mariposa Ave	AM	0.463	A
		PM	0.595	A
10	Kansas St & Grand Ave	AM	0.319	A
		PM	0.368	A
11	Continental Blvd & El Segundo Blvd	AM	0.547	A
		PM	0.587	A
12	Nash St & El Segundo Blvd	AM	0.638	B
		PM	0.702	C

TABLE 2B
PACIFIC COAST COMMONS PROJECT
REVISED FUTURE INTERSECTION LEVELS OF SERVICE
UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)	
			Delay	LOS
A	Pacific Coast Hwy & Palm Ave	AM	265.0	F
		PM	156.1	F
B	Pacific Coast Hwy & Holly Ave	AM	**	F
		PM	**	F
C	Indiana St & Mariposa Ave	AM	11.4	B
		PM	13.2	B
D	Indiana St & Holly Ave	AM	7.4	A
		PM	7.7	A

** Indicates oversaturated conditions. Delay exceeds 300 seconds.

**TABLE 3A
PACIFIC COAST COMMONS PROJECT
REVISED FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE
SIGNALIZED INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Pacific Coast Hwy & Imperial Hwy	AM	0.875	D	0.878	D
		PM	1.139	F	1.158	F
2	Pacific Coast Hwy & Walnut Ave	AM	0.752	C	0.756	C
		PM	0.697	B	0.706	C
3	Pacific Coast Hwy & Maple Ave	AM	0.703	C	0.709	C
		PM	0.751	C	0.763	C
4 [a]	Pacific Coast Hwy & Mariposa Ave	AM	0.782	C	0.749	C
		PM	0.882	D	0.864	D
5	Pacific Coast Hwy & Grand Ave	AM	0.972	E	0.983	E
		PM	1.027	F	1.034	F
6	Pacific Coast Hwy & El Segundo Blvd	AM	0.901	E	0.908	E
		PM	1.170	F	1.172	F
7	Nash St & Imperial Hwy	AM	0.699	B	0.699	B
		PM	0.574	A	0.574	A
8	Lairport St & Mariposa Ave	AM	0.424	A	0.424	A
		PM	0.417	A	0.417	A
9	Nash St & Mariposa Ave	AM	0.463	A	0.464	A
		PM	0.595	A	0.595	A
10	Kansas St & Grand Ave	AM	0.319	A	0.319	A
		PM	0.368	A	0.368	A
11	Continental Blvd & El Segundo Blvd	AM	0.547	A	0.549	A
		PM	0.587	A	0.590	A
12	Nash St & El Segundo Blvd	AM	0.638	B	0.640	B
		PM	0.702	C	0.705	C

[a] As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

**TABLE 3B
PACIFIC COAST COMMONS PROJECT
REVISED FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)		FUTURE + PROJECT	
			Delay	LOS	Delay	LOS
A [a]	Pacific Coast Hwy & Palm Ave	AM	265.0	F	**	F
		PM	156.1	F	237.1	F
B [a]	Pacific Coast Hwy & Holly Ave	AM	**	F	**	F
		PM	**	F	**	F
C	Indiana St & Mariposa Ave	AM	11.4	B	11.5	B
		PM	13.2	B	13.5	B
D	Indiana St & Holly Ave	AM	7.4	A	7.5	A
		PM	7.7	A	7.7	A

[a] A signal warrant analysis was conducted to test the need for traffic signals at intersections with a delay increase of greater than four seconds.

** Indicates oversaturated conditions. Delay exceeds 300 seconds.

TABLE 4
PACIFIC COAST COMMONS PROJECT
REVISED PEAK HOUR SIGNAL WARRANT ANALYSIS

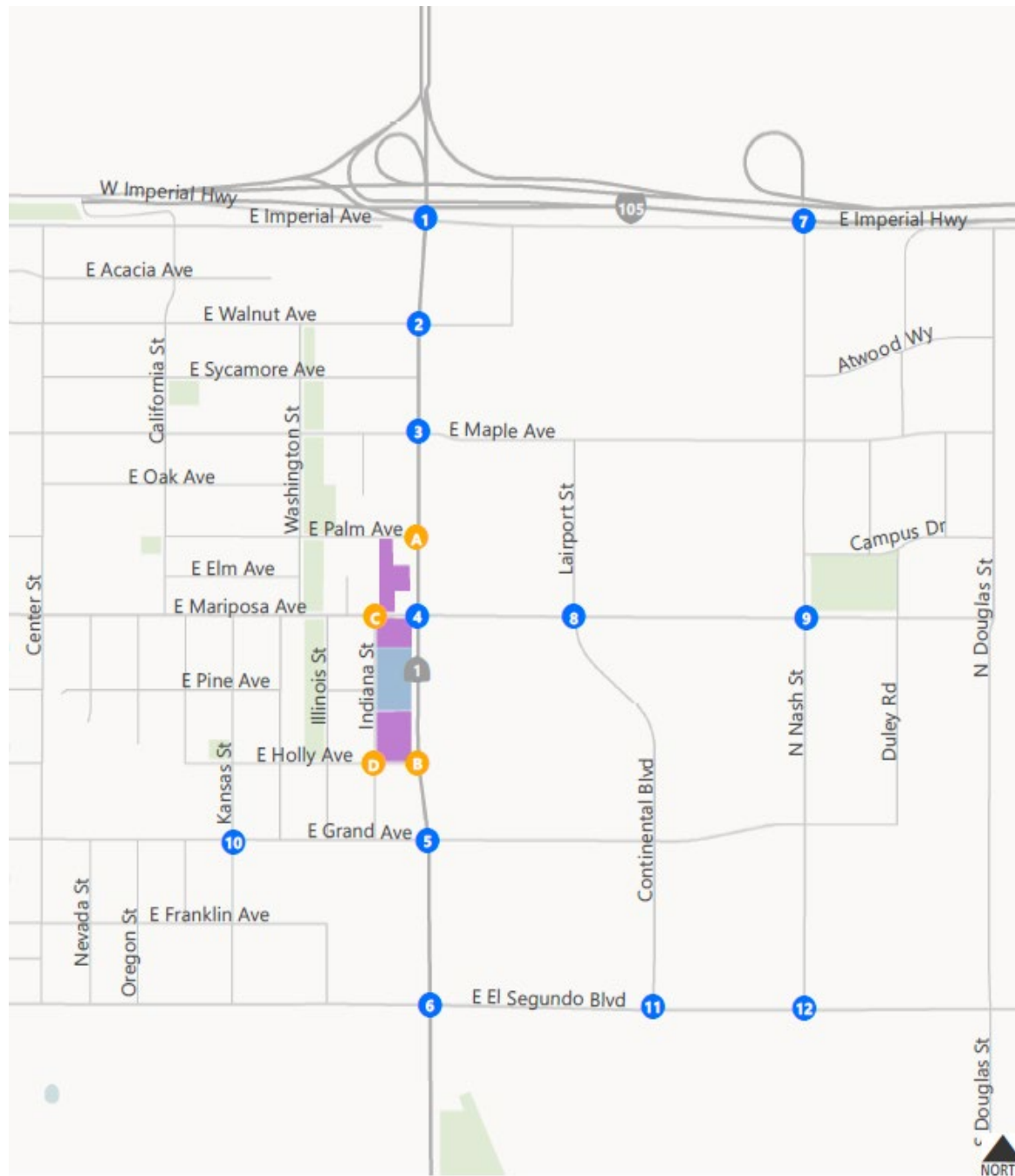
No.	INTERSECTIONS	PEAK HOUR	FUTURE 2027 SIGNAL WARRANT MET	FUTURE 2027 PLUS PROJECT SIGNAL WARRANT MET
A	Pacific Coast Highway & Palm Avenue	AM	NO	NO
		PM	NO	NO
B	Pacific Coast Highway & Holly Avenue	AM	NO	NO
		PM	NO	NO

**TABLE 5
PACIFIC COAST COMMONS PROJECT
REVISED DRIVEWAY LEVEL OF SERVICE ANALYSIS**

DRIVEWAY	PEAK HOUR	FUTURE + PROJECT	
		Delay	LOS
Pacific Coast Hwy &	AM	28.5	D
Pacific Coast Commons South Dwy	PM	35.4	E

**TABLE 6
PACIFIC COAST COMMONS PROJECT
REVISED DRIVEWAY QUEUE ANALYSIS**

DRIVEWAY	PEAK HOUR	FUTURE + PROJECT
		95th% Queue (ft)
Pacific Coast Hwy &	AM	25
Pacific Coast Commons South Dwy	PM	25



Study Intersections

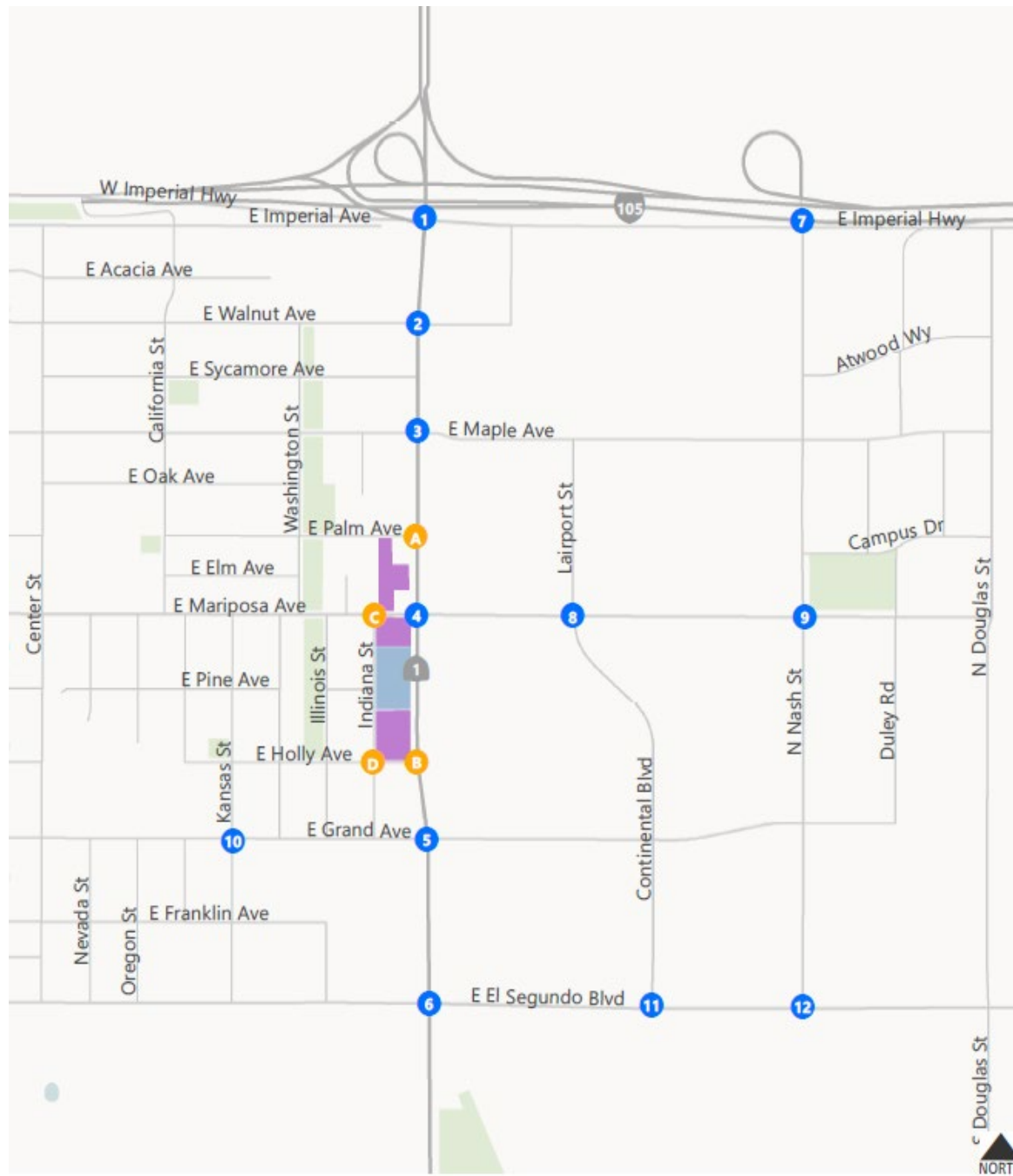
- Signalized
- Unsignalized
- Project Site
- Existing Hotels

1. Pacific Coast Hwy/Imperial Hwy	2. Pacific Coast Hwy/Walnut Ave	3. Pacific Coast Hwy/Maple Ave
4. Pacific Coast Hwy/Mariposa Ave	5. Pacific Coast Hwy/Grand Ave	6. Pacific Coast Hwy/El Segundo Blvd
7. Nash St/Imperial Hwy	8. Lairport St/Mariposa Ave	9. Nash St/Mariposa Ave

*De facto right turn

Figure 1
Peak Hour Traffic Volumes and Lane Configurations
Revised Related Projects





