

February 10, 2022

To: El Segundo Planning Commission

From: Cheryl Smith, Kansas Street neighbor

RE: Pacific Coast Commons Project and Building at El Segundo Blvd and Kansas St.

Thank you all for volunteering your time to be the team that reviews requests from developers and listens to the community to determine what is a good fit for our town.

I would like to address two of the agenda items for your meeting today. Personally, I prefer pictures to get an idea of the scope of what I am looking at, so I have included a couple of maps, so that you can get the big picture of all of the changes that are being proposed in just a few blocks area of El Segundo. These changes will impact the quiet neighborhood that we have bought into. This will change the dynamic of congestion, traffic, parking and safety of our neighborhood streets. The commercial and business ventures are encroaching on homes and family neighborhoods. I am asking that you be our representatives and consider all of what is going on as you look to make your decisions today.

Concern #1: Addition of building space and building height precedent:

Per agenda G. 3. Proposed Smoky Hollow Specific Plan Amendment, Tier II Community Benefits Plans, Site Plan Review, Master Sign Program, and Offsite Parking Covenant for the construction of substantial additions to the existing buildings locate at 1475 East El Segundo Boulevard and 1320-1330 East Franklin Street. (BM/ES)

“Project Description: The proposed Specific Plan Amendment (SPA) would modify the Height Development Standards for Community Benefit Plan (CBP) Tier II applicable projects in a designated 30-acre subarea of the Smoky Hollow Specific Plan (SHSP) with a max. building height deviation up to 60 feet. The proposed Project also involves the redevelopment of two adjacent sites within the SHSP, the South Site (aka Parcel A [EA No. 1281]) and the North Site (aka Parcel E [EA No. 1282]).

On the 1.01-acre South Site the Project would develop a 44,604-square foot addition to the existing 19,311 sf, one-story brick building that would be structurally preserved in place. This site would have a total building area of 63,915 square feet (FAR = 1.45) and a new building height of 59’ 6”.

The proposed Project for the North Site would develop a 1.07-acre portion of a 4.34-acre property with two buildings, one research and development and office building and a coffee pavilion building. The existing 19,493 square foot (sf), one-story brick building would be preserved and two new floors with 44,802 square feet would be added above it. This would result in a total building area of 65,061 square feet (FAR = 0.95) and a new building height of 59’ 6”. The new coffee pavilion will have 766 square feet with a maximum height of 23’ 8”. This site would also include construction of a new 5,000-square foot public outdoor park with park seating, picnic tables, shade trees and landscaping.”

My comments:

- Building Space: In looking at the highlighted text above, I see that there is additional building space being added. This concerns me because of:
 - the increased traffic on our streets of people coming in to/leaving town. I would like to ask that the Planning Commission work to develop a flow into and out of the city that does not include the neighborhood streets. For example, somehow block off or make travel on streets like Mariposa, Kansas, California, Washington, Pine... unfavorable for routes to be taken to get into town in order to avoid congestion on PCH.
 - the increased number of cars that will need parking during the day. In researching standard practices for commercial space (see below in references), it appears that the commercial industry is trending towards 5-6 spaces per 1000 sq ft of office space. I would like to ask that El Segundo adopt this guidance for all projects in an effort to minimize parking congestion and impact on our surface streets. This is important so that neighborhood safety and road visibility can be maintained. If these developments were going in in an area east of PCH where there is a lot of commercial building, I could understand the spillover on to the streets. But the proposed developments are just a THREE blocks from the residential community of El Segundo or right next door. I understand that this specific development is at the far end of Kansas, but it will have an impact on the buildings north of El Segundo Blvd. As more cars come into town south, they will push the other cars more north, which will push people work at the incoming Catalyst building north and so on... a type of domino effect, which would result in congestion on the streets of our quiet neighborhood and around Holly/Kansas Park.
- Building Height: When the Smoky Hollow Plan was coming into existence, I had no idea that it included the area NORTH of E Grand Ave. Smoky Hollow is south of E Grand Ave. And so the plan went unnoticed by many and input was not given that should have been by the neighbors in the Holly/Kansas/Washington/California streets area. I am concerned about the height that the Catalyst building is proposing for their upcoming development. This building needs to be inline with the surrounding buildings, not a big mirrored tower that would look better on the east side of PCH, blocking the sun and aesthetics of our neighborhood. My point: I do not want the 60' height of the new building at the end of Kansas (just 3 blocks away) to set a precedent or make it easier for Catalyst to be able to build to this height. The height restriction should be 2 stories for anything that is adjacent to other single family homes.

Concern #2: Addition of building space, parking, congestion and traffic:

Per Agenda H. 4. Pacific Coast Commons Project - Street dedication waiver notice [IS "NOTICE" NECESSARY HERE?]. (PS)

"Project Description: 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 (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 containing approximately 792 parking stalls.** 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. The Project is required to dedicate portions of the project property frontage as public street in compliance with the Circulation Element requirements.

