

2024 General Plan Annual Report

Community Development Department



City of El Segundo
350 Main Street, El Segundo, CA

March 31, 2025

City of El Segundo

350 Main Street
El Segundo, CA 90245

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Introduction



Executive Summary

The purpose of this report is to comply with the requirements of Section 65400(a)(2) of the California Government Code, which requires the City to annually review the General Plan, and that an annual report be submitted to the legislative body, the State Office of Planning and Research, and the State Housing and Community Development office. The annual report must provide information regarding the status of the General Plan and the progress on its implementation, including the progress in meeting its share of regional housing needs.

State law requires that each adopted general plan address a minimum of seven issues (i.e., "elements"). Each element covers a certain aspect of the City's growth and development, and must be consistent with the other elements. The seven mandatory elements include Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety (including Seismic Safety). Additional optional elements may be included, as deemed appropriate by each city, depending on the unusual characteristics or development concerns of the jurisdiction.

This El Segundo General Plan is a long range comprehensive plan that controls and regulates land uses and development in the City. The individual Elements (land use, circulation, housing, conservation, open space, air quality, noise, public safety, hazardous materials and waste management, and economic development) of this General Plan contain policies and programs that guide development in the City.

The El Segundo 2024 General Plan Annual Progress Report is prepared by the Community Development Department in coordination with other City Departments. The report is intended to provide information on the measurable outcomes and actions associated with the implementation of all General Plan elements.

Each element provides a list of actions taken by the City between January 1, 2024 and December 31, 2024. It also reviews other Community Development Department activities.