Study Intersections

- Project Site
- Signalized
- Existing Hotels
- Unsignalized

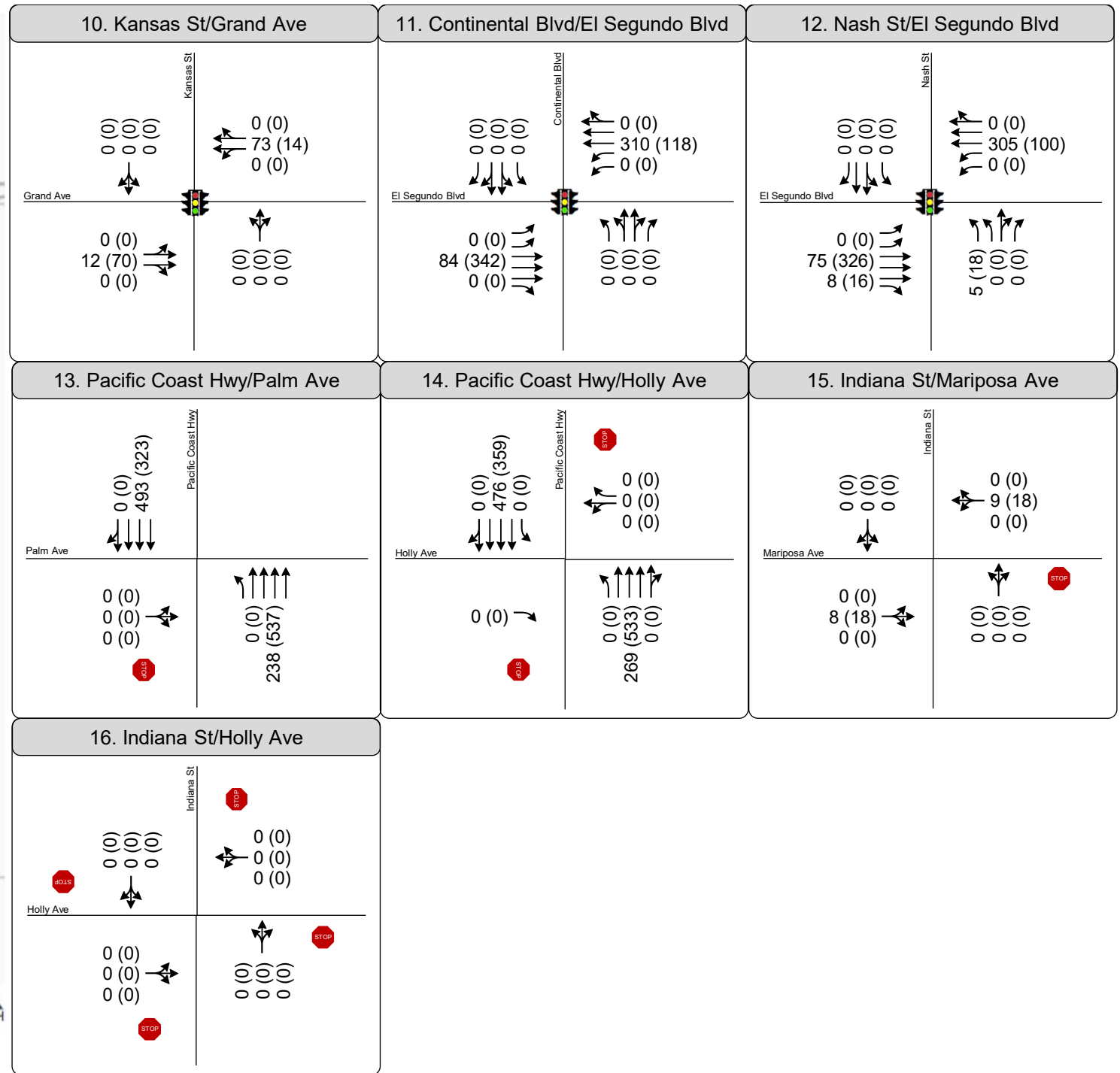
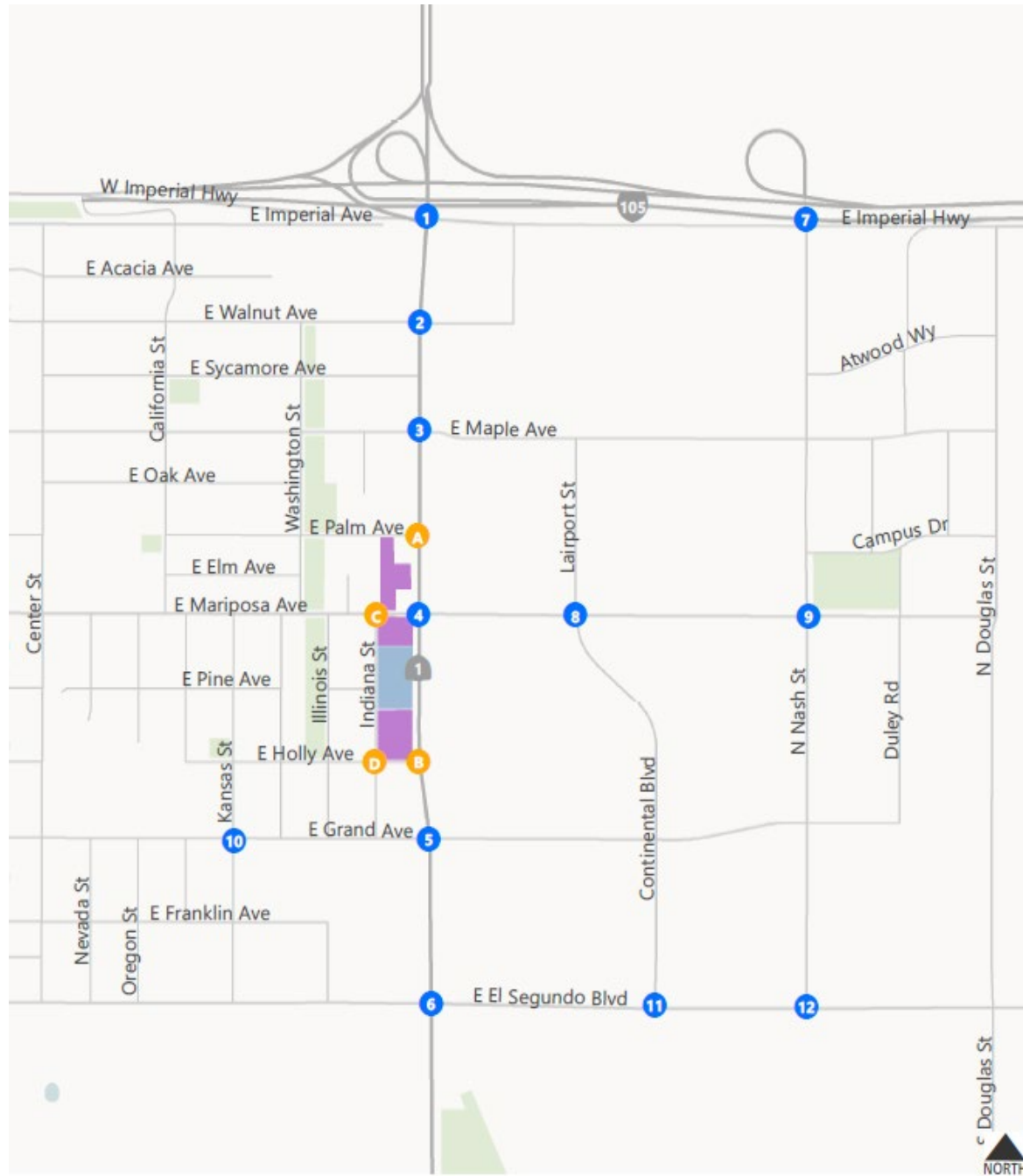


Figure 1
 Peak Hour Traffic Volumes and Lane Configurations
 Revised Related Projects





Study Intersections

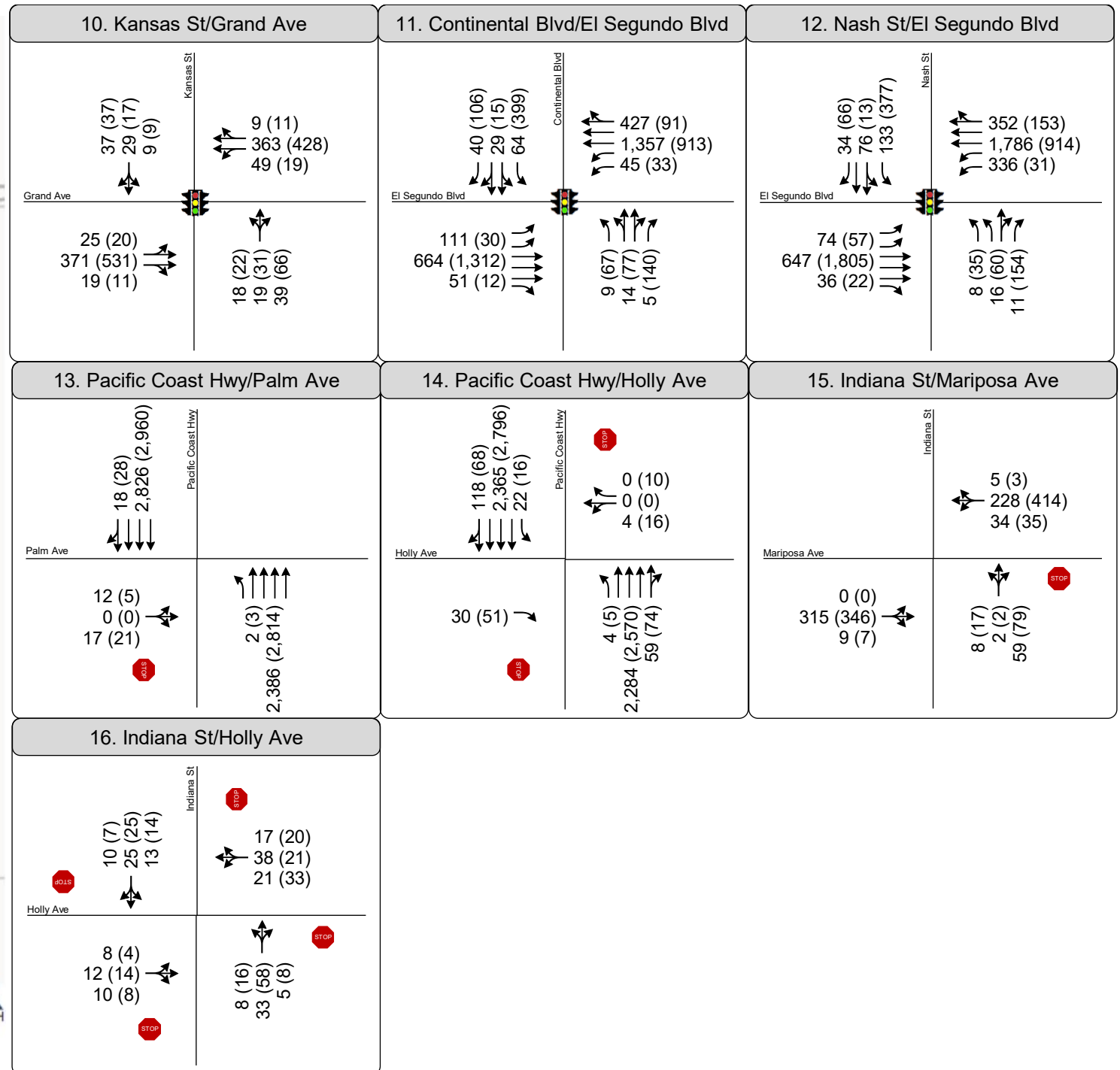
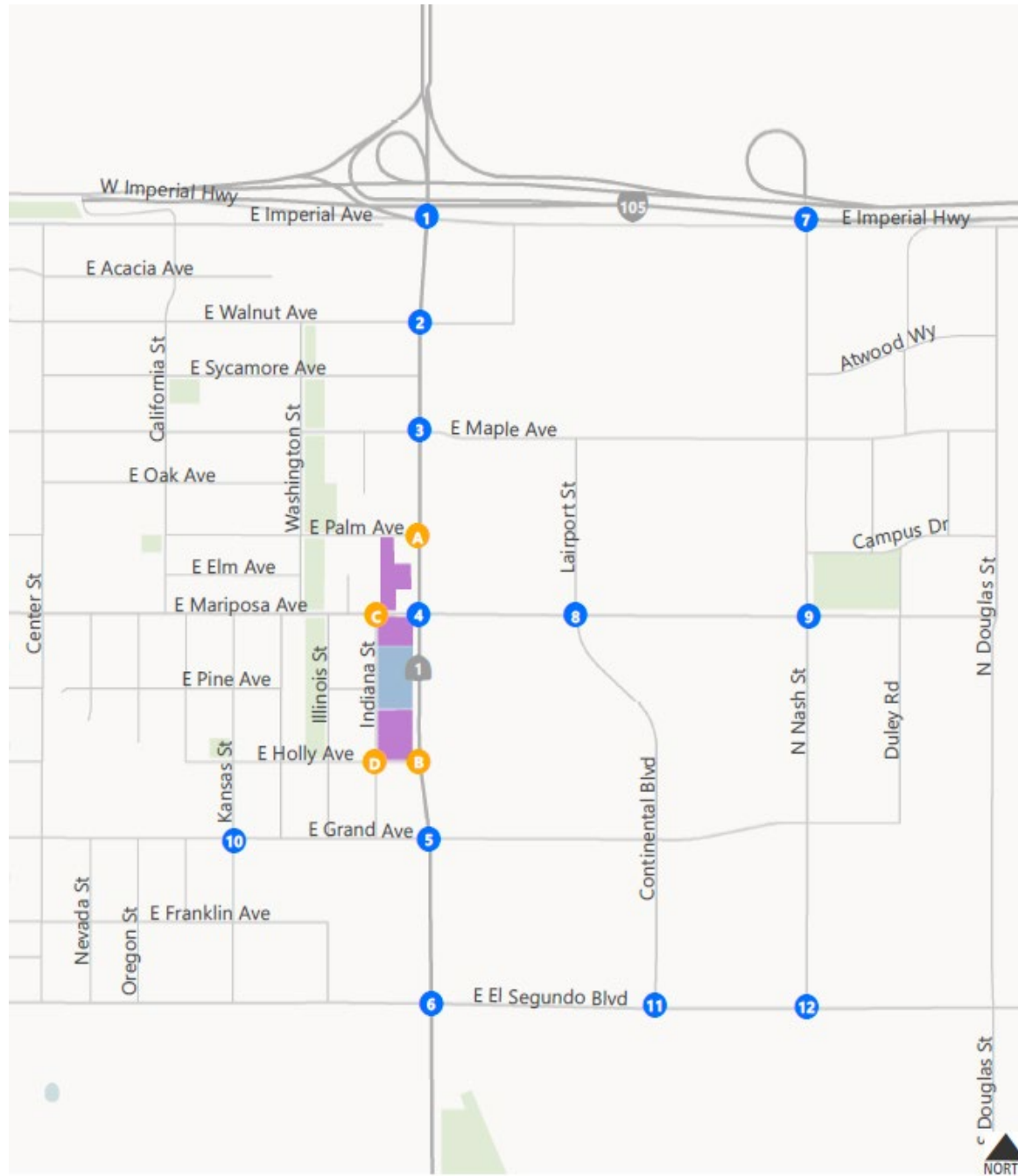
- Signalized
- Unsignalized
- Project Site
- Existing Hotels

1. Pacific Coast Hwy/Imperial Hwy	2. Pacific Coast Hwy/Walnut Ave	3. Pacific Coast Hwy/Maple Ave
<p>Imperial Hwy</p> <p>Pacific Coast Hwy</p> <p>37 (27) 2,907 (2,581) 554 (661)</p> <p>517 (591) 272 (276) 289 (177)</p> <p>144 (147) 259 (369) 167 (161)</p> <p>111 (178) 1,807 (1,801) 466 (1,036)</p>	<p>Walnut Ave</p> <p>Pacific Coast Hwy</p> <p>266 (82) 3,043 (2,797) 59 (36)</p> <p>19 (37) 9 (19) 9 (54)</p> <p>76 (136) 25 (47) 31 (92)</p> <p>110 (41) 2,269 (2,839) 68 (41)</p>	<p>Maple Ave</p> <p>Pacific Coast Hwy</p> <p>53 (49) 2,817 (2,865) 138 (97)</p> <p>70 (176) 34 (112) 24 (117)</p> <p>103 (50) 118 (61) 52 (34)</p> <p>54 (102) 2,194 (2,694) 128 (59)</p>
4. Pacific Coast Hwy/Mariposa Ave	5. Pacific Coast Hwy/Grand Ave	6. Pacific Coast Hwy/El Segundo Blvd
<p>Mariposa Ave</p> <p>Pacific Coast Hwy</p> <p>86 (117) 2,353 (2,604) 343 (299)</p> <p>87 (232) 99 (217) 63 (202)</p> <p>123 (110) 228 (168) 57 (66)</p> <p>70 (136) 2,116 (2,439) 135 (157)</p>	<p>Grand Ave</p> <p>Pacific Coast Hwy</p> <p>282 (173) 1,594 (2,549) 546 (115)</p> <p>71 (451) 65 (187) 65 (608)</p> <p>166 (300) 170 (152) 106 (155)</p> <p>86 (157) 2,078 (1,891) 666 (216)</p>	<p>El Segundo Blvd</p> <p>Pacific Coast Hwy</p> <p>188 (107) 1,342 (2,933) 273 (310)</p> <p>302 (305) 533 (440) 191 (495)</p> <p>92 (208) 360 (663) 294 (559)</p> <p>533 (355) 2,634 (1,614) 366 (298)</p>
7. Nash St/Imperial Hwy	8. Lairport St/Mariposa Ave	9. Nash St/Mariposa Ave
<p>Imperial Hwy</p> <p>Nash St</p> <p>424 (203) 805 (218) 383 (92)</p> <p>1,102 (817) 322 (29)</p> <p>800 (1,397) 117 (75)</p> <p>42 (96) 74 (237)</p>	<p>Mariposa Ave</p> <p>Lairport St</p> <p>25 (42) 64 (64) 5 (34)</p> <p>20 (27) 226 (433) 181 (68)</p> <p>39 (21) 408 (531) 185 (67)</p> <p>49 (132) 57 (147) 58 (244)</p>	<p>Mariposa Ave</p> <p>Nash St</p> <p>200 (91) 503 (249) 69 (72)</p> <p>27 (37) 225 (274) 36 (37)</p> <p>88 (226) 230 (551) 44 (55)</p> <p>29 (39) 304 (559) 62 (154)</p>