My comments:

- I feel that I could just cut and paste what I wrote before regarding the impact to our streets in regards to traffic, visibility and parking.
- Please see the chart I created below. This information was pulled from information I have received. It appears that Pacific Coast Commons (PCC) needs to add another 500 parking spaces to their plan to account for the hotels, their employees, the new residents and the new commercial developments that are being proposed.
- Our neighborhood is being squeezed from the east by PCC, potentially by the new 60' structure at the end of Kansas and definitely by Catalyst (right inside our neighborhood).
- I would like to point out that Pacific Coast Commons has committed to covering the implementation cost of a resident permit parking district... what is considered the boundaries for this parking district? Is it just Illinois? Indiana? Or will it extend west?

In summary:

Truly, this all comes down to the addition of building space, which will increase congestion and traffic on our neighborhood streets and the reduction in parking. I think that there needs to be a better plan put into place on how to protect our homes and neighborhoods. Those of us who live on the southeast side of town are being bombarded by developments on the south and east sides of our quiet neighborhood. All of this will bring in more people, more cars, more traffic, more congestion.

I would like to ask the Planning Commission to look at the Big Picture of all that is being proposed (again see attached map for visual). How can we all win? How can our streets remain safe for kids, block parties, families walking to school, etc.? We already have issues with people leaving cars on the streets (as is evidenced by the California Street request for permit parking that was approved by City Council February 2022).

Before this all goes into effect, why not do the traffic study and projections of the impact that **all** of these upcoming projects will have to our neighborhoods now? Why not recommend to City Council to put into place a parking permit system for all of Indiana/Illinois/Washington/Kansas/California streets now? Why not look at making some of the streets in this area one-way to reduce traffic on the side streets (making the side streets less appealing for non-residents to use)? Or increasing the ability for people to use the main streets – like having main entrances to these big complexes only accessible from PCH, E Grand Ave or El Segundo Blvd – not the little neighborhood streets?

Again, please consider the big picture and all that is going on in this 5 block area. Thank you so much for your time and for taking my comments into consideration. My goal is to keep the community and children safe.

Pacific Coast Commons Parking Concerns:

Location/Site Name	# of parking spaces needed for new residents	# of parking spaces needed for Commercial use	# of parking spaces needed for hotel guests	# of parking spaces needed for hotel employees	Total # of parking spaces needed	Stated parking spaces committed	Net parking spaces
Existing Fairfield & Aloft hotels	0	0	596 rooms = 596 spaces	US avg is 1 employee/2 rooms = 298 employees = 100 spaces (assuming work 1/3 of the day)	696	Are these already in existence or will they be torn up during construction and then put into the new 792 parking structure?	+696
Fairfield Parking Structure	No new residential structures	2,200 sq ft = 14 spaces			14	792	-778
PCC North	137 apartments & 6 Townhomes @ 2 cars/home = 286 spaces	2,223 sq ft = 14 spaces	Rolled in to above #	Rolled in to above #	300		+300
PCC South	120 apartments @ 2 cars/home = 240 spaces	5,756 sq ft = 35 spaces	Rolled in to above #	Rolled in to above #	275		+275
			Total parking spaces that appear are not accounted for:				+493

Catalyst Project Parking Concerns:

Catalyst project (as stated on their website) is planning on a parking ratio of 3.4 to 1,000 sq ft. The minimum industry recommended is 4 spaces with a preference of 5-6 spaces from occupants. Total building area in the 4 buildings near the Kansas St and E Grand Ave intersection is 265,000 sq ft of space. It appears Catalyst is planning for 900 parking spaces, when it will most likely need 1,590. So a deficit of nearly 700 parking spaces.

References:

<https://www.commercialrealestate.loans/commercial-real-estate-glossary/parking-ratio>

“Office Parking Ratios May Be Increasing

Research suggests that office building tenants are asking for more parking-- and many developers are responding by adding more parking spaces to their current developments, increasing their parking ratios. While the most common office building parking ratio is currently around 4 (spots per 1,000 sq. ft.), many tenants have been asking for ratios of 5 or 6. Though adding parking spots can be expensive (\$2,000 to \$6,000 per space for surface lots, \$12,000 to \$25,000 for garages), developers are often seeing this as an investment that may be able to improve the long term occupancy of their projects.”

http://qcode.us/codes/redondobeach/view.php?topic=10-5-5-10_5_1706

Redondo Beach Municipal Code

10-5.1706 Commercial, industrial, and other nonresidential parking standards.

Hotels and motels: The maximum required shall be as follows: **one space for each guest room** without kitchen facilities and one and one-half spaces for each guest room with kitchen facilities; plus one space per each 100 square feet of banquet, assembly, meeting, or restaurant seating area.

Business offices: One space for each 300 square feet of gross floor area.

Commercial uses: One space per each 250 square feet of gross floor area

Research and development offices and laboratories: One space for each 300 square feet, plus one parking space for each truck or vehicle operated by the use.

<https://www.ioptimizerealty.com/blog/what-to-know-about-parking-ratios>

“What's the Right Parking Ratio?