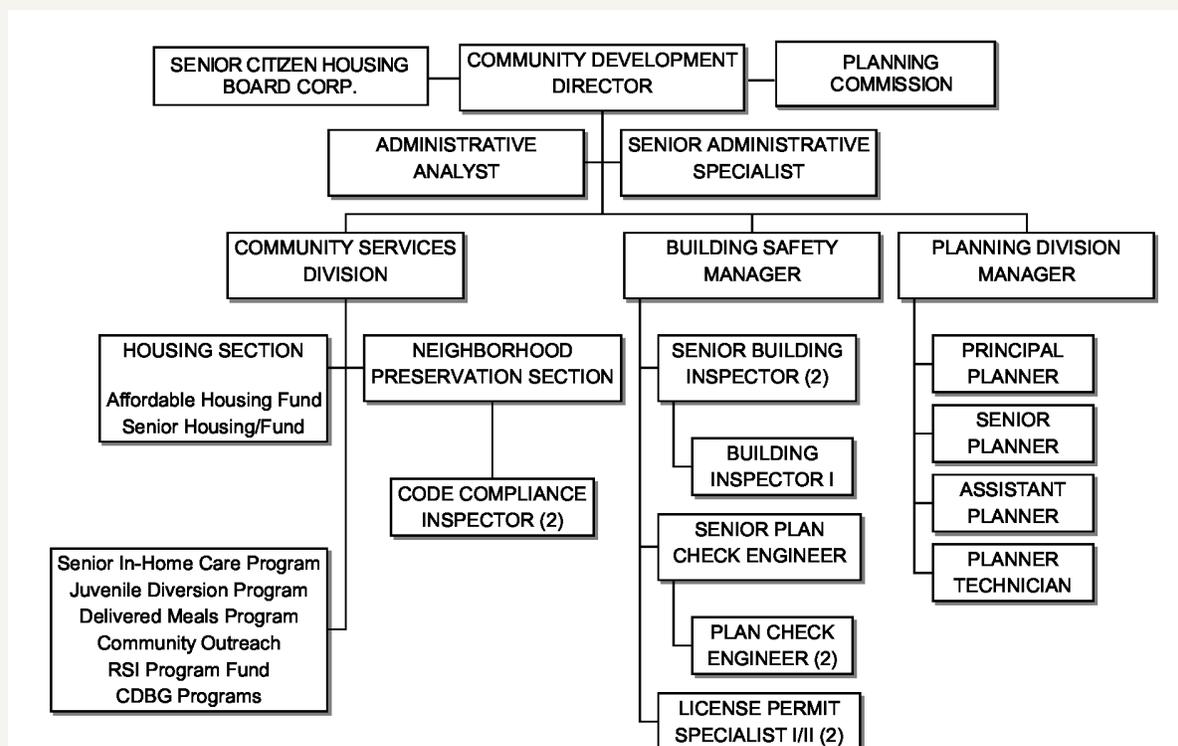
Background Information

El Segundo is 5.5 square miles in area, located in the South Bay of Los Angeles County, about 20 miles southwest of downtown Los Angeles. It is bounded by the Los Angeles International Airport to the north; Rosecrans Avenue to the south; Aviation Boulevard to the east; and the Pacific Ocean to the West. Cities bordering El Segundo include Hawthorne, Manhattan Beach, Los Angeles, and the unincorporated community of Del Air. The City of El Segundo is provided regional access by three interstate highways: the I-405 Freeway, the I-105 Freeway, and Pacific Coast Highway. These highways provide access to major employment centers including downtown Los Angeles and employment centers in Orange County, and major employment centers located with El Segundo.

The City of El Segundo has transitioned and matured from its original farming roots, to a major refinery town when the Standard Oil refinery was constructed in 1911, to the home of aerospace, tech and manufacturing companies during the Cold War, transitioning and catering to creative office and startups. It has become the premier city in the southwest part of Los Angeles County, while keeping a charming small town character for its 16,863 residents (Source: US Census Bureau, 2023 American Community Survey).

The issues addressed by the 1992 General Plan work towards achieving the City’s vision by adhering to the values of providing excellent housing, education, employment, and recreation opportunities, plus the mission of providing a safe, convenient, and attractive community for those that live, work, or visit El Segundo.

Department Organizational Chart



Community Development

Department Accomplishments



About the Community Development Department

The Community Development Department serves El Segundo's residents and businesses by assisting, regulating, and preserving residential and commercial development within the City. The Department strives to maintain the small town atmosphere of El Segundo while enhancing the quality of life of its residents and ensuring the protection of public health, safety, and welfare within the City.

The department is comprised of three divisions that actively interact with the public at the public counter, issue building and use permits, and respond to resident complaints regarding property maintenance, illegal construction and other violations of the Municipal Code.

Counter Activity

Counter activity represents the number of counter visits by property owners, residents, architects, engineers, contractors, and other members of the public. Records of counter visits are kept and tracked on a monthly basis. Historically, counter activity has been greater during summer, while lower in the winter. In 2024, the total number of counter visits was 1,646. April was the busiest month of counter activity with 185 visits.



Planning Division

The Planning Division is comprised of four planners tasked to maintain and implement the El Segundo Municipal Code, Zoning Ordinance, General Plan, and prepare other specialized planning documents. The division reviews development requests for conformance with the City's planning policies and standards, conducts environmental review under the provisions of the California Environmental Quality Act (CEQA), and assists in the administration of certain community service (formerly CDBG) programs. The division also provides staff support to the Planning Commission and the Senior Citizen Housing Corporation Board.

The list below outlines the day-to-day planning activities of the Planning Division from January 2024 through December 2024.

- Administering the City's Zoning Code
- Answering public inquiries on the telephone, over the public counter, and via email
- Processing planning applications for the Planning Commission and City Council
- Reviewing and approving business license applications for zoning compliance
- Preparing reports for the City Council
- Reviewing development plans for compliance with City standards (Plan Checks).
- Advanced Planning activities including, Zone Text Amendments, Zone Changes, and General Plan Amendments

Planning Applications

Planning applications processed in 2024, including Administrative, Planning Commission, and legislative items to the City Council, totaled **25**. Also, Planning staff reviewed business licenses and conducted plan check reviews to ensure the proposed businesses, improvements and new construction comply with the zoning code.

Planning Applications	
Administrative Use Permit	8
Adjustments	0
Amplified Sound Permits	31
Coastal Permits	0
Community Benefit Plan	0
Conditional Use Permits	0
Environmental Assessments	3
Downtown Design Review	5
General Plan Amendments	2
Lot Line Adjustments	0
Master Sign Programs	5
Miscellaneous	0
Parking Demand Study	0
Site Plan Review	0
Special Events	39
Specific Plan/Revision	3
Subdivision	1
Tentative Parcel Maps	0
Variance	0
Zone Text Amendments/Zone Changes	3
Zoning Conformance Letters	13

Planning Commission

The Planning Commission conducts public hearings on most entitlements, including conditionally permitted uses, variances, etc. On legislative items such as General Plan Amendments (GPA), Amendments to the Zoning Ordinance (ZTA), and Zoning Changes, the Planning Commission acts as an advisory body to the City Council. In 2024, the Planning Commission conducted **15** meetings during which it considered **16** items.