*De facto right turn

Figure 2
Peak Hour Traffic Volumes and Lane Configurations
Revised Future (2027) Conditions

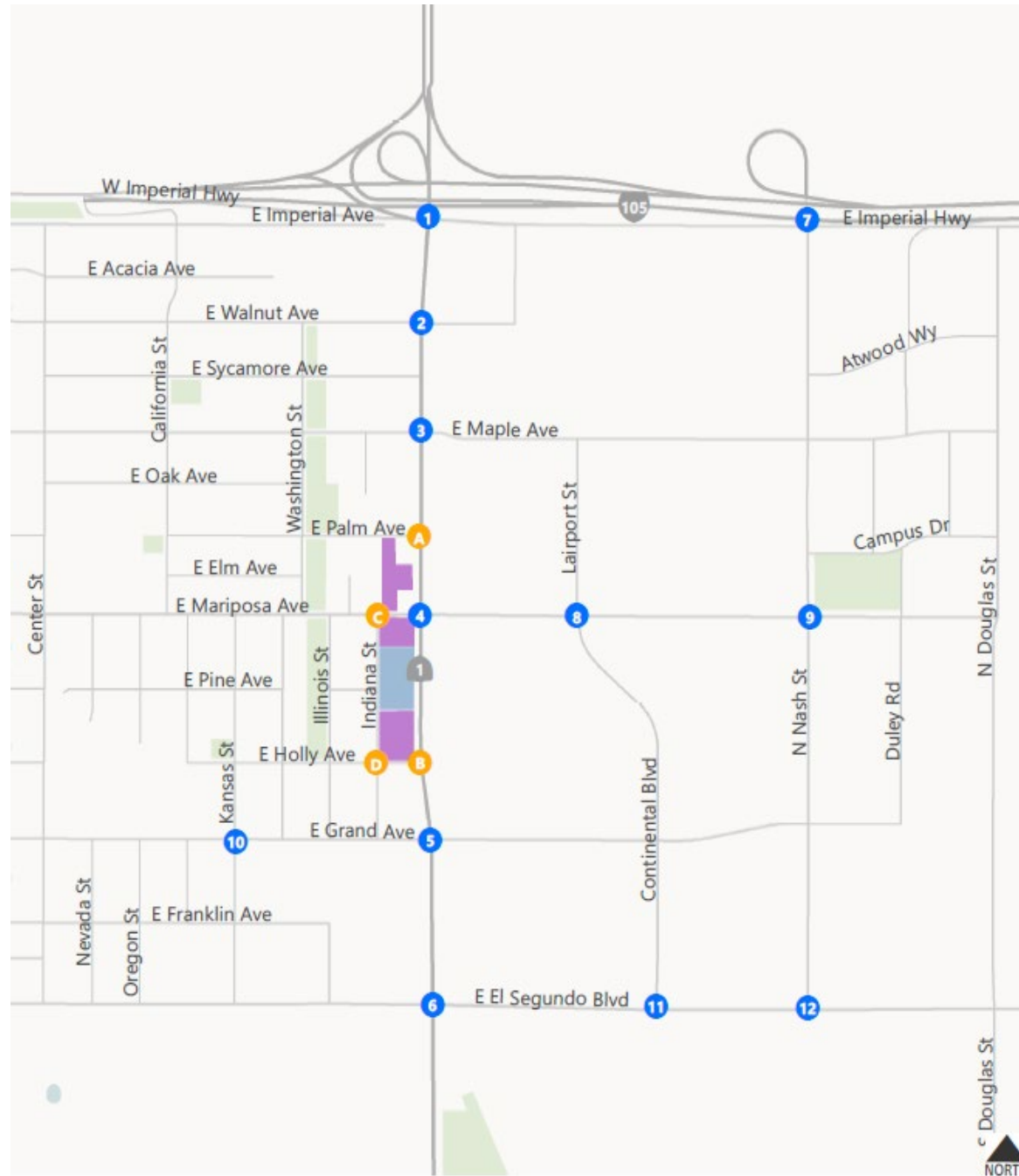




*De facto right turn

Figure 2
Peak Hour Traffic Volumes and Lane Configurations
Revised Future (2027) Conditions





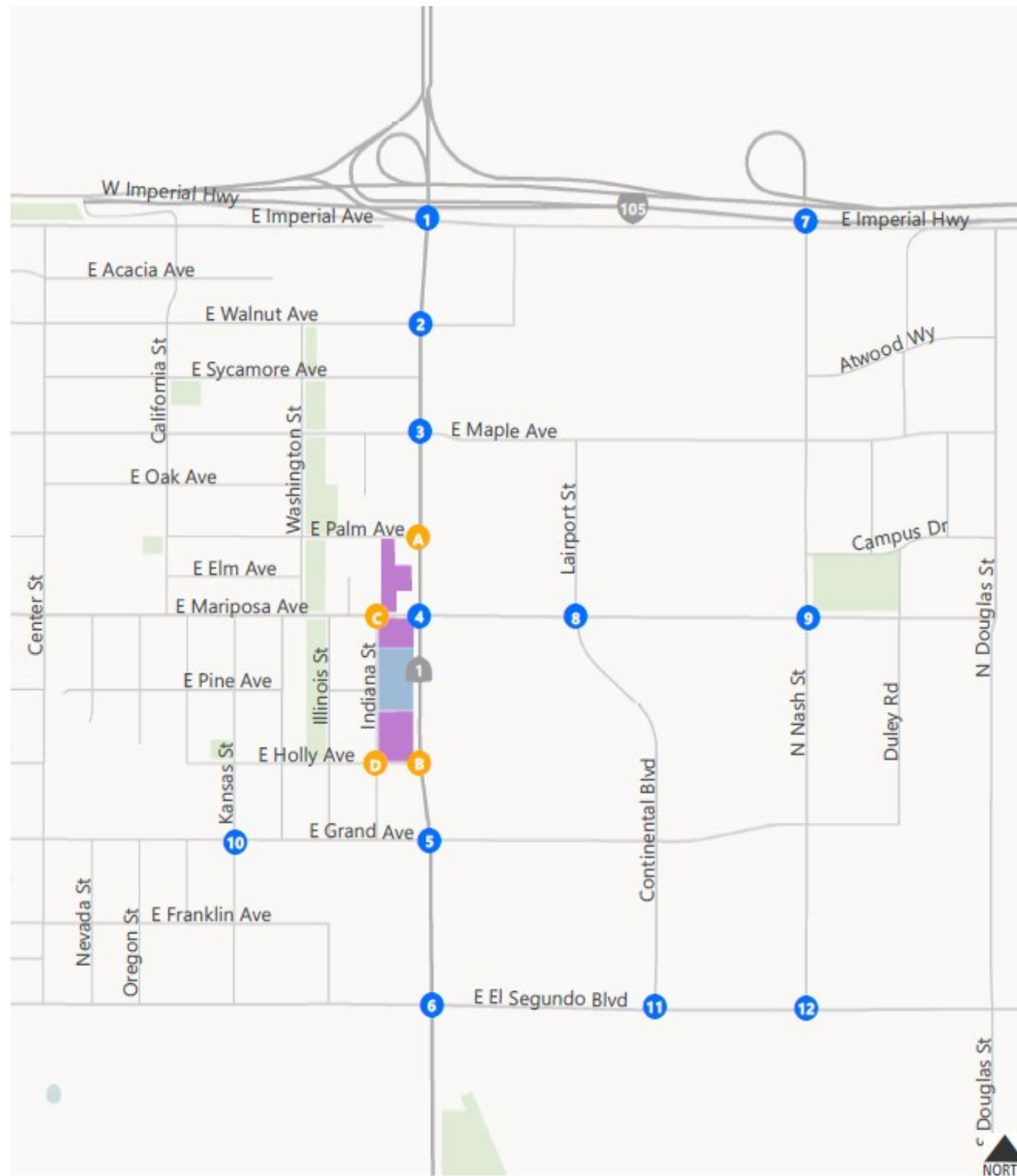
1. Pacific Coast Hwy/Imperial Hwy	2. Pacific Coast Hwy/Walnut Ave	3. Pacific Coast Hwy/Maple Ave
<p>Imperial Hwy</p> <p>Pacific Coast Hwy</p> <p>37 (27) 2,932 (2,636) 554 (661)</p> <p>517 (591) 272 (276) 289 (177)</p> <p>144 (147) 259 (369) 168 (163)</p> <p>113 (180) 1,818 (1,811) 500 (1,066)</p>	<p>Walnut Ave</p> <p>Pacific Coast Hwy</p> <p>266 (82) 3,069 (2,854) 59 (36)</p> <p>19 (37) 9 (19) 9 (54)</p> <p>76 (136) 25 (47) 31 (92)</p> <p>110 (41) 2,316 (2,881) 68 (41)</p>	<p>Maple Ave</p> <p>Pacific Coast Hwy</p> <p>53 (49) 2,843 (2,922) 138 (97)</p> <p>70 (176) 34 (112) 26 (121)</p> <p>103 (50) 118 (61) 52 (34)</p> <p>54 (102) 2,241 (2,736) 131 (62)</p>
4. Pacific Coast Hwy/Mariposa Ave**	5. Pacific Coast Hwy/Grand Ave	6. Pacific Coast Hwy/El Segundo Blvd
<p>Mariposa Ave</p> <p>Pacific Coast Hwy</p> <p>83 (121) 2,377 (2,634) 341 (296)</p> <p>87 (232) 99 (218) 63 (202)</p> <p>161 (140) 231 (172) 69 (77)</p> <p>83 (160) 2,128 (2,455) 135 (157)</p>	<p>Grand Ave</p> <p>Pacific Coast Hwy</p> <p>282 (173) 1,615 (2,569) 560 (131)</p> <p>73 (454) 65 (189) 65 (608)</p> <p>166 (300) 171 (153) 113 (160)</p> <p>88 (165) 2,091 (1,917) 666 (216)</p>	<p>El Segundo Blvd</p> <p>Pacific Coast Hwy</p> <p>191 (109) 1,351 (2,941) 290 (325)</p> <p>311 (326) 533 (440) 191 (495)</p> <p>93 (211) 360 (663) 294 (559)</p> <p>533 (355) 2,639 (1,624) 366 (298)</p>
7. Nash St/Imperial Hwy	8. Lairport St/Mariposa Ave	9. Nash St/Mariposa Ave
<p>Imperial Hwy</p> <p>Nash St</p> <p>424 (203) 805 (218) 383 (92)</p> <p>1,102 (817) 322 (29)</p> <p>800 (1,397) 117 (75)</p> <p>42 (96) 74 (237)</p>	<p>Mariposa Ave</p> <p>Lairport St</p> <p>25 (42) 64 (64) 5 (34)</p> <p>20 (27) 227 (435) 181 (68)</p> <p>39 (21) 409 (532) 185 (67)</p> <p>49 (132) 57 (147) 58 (244)</p>	<p>Mariposa Ave</p> <p>Nash St</p> <p>200 (91) 503 (249) 69 (72)</p> <p>27 (37) 226 (276) 36 (37)</p> <p>88 (226) 231 (552) 44 (55)</p> <p>29 (39) 304 (559) 62 (154)</p>

*De facto right turn

**As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway (Intersection 4) will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

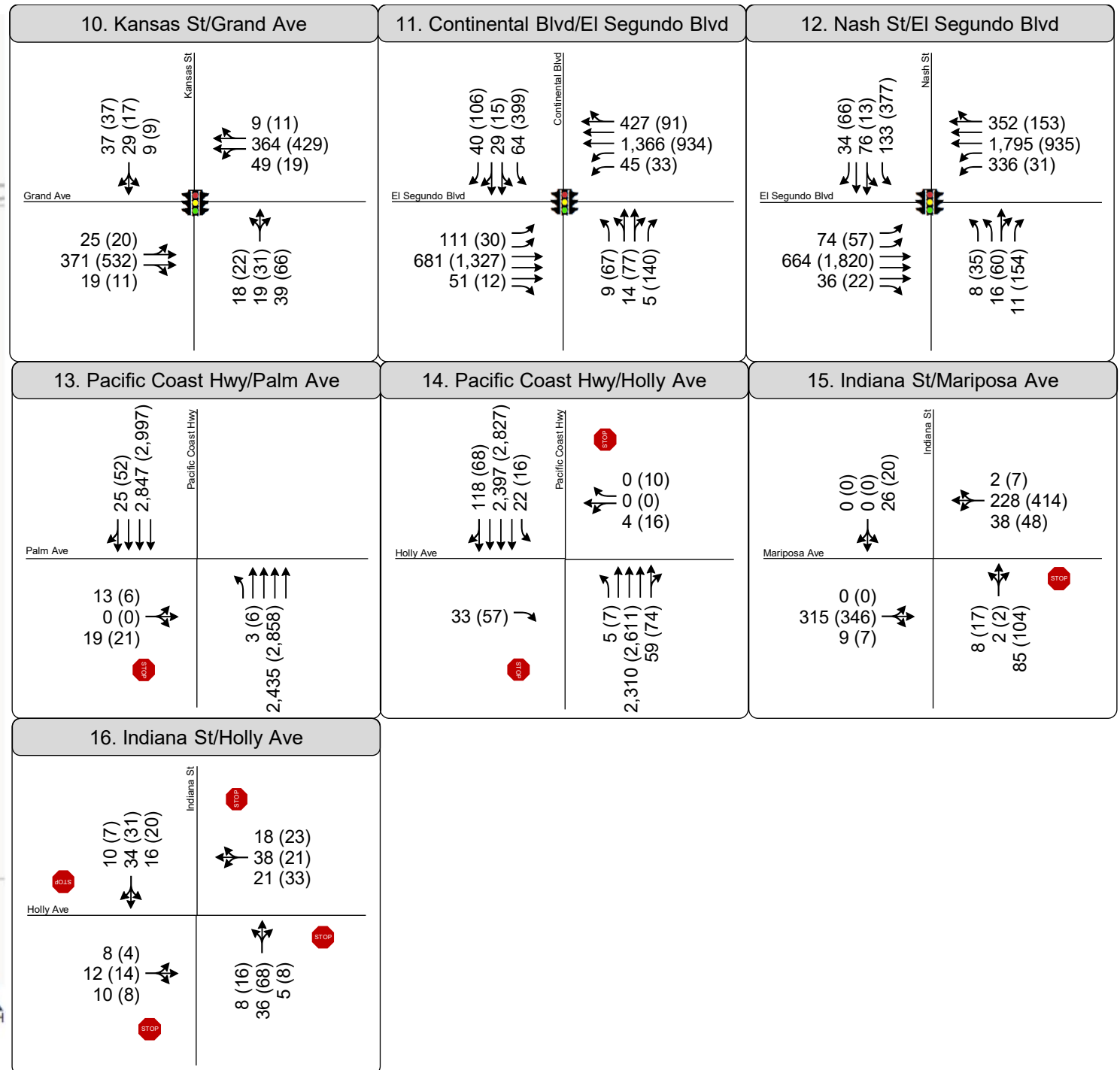
Figure 3
Peak Hour Traffic Volumes and Lane Configurations
Revised Future + Project (2027) Conditions





Study Intersections

- Project Site
- Signalized
- Unsignalized
- Existing Hotels



*De facto right turn

Figure 3
Peak Hour Traffic Volumes and Lane Configurations
Revised Future + Project (2027) Conditions