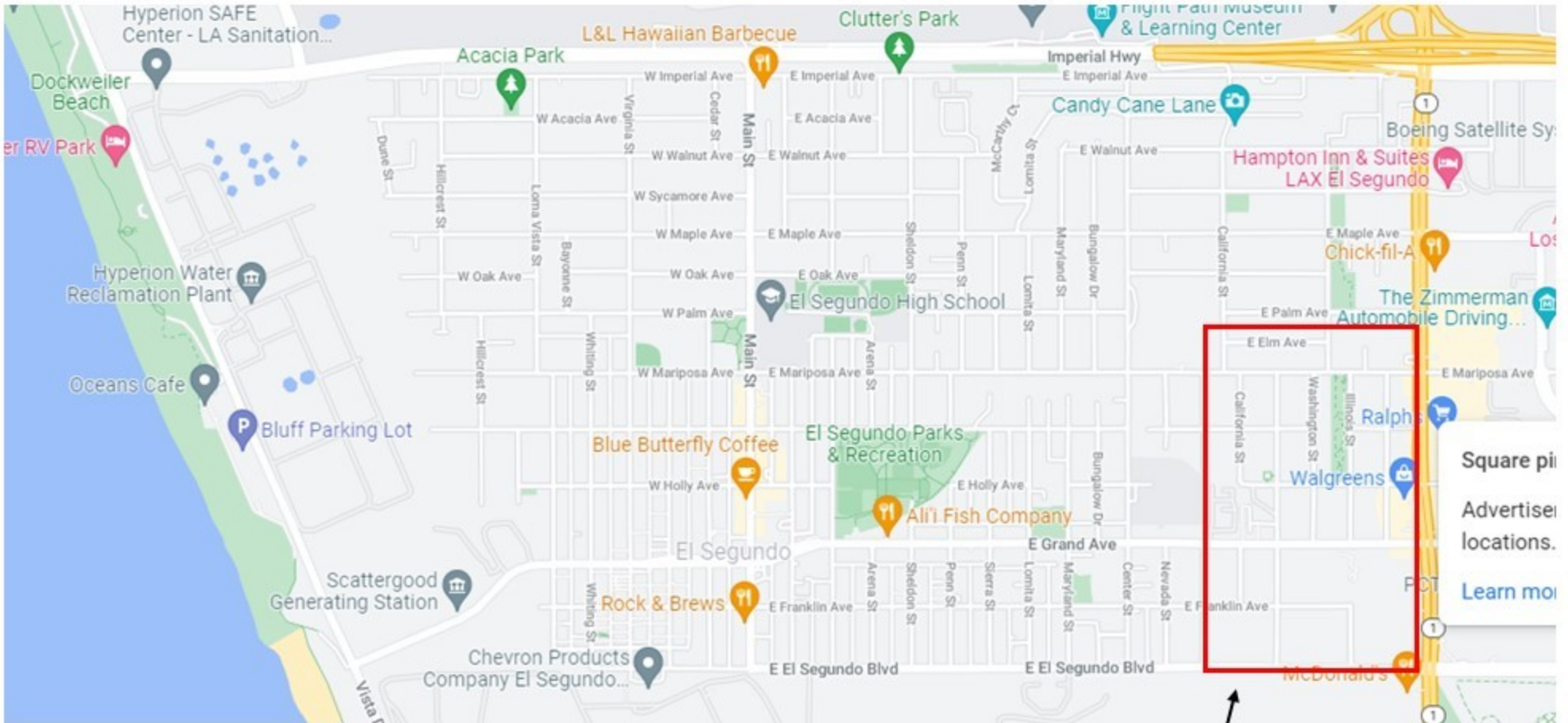
For office space, you'll hear a rule of thumb that a ration of five spaces per 1,000 square feet is about right, with applications like medical office and call centers requiring more parking.”

<https://www.codepublishing.com/CA/StHelena/html/StHelena17/StHelena17124.html#:~:text=and%20Office%20Uses.-,1.,each%20building%20or%20tenant%20space.>

“Commercial and Office Uses.

1. General commercial and office: one space for each three hundred (300) square feet of building floor area. A minimum of two parking spaces shall be provided for each building or tenant space.”

El Segundo Residential area and Smoky Hollow



Impacted area on next slide.

All of this is in the works with implementation within the next few years...



PCC North: Adding 137 apartments & 6 Townhomes, 2,223 sq ft commercial space and 241 parking spaces..

Fairfield Parking Structure: 2,200 sq ft of commercial area.

PCC South: Adding 120 apartments, 5,756 sq ft commercial space and 336 parking spaces

Area of new parking permit – 1 year test- approved Feb 2022

Catalyst project (as stated on their website) Total building area in the 4 buildings near the Kansas St and E Grand Ave intersection is 265,000 sq ft of space. It appears Catalyst is planning for 900 parking spaces, when it will most likely need 1,590. So a deficit of nearly 700 parking spaces.

2 adjacent development sites:
South Site – 44,604 sq ft addition for total area of 63,915 sq ft.
North site – 44,802 sq ft addition for total area of 65,061, less 5,000 sq ft for public park
Construction height for both is 60'