Below is a list of some of the major projects that were considered by the Planning Commission:

- Several amendments to the City’s Zoning Code, including:
 - **Driveway and Curb Cut Standards**
 - **Establish a Housing Overlay and a Mixed-Use Overlay**
 - **Study Session on Residential Parking Requirements**
 - **Study Session on Incubator/Innovation Uses in the Smoky Hollow Specific Plan**
 - **Study Session on Two-Unit Residential Developments and Urban Splits (SB 450)**
- Major development projects and Specific Plan amendments:
 - **Comprehensive Downtown Specific Plan Update**
 - **High-Density Residential Rezoning for RHNA Compliance**
 - **El Segundo South Campus Specific Plan Amendment to Development Standards**
 - **Extension of Site Plan Review for a New 4-story Office Building at 1950-1960 E. Grand Ave.**

Senior Citizen Housing Corporation Board

The Senior Citizen Housing Corporation Board actively oversees the management, operation and maintenance of Park Vista, a specialty housing facility for seniors. The Board actively works with residents on compliance, financial and legal matters, and also advises on building amenities and programs. The Senior Citizen Housing Corporation Board is a non-profit corporation formed in 1984 for the construction of the low-income housing facility for seniors. The board is in an operating agreement with the City Council, and enlists a management company to operate the facility. The board, comprised of five directors who are all El Segundo residents (per revised bylaws January 25, 2023), serve without compensation, for four-year terms, without term limits. The Board meets on the 4th Wednesday of every month, at 3:30 p.m., at Park Vista, 615 E. Holly Avenue, El Segundo.

Building and Safety Division

The Building and Safety Division is responsible for a variety of tasks that include issuing permits, processing plan check submittals, and conducting inspections. The Building and Safety Division reviews all plans and permits for compliance with the 2022 California Building Code. New building construction and a majority of tenant improvements require plan check review for Zoning and Building Code compliance. The **2022 California Building Standards Code (California Code of Regulations, Title 24)** was adopted and went into effect on January 1, 2023.

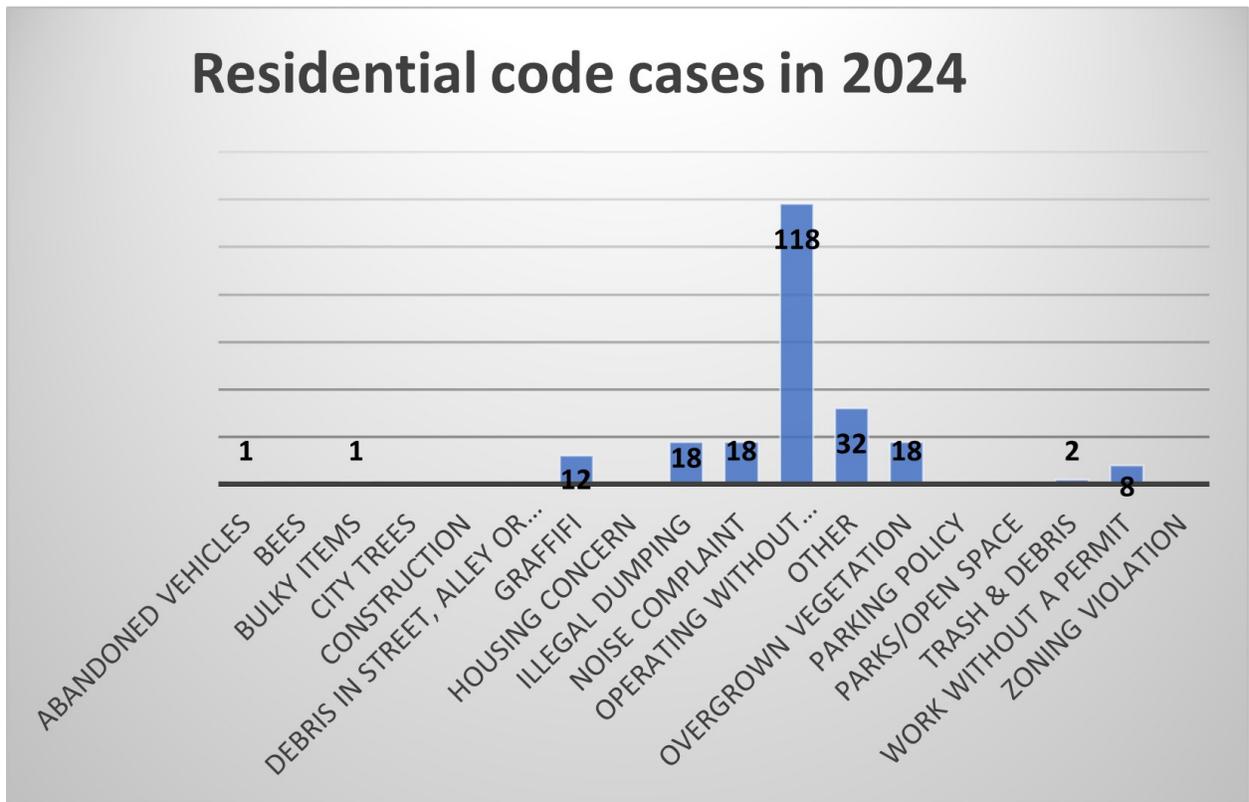
In 2024, the Building and Safety Division issued **1,075 permits**. These permits include all construction-related projects and installation of mechanical and utility equipment. Additionally, Building Safety Inspectors conducted **3,518 inspections** during 2024.