ATTACHMENT A

Level of Service Analysis Worksheets

Project Title: Pacific Coast Commons Project
Intersection: 1 - Pacific Coast Hwy & Imperial Hwy
Description: Future Base (2027) (Revised Analysis)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.592 *
	TH	4.00	2,907	6,400	0.460	N-S(2): 0.529
	LT	2.00	554	2,560	0.216 *	E-W(1): 0.183 *
Westbound	RT	1.00	517	1,600	0.107	E-W(2): 0.163
	TH	3.00	272	4,800	0.057	V/C: 0.775
	LT	2.00	289	2,560	0.113 *	Lost Time: 0.100
Northbound	RT	1.00	466	1,600	0.235	ITS: 0.000
	TH	3.00	1,807	4,800	0.376 *	ICU: 0.875
	LT	1.00	111	1,600	0.069	LOS: D
Eastbound	RT	1.00	167	1,600	0.070 *	
	TH	3.00	259	4,800	0.054	
	LT	2.00	144	2,560	0.056	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.871 *
	TH	4.00	2,581	6,400	0.408	N-S(2): 0.519
	LT	2.00	661	2,560	0.258 *	E-W(1): 0.146
Westbound	RT	1.00	591	1,600	0.111 *	E-W(2): 0.168 *
	TH	3.00	276	4,800	0.058	V/C: 1.039
	LT	2.00	177	2,560	0.069	Lost Time: 0.100
Northbound	RT	1.00	1,036	1,600	0.613 *	ITS: 0.000
	TH	3.00	1,801	4,800	0.375	ICU: 1.139
	LT	1.00	178	1,600	0.111	LOS: F
Eastbound	RT	1.00	161	1,600	0.045	
	TH	3.00	369	4,800	0.077	
	LT	2.00	147	2,560	0.057 *	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 2 - Pacific Coast Hwy & Walnut Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	266	0	0.000	N-S(1):	0.402
	TH	4.00	3,043	6,400	0.517 *	N-S(2):	0.586 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.066 *
	TH	0.32	9	514	0.018 *	V/C:	0.652
	LT	1.00	9	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	68	0	0.000	ITS:	0.000
	TH	4.00	2,269	6,400	0.365	ICU:	0.752
	LT	1.00	110	1,600	0.069 *	LOS:	C
Eastbound	RT	0.55	31	886	0.001		
	TH	0.45	25	714	0.035		
	LT	1.00	76	1,600	0.048 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.473
	TH	4.00	2,797	6,400	0.450 *	N-S(2):	0.476 *
	LT	1.00	36	1,600	0.023	E-W(1):	0.121 *
Westbound	RT	0.66	37	1,057	0.024	E-W(2):	0.120
	TH	0.34	19	543	0.035	V/C:	0.597
	LT	1.00	54	1,600	0.034 *	Lost Time:	0.100
Northbound	RT	0.00	41	0	0.000	ITS:	0.000
	TH	4.00	2,839	6,400	0.450	ICU:	0.697
	LT	1.00	41	1,600	0.026 *	LOS:	B
Eastbound	RT	0.66	92	1,059	0.074		
	TH	0.34	47	541	0.087 *		
	LT	1.00	136	1,600	0.085		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 3 - Pacific Coast Hwy & Maple Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.449
	TH	4.00	2,817	6,400	0.448 *	N-S(2): 0.482 *
	LT	1.00	138	1,600	0.086	E-W(1): 0.121 *
Westbound	RT	1.00	70	1,600	0.001	E-W(2): 0.085
	TH	1.00	34	1,600	0.021	V/C: 0.603
	LT	1.00	24	1,600	0.015 *	Lost Time: 0.100
Northbound	RT	0.00	128	0	0.000	ITS: 0.000
	TH	4.00	2,194	6,400	0.363	ICU: 0.703
	LT	1.00	54	1,600	0.034 *	LOS: C
Eastbound	RT	0.31	52	489	0.089	
	TH	0.69	118	1,111	0.106 *	
	LT	1.00	103	1,600	0.064	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.491
	TH	4.00	2,865	6,400	0.455 *	N-S(2): 0.519 *
	LT	1.00	97	1,600	0.061	E-W(1): 0.132 *
Westbound	RT	1.00	176	1,600	0.080	E-W(2): 0.111
	TH	1.00	112	1,600	0.070	V/C: 0.651
	LT	1.00	117	1,600	0.073 *	Lost Time: 0.100
Northbound	RT	0.00	59	0	0.000	ITS: 0.000
	TH	4.00	2,694	6,400	0.430	ICU: 0.751
	LT	1.00	102	1,600	0.064 *	LOS: C
Eastbound	RT	0.36	34	573	0.028	
	TH	0.64	61	1,027	0.059 *	
	LT	1.00	50	1,600	0.031	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 4 - Pacific Coast Hwy & Mariposa Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.465 *
	TH	4.00	2,353	6,400	0.381	N-S(2): 0.425
	LT	2.00	343	2,560	0.134 *	E-W(1): 0.217 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2): 0.139
	TH	1.00	99	1,600	0.062	V/C: 0.682
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	1.00	135	1,600	0.065	ITS: 0.000
	TH	4.00	2,116	6,400	0.331 *	ICU: 0.782
	LT	1.00	70	1,600	0.044	LOS: C
Eastbound	RT	0.20	57	320	0.156	
	TH	0.80	228	1,280	0.178 *	
	LT	1.00	123	1,600	0.077	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	117	0	0.000	N-S(1): 0.498
	TH	4.00	2,604	6,400	0.425 *	N-S(2): 0.510 *
	LT	2.00	299	2,560	0.117	E-W(1): 0.272 *
Westbound	RT	1.00	232	1,600	0.087	E-W(2): 0.205
	TH	1.00	217	1,600	0.136	V/C: 0.782
	LT	1.00	202	1,600	0.126 *	Lost Time: 0.100
Northbound	RT	1.00	157	1,600	0.035	ITS: 0.000
	TH	4.00	2,439	6,400	0.381	ICU: 0.882
	LT	1.00	136	1,600	0.085 *	LOS: D
Eastbound	RT	0.28	66	451	0.104	
	TH	0.72	168	1,149	0.146 *	
	LT	1.00	110	1,600	0.069	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 5 - Pacific Coast Hwy & Grand Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %
 OLA Movements : NBR,
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : Y
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	282	0	0.000	N-S(1): 0.732 *
	TH	4.00	1,594	6,400	0.293	N-S(2): 0.347
	LT	1.00	546	1,600	0.341 *	E-W(1): 0.140 *
Westbound	RT	1.00	71	1,600	0.000	E-W(2): 0.000
	TH	2.00	65	3,200	0.020	V/C: 0.872
	LT	2.00	65	2,560	0.025 *	Lost Time: 0.100
Northbound	RT	1.00	666	1,600	0.391 *	ITS: 0.000
	TH	4.00	2,078	6,400	0.325	ICU: 0.972
	LT	1.00	86	1,600	0.054	LOS: E
Eastbound	RT	0.00	106	0	0.000	
	TH	1.87	170	2,997	0.092	
	LT	1.13	166	1,442	0.115 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	173	0	0.000	N-S(1): 0.367
	TH	4.00	2,549	6,400	0.425 *	N-S(2): 0.523 *
	LT	1.00	115	1,600	0.072	E-W(1): 0.404 *
Westbound	RT	1.00	451	1,600	0.246 *	E-W(2): 0.000
	TH	2.00	187	3,200	0.058	V/C: 0.927
	LT	2.00	608	2,560	0.238	Lost Time: 0.100
Northbound	RT	1.00	216	1,600	0.000	ITS: 0.000
	TH	4.00	1,891	6,400	0.295	ICU: 1.027
	LT	1.00	157	1,600	0.098 *	LOS: F
Eastbound	RT	0.00	155	0	0.000	
	TH	1.52	152	2,428	0.126	
	LT	1.48	300	1,898	0.158 *	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 6 - Pacific Coast Hwy & El Segundo Blvd
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	188	1,600	0.089	N-S(1): 0.576 *
	TH	4.00	1,342	6,400	0.210	N-S(2): 0.418
	LT	2.00	273	2,560	0.107 *	E-W(1): 0.188
Westbound	RT	1.00	302	1,600	0.135	E-W(2): 0.225 *
	TH	2.00	533	3,200	0.167 *	V/C: 0.801
	LT	2.00	191	2,560	0.075	Lost Time: 0.100
Northbound	RT	0.00	366	0	0.000	ITS: 0.000
	TH	4.00	2,634	6,400	0.469 *	ICU: 0.901
	LT	2.00	533	2,560	0.208	LOS: E
Eastbound	RT	1.00	294	1,600	0.080	
	TH	2.00	360	3,200	0.113	
	LT	1.00	92	1,600	0.058 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	107	1,600	0.002	N-S(1): 0.414
	TH	4.00	2,933	6,400	0.458 *	N-S(2): 0.597 *
	LT	2.00	310	2,560	0.121	E-W(1): 0.473 *
Westbound	RT	1.00	305	1,600	0.130	E-W(2): 0.268
	TH	2.00	440	3,200	0.138	V/C: 1.070
	LT	2.00	495	2,560	0.193 *	Lost Time: 0.100
Northbound	RT	0.00	258	0	0.000	ITS: 0.000
	TH	4.00	1,614	6,400	0.293	ICU: 1.170
	LT	2.00	355	2,560	0.139 *	LOS: F
Eastbound	RT	1.00	559	1,600	0.280 *	
	TH	2.00	663	3,200	0.207	
	LT	1.00	208	1,600	0.130	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 7 - Nash St & Imperial Hwy
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	424	1,656	0.256	N-S(1):	0.282 *
	TH	1.97	805	3,144	0.256 *	N-S(2):	0.000
	LT	1.00	383	1,600	0.239	E-W(1):	0.317 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.230
	TH	3.00	1,102	4,800	0.230	V/C:	0.599
	LT	2.00	322	2,560	0.126 *	Lost Time:	0.100
Northbound	RT	2.00	74	3,200	0.000	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.699
	LT	1.00	42	1,600	0.026 *	LOS:	B
Eastbound	RT	0.00	117	0	0.000		
	TH	3.00	800	4,800	0.191 *		
	LT	0.00	0	0	0.000		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	203	2,314	0.088	N-S(1):	0.156 *
	TH	1.55	218	2,486	0.088 *	N-S(2):	0.000
	LT	1.00	92	1,600	0.058	E-W(1):	0.318 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.170
	TH	3.00	817	4,800	0.170	V/C:	0.474
	LT	2.00	29	2,560	0.011 *	Lost Time:	0.100
Northbound	RT	2.00	237	3,200	0.068 *	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.574
	LT	1.00	96	1,600	0.060	LOS:	A
Eastbound	RT	0.00	75	0	0.000		
	TH	3.00	1,397	4,800	0.307 *		
	LT	0.00	0	0	0.000		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 8 - Laiport St & Mariposa Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	449	0.043	N-S(1):	0.039
	TH	0.72	64	1,151	0.056 *	N-S(2):	0.087 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.237 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.101
	TH	2.00	226	3,200	0.077	V/C:	0.324
	LT	1.00	181	1,600	0.113 *	Lost Time:	0.100
Northbound	RT	2.00	58	3,200	0.000	ITS:	0.000
	TH	1.00	57	1,600	0.036	ICU:	0.424
	LT	1.00	49	1,600	0.031 *	LOS:	A
Eastbound	RT	0.00	185	0	0.000		
	TH	3.00	408	4,800	0.124 *		
	LT	1.00	39	1,600	0.024		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.40	42	634	0.060	N-S(1):	0.113
	TH	0.60	64	966	0.066 *	N-S(2):	0.149 *
	LT	1.00	34	1,600	0.021	E-W(1):	0.168 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.157
	TH	2.00	433	3,200	0.144	V/C:	0.317
	LT	1.00	68	1,600	0.043 *	Lost Time:	0.100
Northbound	RT	2.00	244	3,200	0.055	ITS:	0.000
	TH	1.00	147	1,600	0.092	ICU:	0.417
	LT	1.00	132	1,600	0.083 *	LOS:	A
Eastbound	RT	0.00	67	0	0.000		
	TH	3.00	531	4,800	0.125 *		
	LT	1.00	21	1,600	0.013		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 9 - Nash St & Mariposa Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.157
	TH	2.00	503	3,200	0.220 *	N-S(2): 0.238 *
	LT	1.00	69	1,600	0.043	E-W(1): 0.095
Westbound	RT	1.00	27	1,600	0.000	E-W(2): 0.125 *
	TH	2.00	225	3,200	0.070 *	V/C: 0.363
	LT	1.00	36	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	ITS: 0.000
	TH	2.00	304	3,200	0.114	ICU: 0.463
	LT	1.00	29	1,600	0.018 *	LOS: A
Eastbound	RT	1.00	44	1,600	0.018	
	TH	2.00	230	3,200	0.072	
	LT	1.00	88	1,600	0.055 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.268 *
	TH	2.00	249	3,200	0.106	N-S(2): 0.130
	LT	1.00	72	1,600	0.045 *	E-W(1): 0.195
Westbound	RT	1.00	37	1,600	0.001	E-W(2): 0.227 *
	TH	2.00	274	3,200	0.086 *	V/C: 0.495
	LT	1.00	37	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	154	0	0.000	ITS: 0.000
	TH	2.00	559	3,200	0.223 *	ICU: 0.595
	LT	1.00	39	1,600	0.024	LOS: A
Eastbound	RT	1.00	55	1,600	0.022	
	TH	2.00	551	3,200	0.172	
	LT	1.00	226	1,600	0.141 *	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 10 - Kansas St & Grand Ave
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.054
	TH	1.00	29	1,600	0.047 *	N-S(2): 0.058 *
	LT	0.00	9	1,600	0.006	E-W(1): 0.161 *
Westbound	RT	0.00	9	0	0.000	E-W(2): 0.148
	TH	2.00	363	1,600	0.132	V/C: 0.219
	LT	0.00	49	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	0.00	39	0	0.000	ITS: 0.000
	TH	1.00	19	1,600	0.048	ICU: 0.319
	LT	0.00	18	1,600	0.011 *	LOS: A
Eastbound	RT	0.00	19	0	0.000	
	TH	2.00	371	1,600	0.130 *	
	LT	0.00	25	1,600	0.016	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.080 *
	TH	1.00	17	1,600	0.039	N-S(2): 0.053
	LT	0.00	9	1,600	0.006 *	E-W(1): 0.188 *
Westbound	RT	0.00	11	0	0.000	E-W(2): 0.156
	TH	2.00	428	1,600	0.143	V/C: 0.268
	LT	0.00	19	1,600	0.012 *	Lost Time: 0.100
Northbound	RT	0.00	66	0	0.000	ITS: 0.000
	TH	1.00	31	1,600	0.074 *	ICU: 0.368
	LT	0.00	22	1,600	0.014	LOS: A
Eastbound	RT	0.00	11	0	0.000	
	TH	2.00	531	1,600	0.176 *	
	LT	0.00	20	1,600	0.013	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 11 - Continental Blvd & El Segundo Blvd
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	40	1,925	0.000	N-S(1):	0.032 *
	TH	0.87	29	1,395	0.021	N-S(2):	0.000
	LT	1.92	64	2,464	0.026 *	E-W(1):	0.156
Westbound	RT	0.00	427	0	0.000	E-W(2):	0.415 *
	TH	3.00	1,357	4,800	0.372 *	V/C:	0.447
	LT	2.00	45	2,560	0.018	Lost Time:	0.100
Northbound	RT	1.00	5	1,600	0.000	ITS:	0.000
	TH	1.83	14	2,922	0.005	ICU:	0.547
	LT	1.17	9	1,503	0.006 *	LOS:	A
Eastbound	RT	1.00	51	1,600	0.029		
	TH	3.00	664	4,800	0.138		
	LT	2.00	111	2,560	0.043 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	106	2,803	0.032	N-S(1):	0.201 *
	TH	0.25	15	397	0.038	N-S(2):	0.000
	LT	2.00	399	2,560	0.156 *	E-W(1):	0.286 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.221
	TH	3.00	913	4,800	0.209	V/C:	0.487
	LT	2.00	33	2,560	0.013 *	Lost Time:	0.100
Northbound	RT	1.94	140	3,097	0.039	ITS:	0.000
	TH	1.06	77	1,703	0.045 *	ICU:	0.587
	LT	1.00	67	1,600	0.042	LOS:	A
Eastbound	RT	1.00	12	1,600	0.000		
	TH	3.00	1,312	4,800	0.273 *		
	LT	2.00	30	2,560	0.012		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 12 - Nash St & El Segundo Blvd
Description: Future Base (2027) (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.064 *
	TH	1.09	76	1,745	0.044	N-S(2):	0.000
	LT	1.91	133	2,444	0.054 *	E-W(1):	0.266
Westbound	RT	0.00	352	0	0.000	E-W(2):	0.474 *
	TH	3.00	1,786	4,800	0.445 *	V/C:	0.538
	LT	2.00	336	2,560	0.131	Lost Time:	0.100
Northbound	RT	1.00	11	1,600	0.000	ITS:	0.000
	TH	1.00	16	1,600	0.010 *	ICU:	0.638
	LT	2.00	8	2,560	0.003	LOS:	B
Eastbound	RT	1.00	36	1,600	0.021		
	TH	3.00	647	4,800	0.135		
	LT	2.00	74	2,560	0.029 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.030	N-S(1):	0.214 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	377	2,560	0.147 *	E-W(1):	0.388 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.244
	TH	3.00	914	4,800	0.222	V/C:	0.602
	LT	2.00	31	2,560	0.012 *	Lost Time:	0.100
Northbound	RT	1.44	154	2,303	0.061	ITS:	0.000
	TH	0.56	60	897	0.067 *	ICU:	0.702
	LT	2.00	35	2,560	0.014	LOS:	C
Eastbound	RT	1.00	22	1,600	0.007		
	TH	3.00	1,805	4,800	0.376 *		
	LT	2.00	57	2,560	0.022		

* - Denotes critical movement

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑↑	↑↑↑	
Traffic Vol, veh/h	12	17	2	1850	2243	18
Future Vol, veh/h	12	17	2	1850	2243	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	18	2	2011	2438	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3256	1229	2458	0	-	0
Stage 1	2448	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	19	146	73	-	-	-
Stage 1	29	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	146	73	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	28	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	265	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	73	-	37	-	-
HCM Lane V/C Ratio	0.03	-	0.852	-	-
HCM Control Delay (s)	55.8	-	265	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.1	-	-

HCM 6th TWSC
8: Pacific Coast Hwy & Holly Ave

06/22/2021

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖	↗	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	0	0	30	4	0	0	4	1780	59	22	1892	118
Future Vol, veh/h	0	0	30	4	0	0	4	1780	59	22	1892	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	4	0	0	4	1935	64	24	2057	128

Major/Minor	Minor2	Minor1		Major1			Major2					
Conflicting Flow All	-	-	1093	2846	4208	1000	2185	0	0	1999	0	0
Stage 1	-	-	-	1975	1975	-	-	-	-	-	-	-
Stage 2	-	-	-	871	2233	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	180	18	2	207	101	-	-	125	-	-
Stage 1	0	0	-	40	106	-	-	-	-	-	-	-
Stage 2	0	0	-	283	78	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	180	12	2	207	101	-	-	125	-	-
Mov Cap-2 Maneuver	-	-	-	12	2	-	-	-	-	-	-	-
Stage 1	-	-	-	38	102	-	-	-	-	-	-	-
Stage 2	-	-	-	187	63	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.4	\$ 425.1	0.1	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	101	-	-	180	12	-	125	-	-
HCM Lane V/C Ratio	0.043	-	-	0.181	0.362	-	0.191	-	-
HCM Control Delay (s)	42.2	-	-	29.4	\$ 425.1	0	40.5	-	-
HCM Lane LOS	E	-	-	D	F	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.9	-	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	5	21	3	2245	2300	28
Future Vol, veh/h	5	21	3	2245	2300	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	23	3	2440	2500	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3497	1265	2530	0	-	0
Stage 1	2515	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	14	138	67	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	138	67	-	-	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	156.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	67	-	48	-	-
HCM Lane V/C Ratio	0.049	-	0.589	-	-
HCM Control Delay (s)	61.5	-	156.1	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

HCM 6th TWSC
8: Pacific Coast Hwy & Holly Ave

06/22/2021

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖	↗	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	0	0	51	16	0	10	5	2061	74	16	2187	68
Future Vol, veh/h	0	0	51	16	0	10	5	2061	74	16	2187	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	55	17	0	11	5	2240	80	17	2377	74

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	1226	3275	4775	1160	2451	0	0	2320	0	0
Stage 1	-	-	-	2290	2290	-	-	-	-	-	-	-
Stage 2	-	-	-	985	2485	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	146	~ 10	1	162	73	-	-	86	-	-
Stage 1	0	0	-	24	73	-	-	-	-	-	-	-
Stage 2	0	0	-	240	58	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	146	~ 5	1	162	73	-	-	86	-	-
Mov Cap-2 Maneuver	-	-	-	~ 5	1	-	-	-	-	-	-	-
Stage 1	-	-	-	22	68	-	-	-	-	-	-	-
Stage 2	-	-	-	119	47	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44	\$ 1538.3	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	146	5	162	86	-	-
HCM Lane V/C Ratio	0.074	-	-	0.38	3.478	0.067	0.202	-	-
HCM Control Delay (s)	58.2	-	-	48	2481.7	28.8	57.2	-	-
HCM Lane LOS	F	-	-	E	F	D	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	3.4	0.2	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	315	9	34	228	5	8	2	59	0	0	0
Future Vol, veh/h	0	315	9	34	228	5	8	2	59	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	342	10	37	248	5	9	2	64	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	253	0	0	352	0	0	672	674	347
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	325	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1207	-	-	421	376	696
Stage 1	-	-	-	-	-	-	716	635	-
Stage 2	-	-	-	-	-	-	732	648	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1312	-	-	1207	-	-	406	0	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	0	-
Stage 1	-	-	-	-	-	-	690	0	-
Stage 2	-	-	-	-	-	-	732	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	641	1312	-	-	1207	-	-
HCM Lane V/C Ratio	0.117	-	-	-	0.031	-	-
HCM Control Delay (s)	11.4	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	12	10	21	38	17	8	33	5	13	25	10
Future Vol, veh/h	8	12	10	21	38	17	8	33	5	13	25	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	41	18	9	36	5	14	27	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	27%	28%	27%
Vol Thru, %	72%	40%	50%	52%
Vol Right, %	11%	33%	22%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	30	76	48
LT Vol	8	8	21	13
Through Vol	33	12	38	25
RT Vol	5	10	17	10
Lane Flow Rate	50	33	83	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.036	0.093	0.059
Departure Headway (Hd)	4.142	4.026	4.055	4.1
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	879	876	865
Service Time	2.207	2.096	2.114	2.165
HCM Lane V/C Ratio	0.058	0.038	0.095	0.06
HCM Control Delay	7.5	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	346	7	35	414	3	17	2	79	0	0	0
Future Vol, veh/h	0	346	7	35	414	3	17	2	79	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	376	8	38	450	3	18	2	86	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	453	0	0	384	0	0	908	909	380
Stage 1	-	-	-	-	-	-	380	380	-
Stage 2	-	-	-	-	-	-	528	529	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1108	-	-	1174	-	-	306	275	667
Stage 1	-	-	-	-	-	-	691	614	-
Stage 2	-	-	-	-	-	-	592	527	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1108	-	-	1174	-	-	293	0	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	0	-
Stage 1	-	-	-	-	-	-	661	0	-
Stage 2	-	-	-	-	-	-	592	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	544	1108	-	-	1174	-	-
HCM Lane V/C Ratio	0.196	-	-	-	0.032	-	-
HCM Control Delay (s)	13.2	0	-	-	8.2	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	14	8	33	21	20	16	58	8	14	25	7
Future Vol, veh/h	4	14	8	33	21	20	16	58	8	14	25	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	36	23	22	17	63	9	15	27	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	15%	45%	30%
Vol Thru, %	71%	54%	28%	54%
Vol Right, %	10%	31%	27%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	26	74	46
LT Vol	16	4	33	14
Through Vol	58	14	21	25
RT Vol	8	8	20	7
Lane Flow Rate	89	28	80	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.032	0.092	0.058
Departure Headway (Hd)	4.14	4.082	4.122	4.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	863	858	851
Service Time	2.207	2.175	2.201	2.236
HCM Lane V/C Ratio	0.104	0.032	0.093	0.059
HCM Control Delay	7.7	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.2

Project Title: Pacific Coast Commons Project
Intersection: 1 - Pacific Coast Hwy & Imperial Hwy
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %
 OLA Movements : WBR
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.595 *
	TH	4.00	2,932	6,400	0.464	N-S(2):	0.535
	LT	2.00	554	2,560	0.216 *	E-W(1):	0.183 *
Westbound	RT	1.00	517	1,600	0.107	E-W(2):	0.163
	TH	3.00	272	4,800	0.057	V/C:	0.778
	LT	2.00	289	2,560	0.113 *	Lost Time:	0.100
Northbound	RT	1.00	500	1,600	0.256	ITS:	0.000
	TH	3.00	1,818	4,800	0.379 *	ICU:	0.878
	LT	1.00	113	1,600	0.071	LOS:	D
Eastbound	RT	1.00	168	1,600	0.070 *		
	TH	3.00	259	4,800	0.054		
	LT	2.00	144	2,560	0.056		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.890 *
	TH	4.00	2,636	6,400	0.416	N-S(2):	0.529
	LT	2.00	661	2,560	0.258 *	E-W(1):	0.146
Westbound	RT	1.00	591	1,600	0.111 *	E-W(2):	0.168 *
	TH	3.00	276	4,800	0.058	V/C:	1.058
	LT	2.00	177	2,560	0.069	Lost Time:	0.100
Northbound	RT	1.00	1,066	1,600	0.632 *	ITS:	0.000
	TH	3.00	1,811	4,800	0.377	ICU:	1.158
	LT	1.00	180	1,600	0.113	LOS:	F
Eastbound	RT	1.00	163	1,600	0.046		
	TH	3.00	369	4,800	0.077		
	LT	2.00	147	2,560	0.057 *		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 2 - Pacific Coast Hwy & Walnut Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	266	0	0.000	N-S(1):	0.410
	TH	4.00	3,069	6,400	0.521 *	N-S(2):	0.590 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.066 *
	TH	0.32	9	514	0.018 *	V/C:	0.656
	LT	1.00	9	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	68	0	0.000	ITS:	0.000
	TH	4.00	2,316	6,400	0.373	ICU:	0.756
	LT	1.00	110	1,600	0.069 *	LOS:	C
Eastbound	RT	0.55	31	886	0.001		
	TH	0.45	25	714	0.035		
	LT	1.00	76	1,600	0.048 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.480
	TH	4.00	2,854	6,400	0.459 *	N-S(2):	0.485 *
	LT	1.00	36	1,600	0.023	E-W(1):	0.121 *
Westbound	RT	0.66	37	1,057	0.024	E-W(2):	0.120
	TH	0.34	19	543	0.035	V/C:	0.606
	LT	1.00	54	1,600	0.034 *	Lost Time:	0.100
Northbound	RT	0.00	41	0	0.000	ITS:	0.000
	TH	4.00	2,881	6,400	0.457	ICU:	0.706
	LT	1.00	41	1,600	0.026 *	LOS:	C
Eastbound	RT	0.66	92	1,059	0.074		
	TH	0.34	47	541	0.087 *		
	LT	1.00	136	1,600	0.085		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 3 - Pacific Coast Hwy & Maple Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.457 N-S(2): 0.487 * E-W(1): 0.122 * E-W(2): 0.085
	TH	4.00	2,843	6,400	0.453 *	
	LT	1.00	138	1,600	0.086	
Westbound	RT	1.00	70	1,600	0.001	V/C: 0.609 Lost Time: 0.100 ITS: 0.000
	TH	1.00	34	1,600	0.021	
	LT	1.00	26	1,600	0.016 *	
Northbound	RT	0.00	131	0	0.000	ICU: 0.709
	TH	4.00	2,241	6,400	0.371	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.31	52	489	0.089	LOS: C
	TH	0.69	118	1,111	0.106 *	
	LT	1.00	103	1,600	0.064	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.498 N-S(2): 0.528 * E-W(1): 0.135 * E-W(2): 0.111
	TH	4.00	2,922	6,400	0.464 *	
	LT	1.00	97	1,600	0.061	
Westbound	RT	1.00	176	1,600	0.080	V/C: 0.663 Lost Time: 0.100 ITS: 0.000
	TH	1.00	112	1,600	0.070	
	LT	1.00	121	1,600	0.076 *	
Northbound	RT	0.00	62	0	0.000	ICU: 0.763
	TH	4.00	2,736	6,400	0.437	
	LT	1.00	102	1,600	0.064 *	
Eastbound	RT	0.36	34	573	0.028	LOS: C
	TH	0.64	61	1,027	0.059 *	
	LT	1.00	50	1,600	0.031	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 4 - Pacific Coast Hwy & Mariposa Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.466 *
	TH	4.00	2,377	6,400	0.384	N-S(2): 0.436
	LT	2.00	341	2,560	0.133 *	E-W(1): 0.183 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2): 0.163
	TH	1.00	99	1,600	0.062	V/C: 0.649
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	1.00	135	1,600	0.065	ITS: 0.000
	TH	4.00	2,128	6,400	0.333 *	ICU: 0.749
	LT	1.00	83	1,600	0.052	LOS: C
Eastbound	RT	1.00	69	1,600	0.017	
	TH	1.00	231	1,600	0.144 *	
	LT	1.00	161	1,600	0.101	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	121	0	0.000	N-S(1): 0.500
	TH	4.00	2,634	6,400	0.430 *	N-S(2): 0.530 *
	LT	2.00	296	2,560	0.116	E-W(1): 0.234 *
Westbound	RT	1.00	232	1,600	0.087	E-W(2): 0.224
	TH	1.00	218	1,600	0.136	V/C: 0.764
	LT	1.00	202	1,600	0.126 *	Lost Time: 0.100
Northbound	RT	1.00	157	1,600	0.035	ITS: 0.000
	TH	4.00	2,455	6,400	0.384	ICU: 0.864
	LT	1.00	160	1,600	0.100 *	LOS: D
Eastbound	RT	1.00	77	1,600	0.000	
	TH	1.00	172	1,600	0.108 *	
	LT	1.00	140	1,600	0.088	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 5 - Pacific Coast Hwy & Grand Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %
 OLA Movements : NBR,
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : Y
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	282	0	0.000	N-S(1):	0.741 *
	TH	4.00	1,615	6,400	0.296	N-S(2):	0.351
	LT	1.00	560	1,600	0.350 *	E-W(1):	0.142 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	2.00	65	3,200	0.020	V/C:	0.883
	LT	2.00	65	2,560	0.025 *	Lost Time:	0.100
Northbound	RT	1.00	666	1,600	0.391 *	ITS:	0.000
	TH	4.00	2,091	6,400	0.327	ICU:	0.983
	LT	1.00	88	1,600	0.055	LOS:	E
Eastbound	RT	0.00	113	0	0.000		
	TH	1.89	171	3,029	0.094		
	LT	1.11	166	1,417	0.117 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	173	0	0.000	N-S(1):	0.382
	TH	4.00	2,569	6,400	0.428 *	N-S(2):	0.531 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.403 *
Westbound	RT	1.00	454	1,600	0.243 *	E-W(2):	0.000
	TH	2.00	189	3,200	0.059	V/C:	0.934
	LT	2.00	608	2,560	0.238	Lost Time:	0.100
Northbound	RT	1.00	216	1,600	0.000	ITS:	0.000
	TH	4.00	1,917	6,400	0.300	ICU:	1.034
	LT	1.00	165	1,600	0.103 *	LOS:	F
Eastbound	RT	0.00	160	0	0.000		
	TH	1.53	153	2,451	0.128		
	LT	1.47	300	1,879	0.160 *		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 6 - Pacific Coast Hwy & El Segundo Blvd
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	191	1,600	0.091	N-S(1):	0.583 *
	TH	4.00	1,351	6,400	0.211	N-S(2):	0.419
	LT	2.00	290	2,560	0.113 *	E-W(1):	0.188
Westbound	RT	1.00	311	1,600	0.138	E-W(2):	0.224 *
	TH	2.00	532	3,200	0.166 *	V/C:	0.807
	LT	2.00	191	2,560	0.075	Lost Time:	0.100
Northbound	RT	0.00	366	0	0.000	ITS:	0.000
	TH	4.00	2,639	6,400	0.470 *	ICU:	0.907
	LT	2.00	533	2,560	0.208	LOS:	E
Eastbound	RT	1.00	294	1,600	0.080		
	TH	2.00	360	3,200	0.113		
	LT	1.00	92	1,600	0.058 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	109	1,600	0.002	N-S(1):	0.421
	TH	4.00	2,941	6,400	0.460 *	N-S(2):	0.599 *
	LT	2.00	325	2,560	0.127	E-W(1):	0.473 *
Westbound	RT	1.00	326	1,600	0.140	E-W(2):	0.272
	TH	2.00	440	3,200	0.138	V/C:	1.072
	LT	2.00	495	2,560	0.193 *	Lost Time:	0.100
Northbound	RT	0.00	258	0	0.000	ITS:	0.000
	TH	4.00	1,624	6,400	0.294	ICU:	1.172
	LT	2.00	355	2,560	0.139 *	LOS:	F
Eastbound	RT	1.00	559	1,600	0.280 *		
	TH	2.00	663	3,200	0.207		
	LT	1.00	211	1,600	0.132		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 7 - Nash St & Imperial Hwy
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	424	1,656	0.256	N-S(1):	0.282 *
	TH	1.97	805	3,144	0.256 *	N-S(2):	0.000
	LT	1.00	383	1,600	0.239	E-W(1):	0.317 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.230
	TH	3.00	1,102	4,800	0.230	V/C:	0.599
	LT	2.00	322	2,560	0.126 *	Lost Time:	0.100
Northbound	RT	2.00	74	3,200	0.000	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.699
	LT	1.00	42	1,600	0.026 *	LOS:	B
Eastbound	RT	0.00	117	0	0.000		
	TH	3.00	800	4,800	0.191 *		
	LT	0.00	0	0	0.000		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	203	2,314	0.088	N-S(1):	0.156 *
	TH	1.55	218	2,486	0.088 *	N-S(2):	0.000
	LT	1.00	92	1,600	0.058	E-W(1):	0.318 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.170
	TH	3.00	817	4,800	0.170	V/C:	0.474
	LT	2.00	29	2,560	0.011 *	Lost Time:	0.100
Northbound	RT	2.00	237	3,200	0.068 *	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.574
	LT	1.00	96	1,600	0.060	LOS:	A
Eastbound	RT	0.00	75	0	0.000		
	TH	3.00	1,397	4,800	0.307 *		
	LT	0.00	0	0	0.000		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 8 - Laiport St & Mariposa Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	449	0.043	N-S(1):	0.039
	TH	0.72	64	1,151	0.056 *	N-S(2):	0.087 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.237 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.101
	TH	2.00	227	3,200	0.077	V/C:	0.324
	LT	1.00	181	1,600	0.113 *	Lost Time:	0.100
Northbound	RT	2.00	58	3,200	0.000	ITS:	0.000
	TH	1.00	57	1,600	0.036	ICU:	0.424
	LT	1.00	49	1,600	0.031 *	LOS:	A
Eastbound	RT	0.00	185	0	0.000		
	TH	3.00	409	4,800	0.124 *		
	LT	1.00	39	1,600	0.024		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.40	42	634	0.060	N-S(1):	0.113
	TH	0.60	64	966	0.066 *	N-S(2):	0.149 *
	LT	1.00	34	1,600	0.021	E-W(1):	0.168 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.157
	TH	2.00	435	3,200	0.144	V/C:	0.317
	LT	1.00	68	1,600	0.043 *	Lost Time:	0.100
Northbound	RT	2.00	244	3,200	0.055	ITS:	0.000
	TH	1.00	147	1,600	0.092	ICU:	0.417
	LT	1.00	132	1,600	0.083 *	LOS:	A
Eastbound	RT	0.00	67	0	0.000		
	TH	3.00	532	4,800	0.125 *		
	LT	1.00	21	1,600	0.013		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 9 - Nash St & Mariposa Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.157
	TH	2.00	503	3,200	0.220 *	N-S(2): 0.238 *
	LT	1.00	69	1,600	0.043	E-W(1): 0.095
Westbound	RT	1.00	27	1,600	0.000	E-W(2): 0.126 *
	TH	2.00	226	3,200	0.071 *	V/C: 0.364
	LT	1.00	36	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	ITS: 0.000
	TH	2.00	304	3,200	0.114	ICU: 0.464
	LT	1.00	29	1,600	0.018 *	LOS: A
Eastbound	RT	1.00	44	1,600	0.018	
	TH	2.00	231	3,200	0.072	
	LT	1.00	88	1,600	0.055 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.268 *
	TH	2.00	249	3,200	0.106	N-S(2): 0.130
	LT	1.00	72	1,600	0.045 *	E-W(1): 0.196
Westbound	RT	1.00	37	1,600	0.001	E-W(2): 0.227 *
	TH	2.00	276	3,200	0.086 *	V/C: 0.495
	LT	1.00	37	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	154	0	0.000	ITS: 0.000
	TH	2.00	559	3,200	0.223 *	ICU: 0.595
	LT	1.00	39	1,600	0.024	LOS: A
Eastbound	RT	1.00	55	1,600	0.022	
	TH	2.00	552	3,200	0.173	
	LT	1.00	226	1,600	0.141 *	