Neighborhood Preservation (Code Enforcement)

The Neighborhood Preservation Division is comprised of one officer who is responsible for enforcing the El Segundo Municipal Code provisions that relate to residential and business property maintenance standards. Neighborhood Preservation also enforces building, health and safety standards related to environmental protection and neighborhood preservation. The Division works in close cooperation with all City departments and the City Attorney’s office to educate the public and gain the willing compliance of violators. In 2025, the Department is anticipated to hire an additional part-time office to enhance the Division’s operations.

Neighborhood Preservation activity for the year of 2024 involved approximately 428 new cases for various property violations (i.e. industrial, commercial, and residential). Some of the main types of violations include operating a business without a business license, overgrown vegetation, excessive noise, and graffiti. In addition to conducting property violation inspections, the Neighborhood Preservation Officer conducted inspections on illegal construction and work without permits, and was proactive in issuing administrative citations.



General Plan

Implementation Progress





General Plan Amendments

The General Plan has been amended **32** times since its adoption in 1992. These amendments, most in the form of land use designation changes and policy amendments, retain internal consistency which is evaluated as part of each individual amendment action. Local governments are required to keep their General Plan current and internally consistent. Although the General Plan must be kept current, there is no specific requirement that a local government comprehensively update its General Plan on a particular timeline, with the exception of the Housing Element, which is required to be updated every eight years. El Segundo last updated its Housing Element in 2022, which was certified in 2024. The following table lists the amendments to the City’s General Plan since 1992.