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 10 - Kansas St & Grand Ave
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.054
	TH	1.00	29	1,600	0.047 *	N-S(2):	0.058 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.161 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.148
	TH	2.00	364	1,600	0.132	V/C:	0.219
	LT	0.00	49	1,600	0.031 *	Lost Time:	0.100
Northbound	RT	0.00	39	0	0.000	ITS:	0.000
	TH	1.00	19	1,600	0.048	ICU:	0.319
	LT	0.00	18	1,600	0.011 *	LOS:	A
Eastbound	RT	0.00	19	0	0.000		
	TH	2.00	371	1,600	0.130 *		
	LT	0.00	25	1,600	0.016		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.080 *
	TH	1.00	17	1,600	0.039	N-S(2):	0.053
	LT	0.00	9	1,600	0.006 *	E-W(1):	0.188 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.156
	TH	2.00	429	1,600	0.143	V/C:	0.268
	LT	0.00	19	1,600	0.012 *	Lost Time:	0.100
Northbound	RT	0.00	66	0	0.000	ITS:	0.000
	TH	1.00	31	1,600	0.074 *	ICU:	0.368
	LT	0.00	22	1,600	0.014	LOS:	A
Eastbound	RT	0.00	11	0	0.000		
	TH	2.00	532	1,600	0.176 *		
	LT	0.00	20	1,600	0.013		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 11 - Continental Blvd & El Segundo Blvd
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	40	1,925	0.000	N-S(1):	0.032 *
	TH	0.87	29	1,395	0.021	N-S(2):	0.000
	LT	1.92	64	2,464	0.026 *	E-W(1):	0.160
Westbound	RT	0.00	427	0	0.000	E-W(2):	0.417 *
	TH	3.00	1,366	4,800	0.374 *	V/C:	0.449
	LT	2.00	45	2,560	0.018	Lost Time:	0.100
Northbound	RT	1.00	5	1,600	0.000	ITS:	0.000
	TH	1.83	14	2,922	0.005	ICU:	0.549
	LT	1.17	9	1,503	0.006 *	LOS:	A
Eastbound	RT	1.00	51	1,600	0.029		
	TH	3.00	681	4,800	0.142		
	LT	2.00	111	2,560	0.043 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	106	2,803	0.032	N-S(1):	0.201 *
	TH	0.25	15	397	0.038	N-S(2):	0.000
	LT	2.00	399	2,560	0.156 *	E-W(1):	0.289 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.226
	TH	3.00	934	4,800	0.214	V/C:	0.490
	LT	2.00	33	2,560	0.013 *	Lost Time:	0.100
Northbound	RT	1.94	140	3,097	0.039	ITS:	0.000
	TH	1.06	77	1,703	0.045 *	ICU:	0.590
	LT	1.00	67	1,600	0.042	LOS:	A
Eastbound	RT	1.00	12	1,600	0.000		
	TH	3.00	1,327	4,800	0.276 *		
	LT	2.00	30	2,560	0.012		

* - Denotes critical movement

Project Title: Pacific Coast Commons Project
Intersection: 12 - Nash St & El Segundo Blvd
Description: Future + Project (Revised Analysis)

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.064 *
	TH	1.09	76	1,745	0.044	N-S(2):	0.000
	LT	1.91	133	2,444	0.054 *	E-W(1):	0.269
Westbound	RT	0.00	352	0	0.000	E-W(2):	0.476 *
	TH	3.00	1,795	4,800	0.447 *	V/C:	0.540
	LT	2.00	336	2,560	0.131	Lost Time:	0.100
Northbound	RT	1.00	11	1,600	0.000	ITS:	0.000
	TH	1.00	16	1,600	0.010 *	ICU:	0.640
	LT	2.00	8	2,560	0.003	LOS:	B
Eastbound	RT	1.00	36	1,600	0.021		
	TH	3.00	664	4,800	0.138		
	LT	2.00	74	2,560	0.029 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.030	N-S(1):	0.214 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	377	2,560	0.147 *	E-W(1):	0.391 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.249
	TH	3.00	935	4,800	0.227	V/C:	0.605
	LT	2.00	31	2,560	0.012 *	Lost Time:	0.100
Northbound	RT	1.44	154	2,303	0.061	ITS:	0.000
	TH	0.56	60	897	0.067 *	ICU:	0.705
	LT	2.00	35	2,560	0.014	LOS:	C
Eastbound	RT	1.00	22	1,600	0.007		
	TH	3.00	1,820	4,800	0.379 *		
	LT	2.00	57	2,560	0.022		

* - Denotes critical movement

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	13	19	3	1899	2264	25
Future Vol, veh/h	13	19	3	1899	2264	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	21	3	2064	2461	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3307	1244	2488	0	-	0
Stage 1	2475	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	17	142	70	-	-	-
Stage 1	28	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	142	70	-	-	-
Mov Cap-2 Maneuver	16	-	-	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	336.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	70	-	34	-	-
HCM Lane V/C Ratio	0.047	-	1.023	-	-
HCM Control Delay (s)	58.9	-	336.9	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
8: Pacific Coast Hwy & Holly Ave

06/22/2021

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖	↗	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	0	0	33	4	0	0	5	1806	59	22	1924	118
Future Vol, veh/h	0	0	33	4	0	0	5	1806	59	22	1924	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	4	0	0	5	1963	64	24	2091	128

Major/Minor	Minor2	Minor1		Major1			Major2					
Conflicting Flow All	-	-	1110	2889	4272	1014	2219	0	0	2027	0	0
Stage 1	-	-	-	2005	2005	-	-	-	-	-	-	-
Stage 2	-	-	-	884	2267	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	175	17	2	203	97	-	-	121	-	-
Stage 1	0	0	-	38	103	-	-	-	-	-	-	-
Stage 2	0	0	-	278	75	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	175	11	2	203	97	-	-	121	-	-
Mov Cap-2 Maneuver	-	-	-	11	2	-	-	-	-	-	-	-
Stage 1	-	-	-	36	98	-	-	-	-	-	-	-
Stage 2	-	-	-	177	60	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	\$ 473.2	0.1	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	97	-	-	175	11	-	121	-	-
HCM Lane V/C Ratio	0.056	-	-	0.205	0.395	-	0.198	-	-
HCM Control Delay (s)	44.3	-	-	30.8	\$ 473.2	0	41.9	-	-
HCM Lane LOS	E	-	-	D	F	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.9	-	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑↑	↑↑↑	
Traffic Vol, veh/h	6	21	6	2289	2337	52
Future Vol, veh/h	6	21	6	2289	2337	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	7	2488	2540	57

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3578	1299	2597	0	-	0
Stage 1	2569	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	131	62	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	131	62	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	21	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	237.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	62	-	38	-	-
HCM Lane V/C Ratio	0.105	-	0.772	-	-
HCM Control Delay (s)	69.8	-	237.1	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.8	-	-

HCM 6th TWSC
8: Pacific Coast Hwy & Holly Ave

06/22/2021

Intersection												
Int Delay, s/veh	12.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖	↗	↖	↖↗↘		↖	↖↗↘	
Traffic Vol, veh/h	0	0	57	16	0	10	7	2102	74	16	2218	68
Future Vol, veh/h	0	0	57	16	0	10	7	2102	74	16	2218	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	62	17	0	11	8	2285	80	17	2411	74

Major/Minor	Minor2	Minor1		Major1			Major2					
Conflicting Flow All	-	-	1243	3339	4860	1183	2485	0	0	2365	0	0
Stage 1	-	-	-	2341	2341	-	-	-	-	-	-	-
Stage 2	-	-	-	998	2519	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	142	~9	1	156	70	-	-	81	-	-
Stage 1	0	0	-	22	69	-	-	-	-	-	-	-
Stage 2	0	0	-	236	56	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	142	~4	1	156	70	-	-	81	-	-
Mov Cap-2 Maneuver	-	-	-	~4	1	-	-	-	-	-	-	-
Stage 1	-	-	-	19	61	-	-	-	-	-	-	-
Stage 2	-	-	-	105	44	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	\$ 1970.9	0.2	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	70	-	-	142	4	156	81	-	-
HCM Lane V/C Ratio	0.109	-	-	0.436	4.348	0.07	0.215	-	-
HCM Control Delay (s)	62.6	-	-	48.7	3184.1	29.8	61.2	-	-
HCM Lane LOS	F	-	-	E	F	D	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	3.5	0.2	0.8	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	315	9	38	228	2	8	2	85	26	0	0
Future Vol, veh/h	0	315	9	38	228	2	8	2	85	26	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	342	10	41	248	2	9	2	92	28	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	250	0	0	352	0	0	678	679	347
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	331	332	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1207	-	-	418	374	696
Stage 1	-	-	-	-	-	-	716	635	-
Stage 2	-	-	-	-	-	-	728	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1316	-	-	1207	-	-	402	0	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	0	-
Stage 1	-	-	-	-	-	-	688	0	-
Stage 2	-	-	-	-	-	-	728	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	655	1316	-	-	1207	-	-
HCM Lane V/C Ratio	0.158	-	-	-	0.034	-	-
HCM Control Delay (s)	11.5	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	12	10	21	38	18	8	36	5	16	34	10
Future Vol, veh/h	8	12	10	21	38	18	8	36	5	16	34	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	41	20	9	39	5	17	37	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	27%	27%	27%
Vol Thru, %	73%	40%	49%	57%
Vol Right, %	10%	33%	23%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	30	77	60
LT Vol	8	8	21	16
Through Vol	36	12	38	34
RT Vol	5	10	18	10
Lane Flow Rate	53	33	84	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.037	0.095	0.075
Departure Headway (Hd)	4.157	4.056	4.078	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	871	870	858
Service Time	2.229	2.137	2.147	2.199
HCM Lane V/C Ratio	0.062	0.038	0.097	0.076
HCM Control Delay	7.5	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	346	7	48	414	7	17	2	104	20	0	0
Future Vol, veh/h	0	346	7	48	414	7	17	2	104	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	376	8	52	450	8	18	2	113	22	0	0

Major/Minor	Major1		Major2		Minor1				
Conflicting Flow All	458	0	0	384	0	0	938	942	380
Stage 1	-	-	-	-	-	-	380	380	-
Stage 2	-	-	-	-	-	-	558	562	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1103	-	-	1174	-	-	293	263	667
Stage 1	-	-	-	-	-	-	691	614	-
Stage 2	-	-	-	-	-	-	573	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1103	-	-	1174	-	-	276	0	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	0	-
Stage 1	-	-	-	-	-	-	650	0	-
Stage 2	-	-	-	-	-	-	573	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	556	1103	-	-	1174	-	-
HCM Lane V/C Ratio	0.24	-	-	-	0.044	-	-
HCM Control Delay (s)	13.5	0	-	-	8.2	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	14	8	33	21	23	16	68	8	20	31	7
Future Vol, veh/h	4	14	8	33	21	23	16	68	8	20	31	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	36	23	25	17	74	9	22	34	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.7	7.8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	15%	43%	34%
Vol Thru, %	74%	54%	27%	53%
Vol Right, %	9%	31%	30%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	26	77	58
LT Vol	16	4	33	20
Through Vol	68	14	21	31
RT Vol	8	8	23	7
Lane Flow Rate	100	28	84	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.033	0.096	0.074
Departure Headway (Hd)	4.159	4.235	4.144	4.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	850	851	841
Service Time	2.233	2.235	2.237	2.285
HCM Lane V/C Ratio	0.117	0.033	0.099	0.075
HCM Control Delay	7.8	7.4	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	21	0	0	2013	26
Future Vol, veh/h	0	21	0	0	2013	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	0	2188	28

Major/Minor	Minor2	Major2
Conflicting Flow All	- 1108	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 7.14	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.92	- -
Pot Cap-1 Maneuver	0 176	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 176	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	28.5	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	176	-	-
HCM Lane V/C Ratio	0.13	-	-
HCM Control Delay (s)	28.5	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	23	0	0	2253	32
Future Vol, veh/h	0	23	0	0	2253	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	0	2449	35

Major/Minor	Minor2	Major2
Conflicting Flow All	- 1242	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 7.14	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.92	- -
Pot Cap-1 Maneuver	0 143	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 143	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	35.4	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	143	-	-
HCM Lane V/C Ratio	0.175	-	-
HCM Control Delay (s)	35.4	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	0.6	-	-

ATTACHMENT B

Signal Warrant Analysis Worksheets



Major Street Pacific Coast Highway
 Minor Street Palm Ave

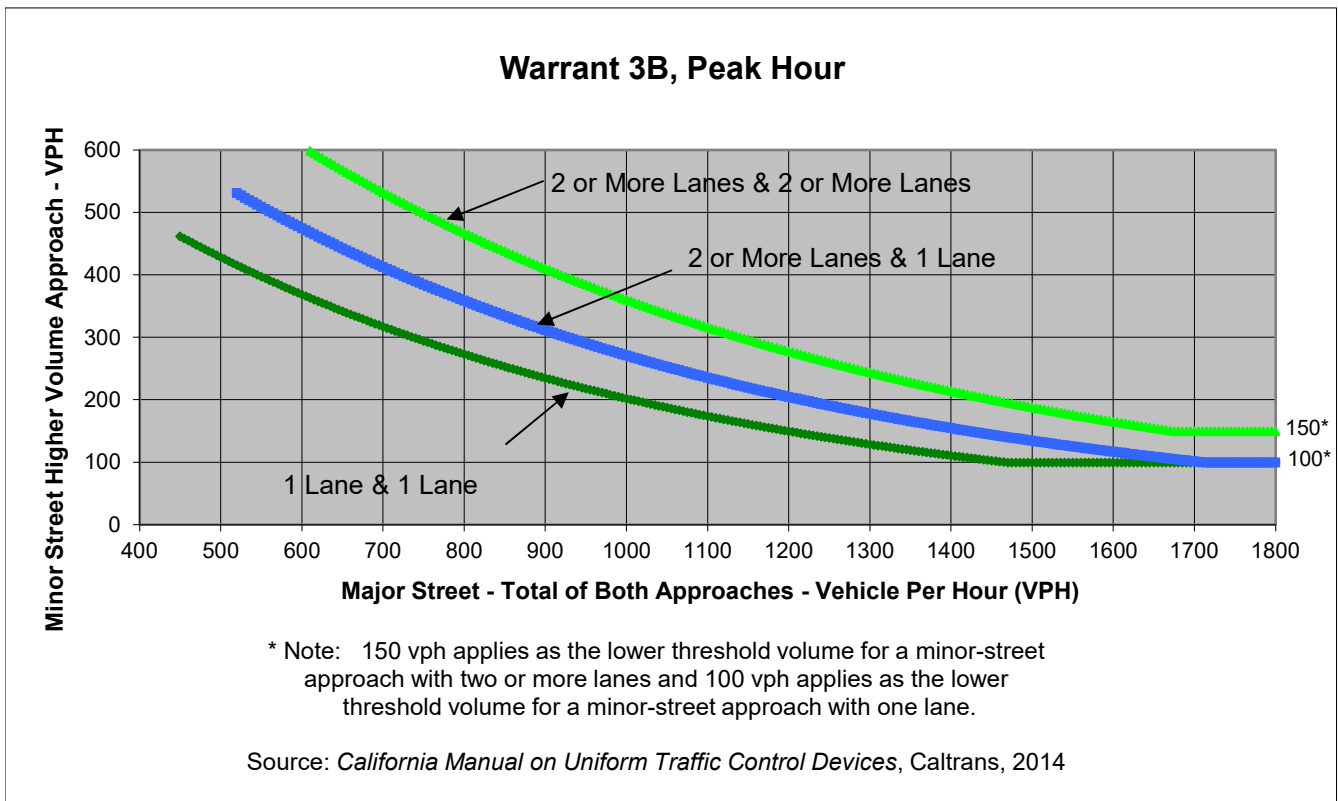
Project Pacific Coast Commons
 Scenario Future Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	12	0
Through	2,386	2,826	0	0
Right	0	18	17	0
Total	2,388	2,844	29	0

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	5	1	NO
Traffic Volume (VPH) *	5,232	29	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Palm Ave

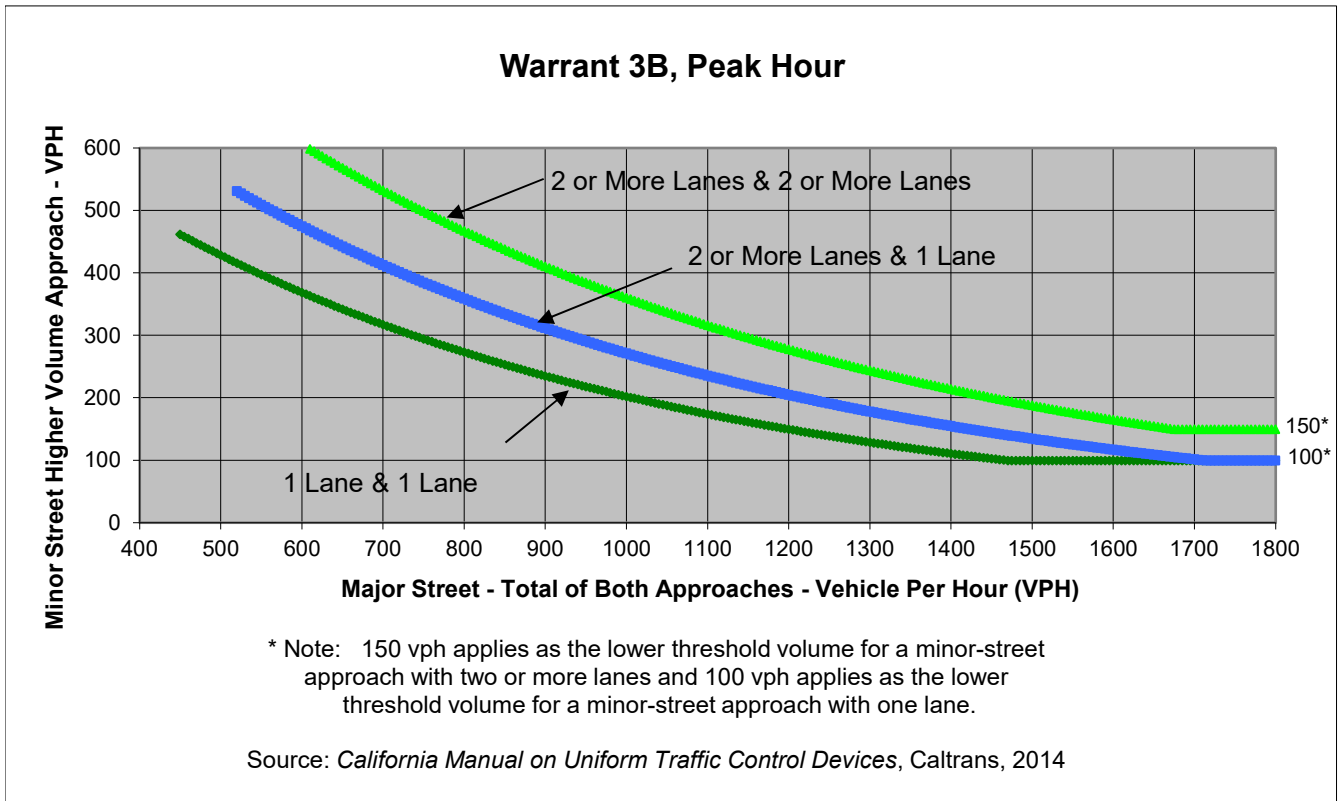
Project Pacific Coast Commons
 Scenario Future Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	5	0
Through	2,814	2,960	0	0
Right	0	28	21	0
Total	2,817	2,988	26	0

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	5	1	NO
Traffic Volume (VPH) *	5,805	26	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Palm Ave

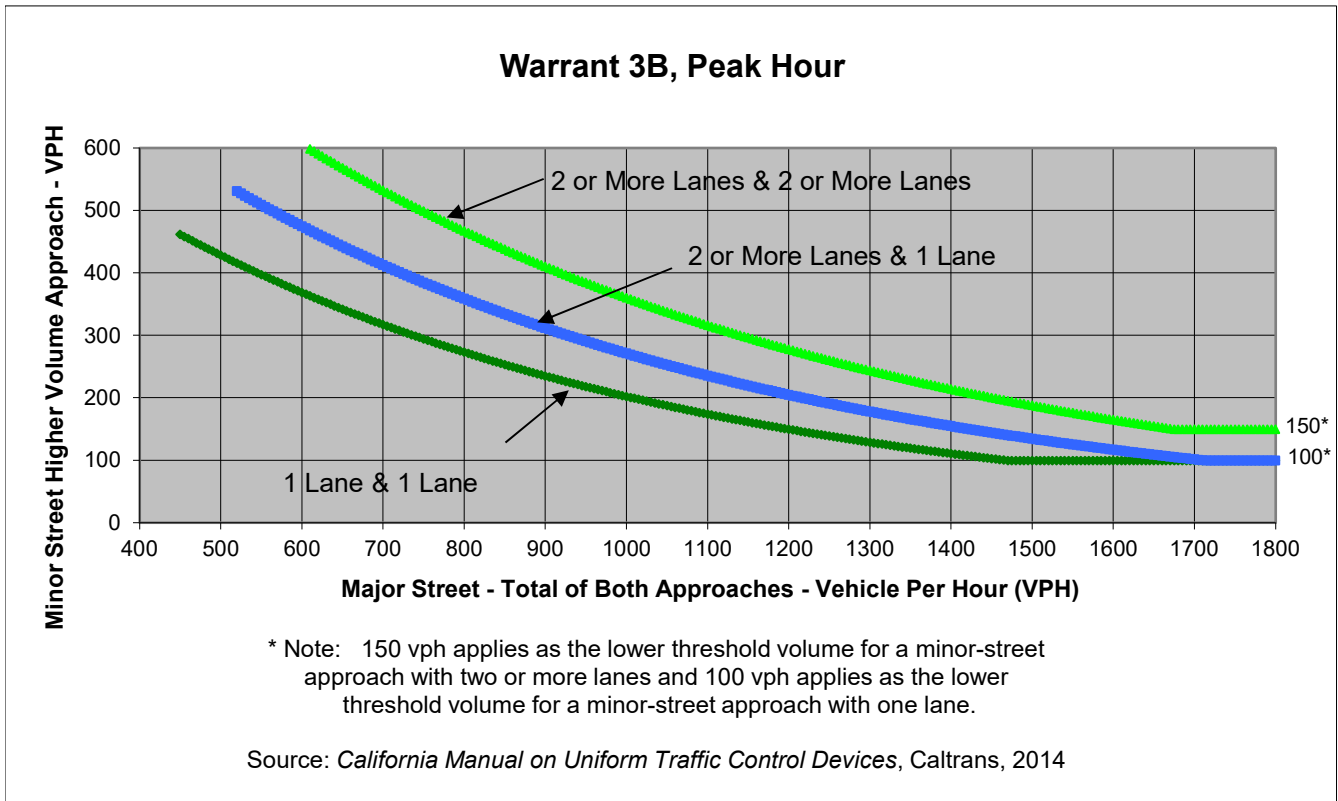
Project Pacific Coast Commons
 Scenario Future + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	13	0
Through	2,435	2,847	0	0
Right	0	25	19	0
Total	2,438	2,872	32	0

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	5	1	NO
Traffic Volume (VPH) *	5,310	32	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Palm Ave

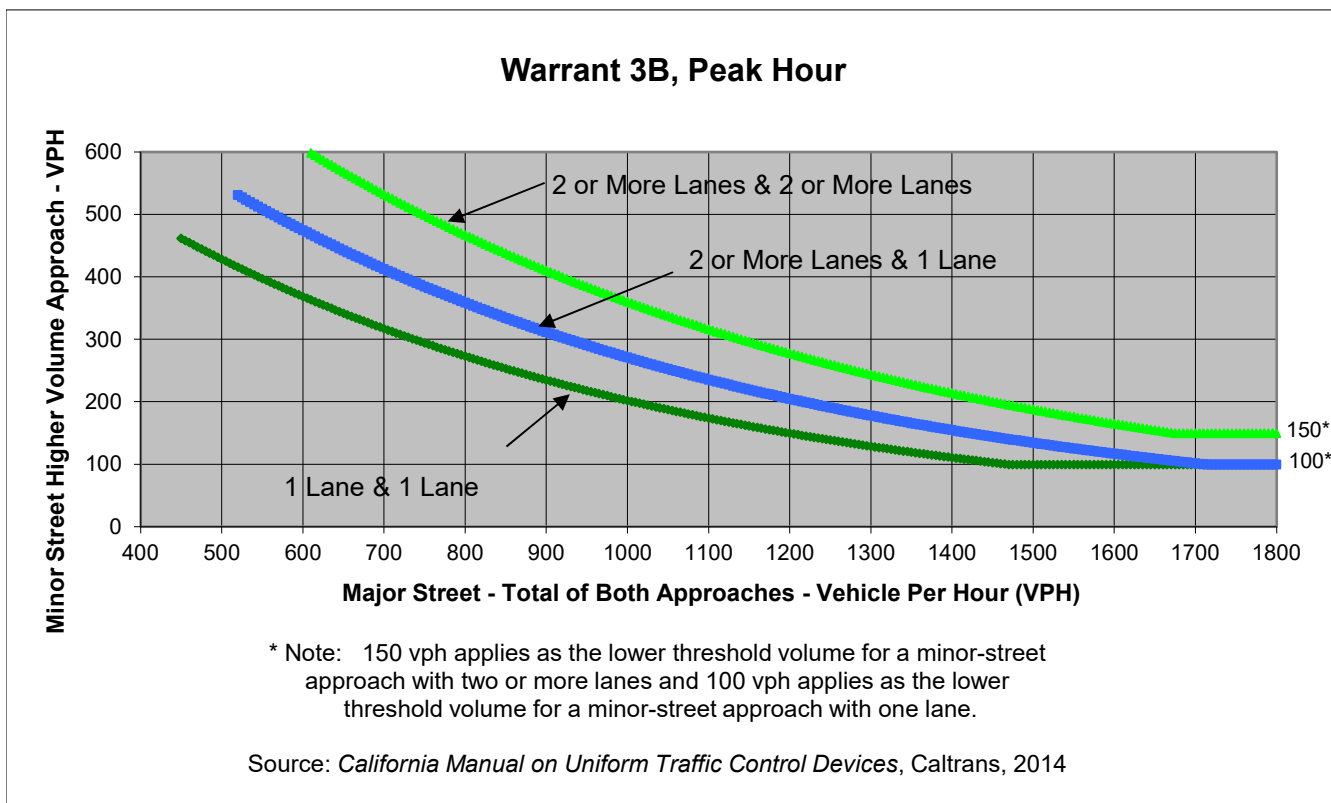
Project Pacific Coast Commons
 Scenario Future + Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	6	0	6	0
Through	2,858	2,997	0	0
Right	0	52	21	0
Total	2,864	3,049	27	0