ADOPTED AMENDMENTS TO THE GENERAL PLAN			
NO.	LOCATION	DESCRIPTION	DATE
EA-362 GPA 95-1 (Ord. 1244)	Southeast corner of Holly and Valley;	Change land use designation, from Residential to Parks; and expanding the Open Space designation of Chevron’s Blue Butterfly Preserve; update GP text for consistency	2/6/1996
EA-405 GPA 97-1 (Ord. 1272)	Various sites throughout city	Change land use designation from open space to Smoky Hollow MU; update GP text for consistency	6/16/1997
EA-408 GPA 97-2 (Ord. 1279)	Southeast corner of Grand and Standard	Change land use designation from Smoky Hollow MU to Downtown Commercial; update GP text for consistency	10/7/1997
EA-419 GPA 97-03 (Ord. 1286)	Various Commercial zones	Establish provisions for the Transfer of Development Rights (TDR)	3/17/1998
EA-447 GPA 98-2 (Ord. 1293)	360 Richmond St.	Change land use designation from Downtown Commercial to Multi-Family Residential	1/19/1999
EA-472 GPA 99-1 (Ord. 1309)	401 Aviation Blvd.	Creation of the 124 th Street Specific Plan; change land use designation from Parking to 124 th Street SP; update GP text for consistency	8/17/1999
EA-427, 470; GPA 97-4 (Ord. 1314)	700 S. Douglas St.	Creation of the Aviation Specific Plan; change land use designation from Open Space to Aviation Specific Plan; update GP text for consistency	12/7/1999
EA-488 GPA 99-03 (Ord. 1312)	CO Zone	CO Zone Code amendment, expand allowed uses and ; update GP text for consistency	9/7/1999
EA-474 GPA 99-5 (Ord. 1319)	Downtown	Creation of the Downtown Specific Plan; update GP text for consistency	8/1/2000
EA-548 GPA 01-2 (Ord. 1345)	Area bounded by Douglas, Mariposa Nash and Atwood	Creation of the Corporate Campus Specific Plan; update GP text for consistency	1/2/2002
LAFCO 01-13RD	East of Aviation and south of El Segundo	De-annex and annex (exchange) territory between the Cities of El Segundo and Hawthorne	8/13/2003
EA-617 GPA 03-02 (Reso 4329)	401 Aviation Blvd.	Amendment to the 124 th Street Specific Plan; update GP text for consistency	10/21/2003

ADOPTED AMENDMENTS TO THE GENERAL PLAN			
NO.	LOCATION	DESCRIPTION	DATE
EA-579 GPA 02-01 (Reso 4386)	Citywide	Circulation Element amendment to the General Plan	9/7/2004
EA-631 GPA 03-04 (Ord. 1382)	Northeast corner of Sepulveda and Rosecrans	Change land use designation from Heavy Industrial to Commercial Center	3/15/2005
EA-645 GPA 04-01 (Ord. 1387, Reso 4441)	Downtown	Expand the boundaries of the Downtown Specific Plan; update GP text for consistency	11/15/2005
EA-722 GPA 07-01 Reso 4611	Citywide	Housing Element update (2006-2014)	9/1/2009
EA-819 GPA 08-02 (Ord. 1432, Reso 4612)	Southeast corner of Imperial and Sepulveda	Change land use from General Commercial to Corporate Office; update GP text for consistency	9/1/2009
EA-852 GPA 09-01 (Ord. 1440, Reso 4641)	Southwest corner of Selby and Imperial	Change land use from General Commercial to Corporate Office; update GP text for consistency	2/2/2010
EA-844 GPA 09-02 (Ord. 1441, Reso 4647)	199 N. Continental Blvd.	Creation of the 199 North Continental Boulevard Specific Plan; update GP text for consistency	4/20/2010
EA-890 GPA 10-03 (Ord. 1469, Reso. 4772)	540 E. Imperial	Creation of the 540 East Imperial Avenue Specific Plan; update GP text for consistency	4/3/2012
EA-959 GPA 12-02 (Ord. 1470, Reso 4779)	222 Kansas St.	Creation of the 222 Kansas Street Specific Plan; update GP text for consistency	9/4/2012
EA-1044 GPA 13-02 (Reso 4864)	Citywide	Housing Element update (2013-2021)	2/4/2014
EA-997 GPA 12-03 Ord. 1494, Reso 4867)	888 N Sepulveda Blvd.	Creation of the 888 North Sepulveda Boulevard Specific Plan; update GP text for consistency	4/15/2014
EA-905 GPA 11-01 Reso 4958	2000-2100 East El Segundo Blvd.	Creation of the El Segundo South Campus Specific Plan; update GP text for consistency	12/15/2015
EA-1218 GPA 18-01 (Ord. 1569, Reso 5090)	Properties with a Corporate Office land use designation	Expanding the permitted uses; update the GP text for consistency	6/19/2018



ADOPTED AMENDMENTS TO THE GENERAL PLAN			
NO.	LOCATION	DESCRIPTION	DATE
EA 1011 (Ord. 1573)	Smoky Hollow	Creation of the Smoky Hollow Specific Plan	11/5/2018
EA-1201 GPA 17-01 (Ord. 1587, Reso 5160)	2021 Rosecrans Av.	Changing land use designation from Commercial Center (C-4) to Urban Mixed-Use South (MU-S)	8/20/2019
EA 1135 GPA 16-01 (Ord. 1592, Reso. 5170)	400 S. Pacific Coast Highway	Creation of The Lakes Specific Plan	11/5/2019
EA-1248 GPA 19-01 (Ord. 1635, Reso. 5319)	575 N. Pacific Coast Highway	Change land use designation from General Commercial (C-3) and Parking (P) to, and creation of, the Pacific Coast Commons Specific Plan (PCCSP)	4/19/2022
EA-1271 GPA 19-04 (Reso 5375)	Citywide	Approval of the 2021-2029 Housing Element	11/10/2022
EA-1344 GPA 23-01	Citywide	Rezoning as part of Housing Element Program 6	5/21/2024
EA-1311 GPA 21-01	Downtown	Comprehensive Update of the Downtown Specific Plan	5/21/2024

Chapter 1: Land Use Element

The Land Use chapter establishes the policies for determining where certain land uses, such as residential, commercial, industrial, are most desirable. The Land Use chapter defines the physical areas in the City serving the needs of residents, businesses, and visitors. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Land Use Element.

Goal LU1: Maintain El Segundo’s “small town” atmosphere, and provide an attractive place to live and work.

- ◆ **(Objective LU1-1) Preserve and maintain the City’s low-medium density residential nature, with low building height profile and character, and minimum development standards.**

Action(s): Adopted several Zoning Code amendments. Most notably was a 2017 amendment that simplified the R-1 development standards. In addition, in 2023 the City approved an extensive clean-up amendment to the Zoning Code aimed at simplifying the development standards in various zones.

- ◆ **(Objective LU1-2) Prevent deterioration and blight throughout the City.**

Action(s): Continued the City’s Neighborhood Preservation (formerly Code Enforcement) program to ensure that structures and properties are maintained to preserve and enhance the visual character and physical quality of residential neighborhoods and non-residential properties.

- ◆ **(Policy LU1-5.1) Encourage active and continuous citizen participation in all phases of the planning program and activities.**

Action(s): The City conducts communitywide surveys on customer service and surveys specific to Community Development Department customers. The City conducted four City Hall pop-up events in different residential neighborhoods to solicit community input. In addition, the City conducted a community meeting, posted updates on the City Website, and sent email blasts to thousands of subscribers on the implementation of the 2021-2029 Housing Element.

Completed substantial improvements to the Community Development Department’s webpage to provide new and important documents to the public. Staff uses the website to provide information on a wide range of topics, including long-range planning activities, large development projects, as well as Planning Commission minutes, agendas, and staff reports. This allows public access to information on various development projects and City activities and programs.

- ◆ **(Policy LU1-5.2) Adopt a comprehensive sign ordinance which will regulate the quantity, quality, and location of signs.**

Action(s): Updated and adopted a new, citywide sign ordinance in 2017. In 2023, clarified the provisions regarding Master Sign Programs as part of a larger code amendment.

- ◆ **(Objective LU1-4) Preserve and maintain the City's Downtown and historic areas as integral to the City's appearance and function.**

Action(s): In 2000, the City adopted the Downtown Specific Plan (DSP), providing land use,



development, and design standards to regulate private and public development in downtown El Segundo. The DSP boundaries were expanded in 2005. More recently, in 2017, the DSP was amended to remove restrictions on residential occupants in the DSP area. In 2024, the City completed a comprehensive update of the DSP and after conducting an extensive community outreach program including community meetings, interviews with DSP stakeholders, a community-wide online survey, a study session with the Planning Commission, a dedicated website, and multiple email updates to thousands of subscribers. The amendment expanded the DSP boundaries and incorporated detailed design guidelines covering height, massing, parking, historic resources, etc.

Goal LU2: Preserve and enhance the City's cultural heritage and buildings or sites that are of cultural, historical, or architectural importance.

Action(s): In 1986, the City adopted the Smoky Hollow Specific Plan, which has the objective to preserve the area's postwar industrial character, history, authenticity, and fine-grained architectural scale. In 2018, the Smoky Hollow Specific Plan was comprehensively updated to maintain the same overall character, while encouraging adaptive reuse of existing buildings and targeted redevelopment. Furthermore, in 2023 the City completed a historic resources study for the Downtown area as part of the Downtown Specific Plan Update process and, in May 2024, adopted a new Downtown Specific Plan with policies and guidelines regarding the preservation and treatment of potential historic resources. In 2024, the City also initiated a substantial interior remodel of the Urho Saari Swim Stadium (aka "The Plunge"), the City's only designated historic resource. Before initiating the remodel, the City processed an application for a Certificate of Appropriateness and called for in its Historic Preservation Ordinance and completed appropriate environmental review pursuant to State Law (California Environmental Quality Act).