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	5	1	<u>NO</u>
Traffic Volume (VPH) *	5,913	27	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Holly Ave

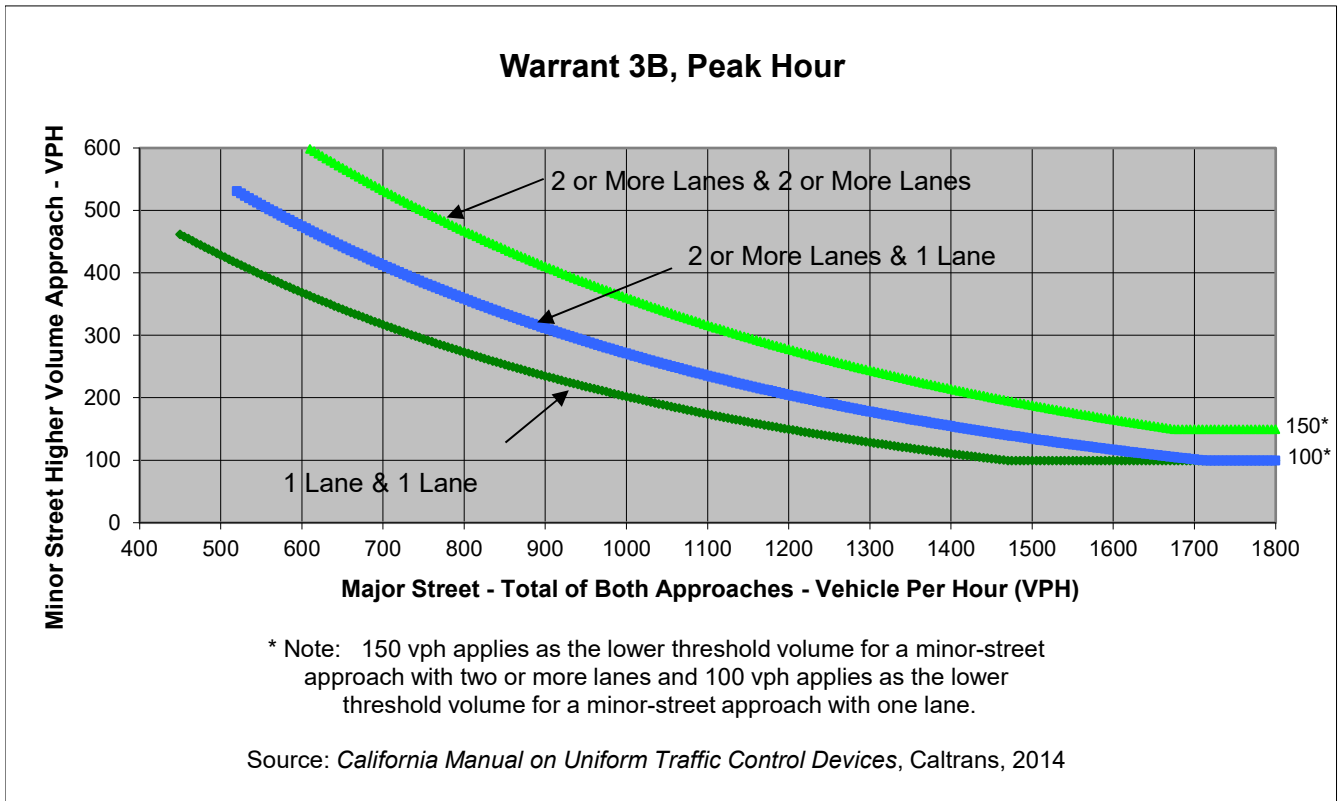
Project Pacific Coast Commons
 Scenario Future Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	22	0	4
Through	2,284	2,365	0	0
Right	59	118	30	0
Total	2,347	2,505	30	4

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	5	1	<u>NO</u>
Traffic Volume (VPH) *	4,852	30	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Holly Ave

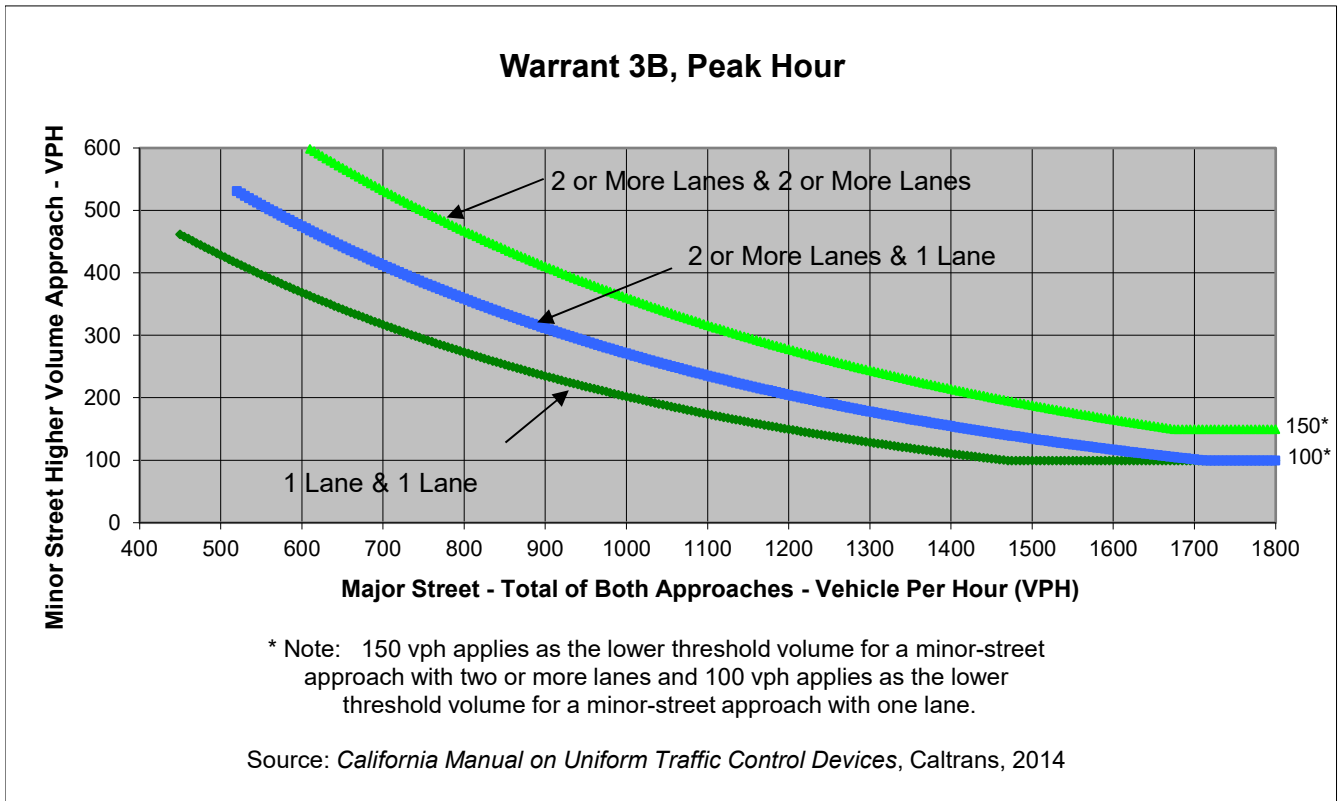
Project Pacific Coast Commons
 Scenario Future Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	16	0	16
Through	2,570	2,796	0	0
Right	74	68	51	10
Total	2,649	2,880	51	26

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	5	1	<u>NO</u>
Traffic Volume (VPH) *	5,529	51	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Holly Ave

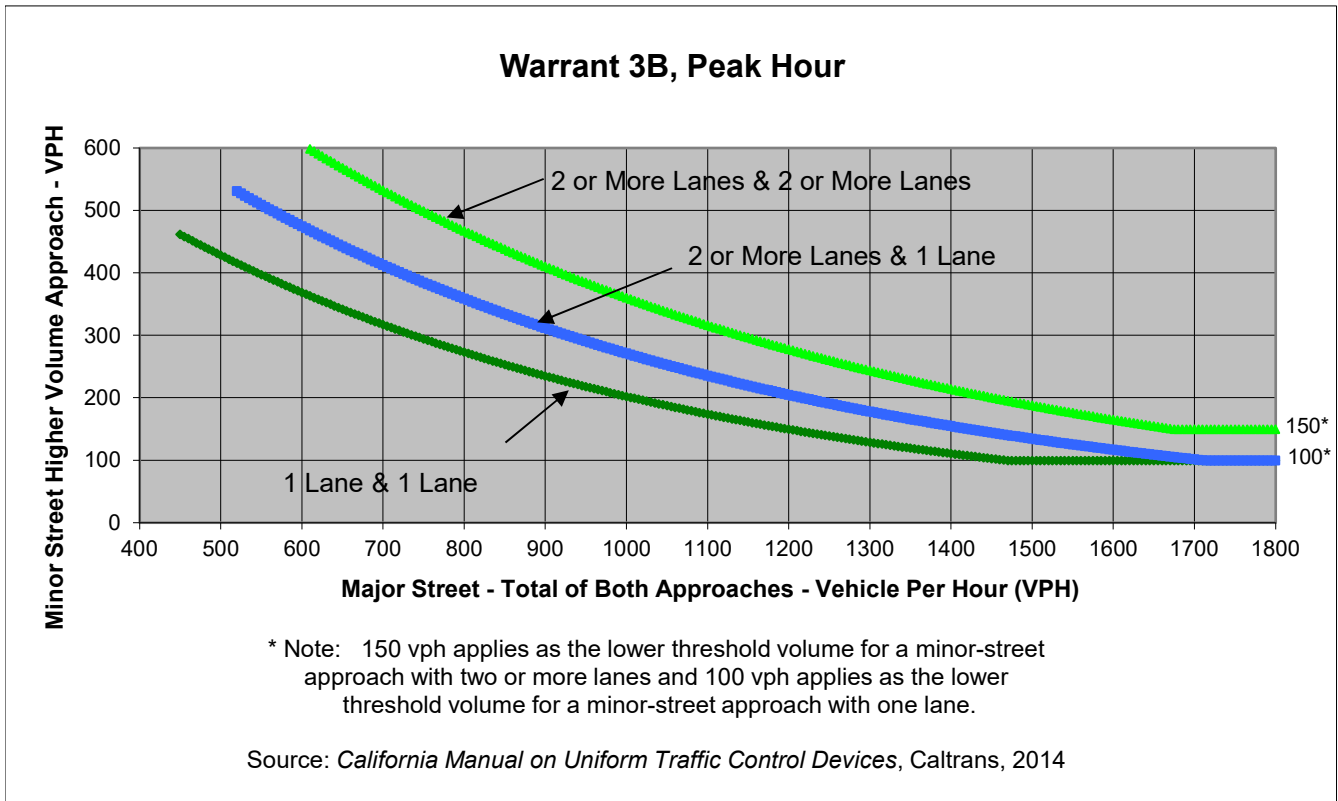
Project Pacific Coast Commons
 Scenario Future + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	22	0	4
Through	2,310	2,397	0	0
Right	59	118	33	0
Total	2,374	2,537	33	4

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	5	1	NO
Traffic Volume (VPH) *	4,911	33	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Pacific Coast Highway
 Minor Street Holly Ave

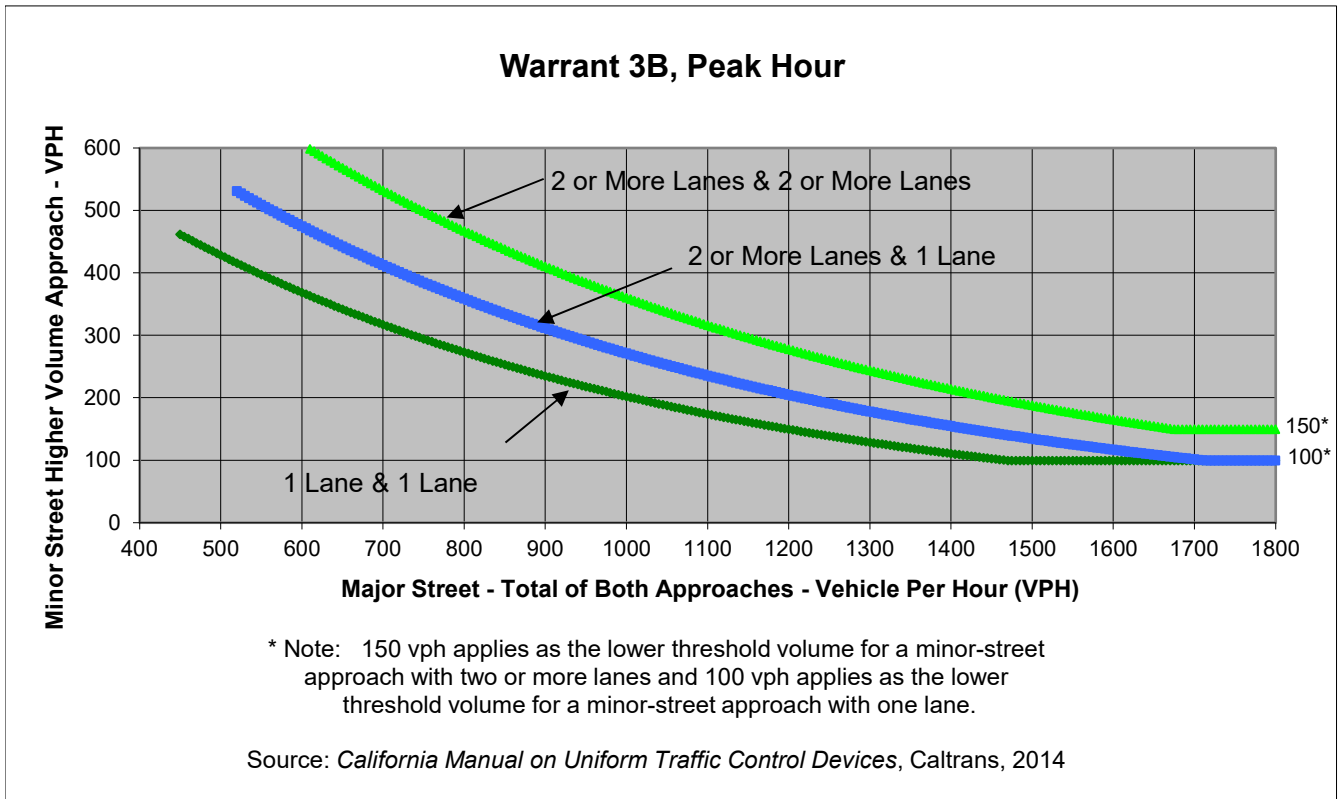
Project Pacific Coast Commons
 Scenario Future + Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	16	0	16
Through	2,611	2,827	0	0
Right	74	68	57	10
Total	2,692	2,911	57	26

Major Street Direction

X	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	5	1	NO
Traffic Volume (VPH) *	5,603	57	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.