- ◆ **(Objective LU2-2) Encourage the preservation of historical and cultural sites and monuments; and (Program LU2-2.1B) The City shall investigate methods for preserving historical buildings, including overlay zoning districts, historical designations, and national register listings.**

Action(s): Adopted a Resolution designating the Urho Saari Swim Stadium (aka "The Plunge") as a cultural/historic resource. Completed a historic resources study for the Downtown area as part of the Downtown Specific Plan Update process. The comprehensive Downtown Specific Plan update completed in May 2024, identified certain properties as potential historic resources and/or potentially contributing toward the creation of a historic district, and established guidelines and permit processes for protecting the identified historic resources.

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

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

Action(s): Approval of the DR Horton residential project at the former school site included 34 condominium units within six buildings along Imperial Avenue, consistent with the multi-family development pattern along the street. In 2021, the City initiated a comprehensive update of the Downtown Specific Plan (DSP), which was **completed in May 2024** and is anticipated to accommodate up to 300 new residential units and 354,000 square feet of commercial space. In April 2022, the City adopted a new Pacific Coast Commons Specific Plan and development project along Pacific Coast Highway that permits the construction of a mixed-use project including 11,252 square feet of commercial uses and 263 multi-family residential units including 32 units restricted by covenant for lower income households. In November 2022, the City approved the 2021-2029 Housing Element, which calls for establishment of two overlay districts that will permit high density residential or mixed-use (commercial/residential) development. The Housing Element overlay districts, the recently entitled projects, and projections of future ADU construction result in a total capacity of approximately 1,065 residential units over the course of the eight-year Housing Element planning period. In 2024, the City made progress toward implementing several Housing Element programs and **completed the rezoning of two residential and mixed-use overlays** to allow higher-density residential development. These efforts are described in more detail in the attached Annual Housing Element Progress Report.

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

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

Action(s): Approved a mix of retail and office centers in close proximity to major employment centers and major thoroughfares, including the following:

- ⇒ Corporate Campus specific plan, which includes a hotel/conference center, office (including general office, government office, medical-dental office, and multimedia-related office), retail, light industrial, research and development, a fire station, and recreational uses.
- ⇒ El Segundo South Campus Specific Plan, which includes a mix of office, commercial, light industrial and warehousing uses.
- ⇒ The Point shopping center, which includes a variety of retail, commercial and restaurant uses.
- ⇒ Plaza El Segundo shopping center, which includes a variety of retail, commercial and restaurant uses.
- ⇒ Several new hotels along Pacific Coast Highway and east of PCH, including Aloft Hotel, Fairfield Inn and Suites, Cambria Hotel, Residence Inn by Marriott, Double Tree hotel, Extended Stay America, Courtyard by Marriott, Hilton Garden Inn, and Hyatt Place hotel.
- ⇒ Approved multiple new restaurant, commercial, office and warehouse buildings citywide.
- ⇒ In May 2024, the City completed a comprehensive update of the Downtown Specific Plan (DSP), which is anticipated to accommodate up to 300 new residential units and 354,000 square feet of commercial space, including 130,000 square feet of retail and restaurant space,



200,000 square feet of general office space, and 24,000 square feet of medical office space.

⇒ On September 14, 2023, the City approved a Site Plan Review application for the Beach Cities Media Campus project that includes a 182,654 square-foot office building and a 703-space parking structure located on Rosecrans Avenue, which is a mixed-use commercial corridor.

(Objective LU4-2) Create an integrated, complimentary, attractive multi-use Downtown to serve as the focal point for the civic, business, educational, and social environment of the community.

Action(s): Adopted a Downtown Specific Plan (2000), and approved several projects consistent with the plan to upgrade and revitalize commercial areas, and approve projects that enhance the low scale architectural profile.

⇒ In 2024, the City completed a comprehensive update of the Downtown Specific Plan (DSP), which is anticipated to accommodate up to 300 new residential units and 354,000 square feet of commercial space, including 130,000 square feet of retail and restaurant space, 200,000 square feet of general office space, and 24,000 square feet of medical office space.

◆ **(Policy LU4-2.7) Investigate development of shuttle service to provide public transportation access to Downtown, as well as future commercial areas.**

Action(s): Operated a lunch time shuttle that ran on a continuous route to 17 corporate and downtown locations until 2020, when it halted during the COVID 19 pandemic. In 2023, the City initiated a pilot transportation service powered by Swoop, called El Segundo Connect, to replace and expand the City-run lunch time shuttle service. In 2024, the City decided to halt the pilot shuttle service due to low ridership and high costs. The City will instead investigate alternative shuttle service options going forward.

◆ **(Policy LU4-3.3) Develop guidelines and standards for high-rise buildings within the Zoning Code, including height limits which will minimize non-residential encroachment on the nearby residential community by retaining the open and expansive views of the horizon from the existing residences.**

Action(s): Adopted development standards allowing greater building heights east of PCH, while limiting non-residential building height on sites abutting residential property.

◆ **(Policy LU4-3.5) Research and development uses shall be allowed within the Corporate Office designation east of Sepulveda Boulevard (now Pacific Coast Highway).**

Action(s): Amended the Zoning Code to permit research and development uses in the Corporate Office (CO) zone, and subsequently approved multiple R&D facilities.

- ◆ **(Policy LU4-4.3) Develop guidelines to ensure a mix of uses, including office, hotel, and commercial in the Urban Mixed-Use designation.**

Action(s): Adopted development standards and approved several projects in the Urban Mixed-Use zones that include hotels, commercial, creative office, restaurant, and entertainment uses. Most recently, on September 14, 2023, the City approved the Beach Cities Media Campus project along the Rosecrans corridor within the Urban Mixed-Use South (MU-S) zone.

- ◆ **(Policy LU5-4.1) Develop guidelines for permitting the Transfer of Development Rights (TDR's) with clearly identified public benefit objectives.**

Action(s): Adopted regulations to allow Transfer of Development Rights from certain non-residential properties west of PCH, to properties east of PCH.

Goal LU6: Maintain and upgrade the existing excellent parks, recreation, and open space facilities within the City of El Segundo.

- ◆ **(Policy LU6-1.1) Continue to provide uniform and high quality park and recreational opportunities to all areas of the City, for use by residents and employees.**

Action(s): Approved various projects and programs throughout the City, including:

- ⇒ Partnered with the Wiseburn Unified School District, completed the construction of a new aquatics center featuring an Olympic-size competitive swimming pool, a separate warm-water teaching pool, locker rooms and family restrooms, seating for 600 spectators, large full-color LED scoreboard and state-of-the-art timing system.
- ⇒ Maintaining the 15 parks that are conveniently located throughout the City.
- ⇒ Upgrading Acacia Park, including the Acacia pool.
- ⇒ Upgrading Hilltop Park, including Hilltop pool.
- ⇒ Upgrading the Vista Overlook with new landscaping, tables and benches.
- ⇒ Construction of a new skate park.
- ⇒ Adopted the South Campus Specific Plan and entered into a development agreement that ensures access to an existing private park /recreational space for employees of companies within the Specific Plan area.
- ⇒ Renovated the existing golf course at The Lakes, in conjunction with the construction of the Top Golf commercial recreational facility.
- ⇒ In 2024, initiated a substantial renovation of the Urho Saari Swimming Stadium (aka "The Plunge"). The renovation is anticipated to be completed by the end of 2025.

- ◆ **(Policy LU6-1.3) Utilization of utility easements (flood control, power line rights-of-way) for recreational, open space, and beautification purposes should continue and additional possibilities should be explored.**

Action(s): Continue to utilize and maintain Southern California Edison properties and easements as opportunities to provide park and open space with trail network.

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

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

Action(s): Through the permitting and plan check process, development plans are routed to multiple city departments to determine the adequacy of facilities. In cases where an inadequacy is identified, then conditions are included to ensure that facilities are upgraded as part of the development.

- ◆ **(Policy LU7-1.7) Develop standards for Wireless Communication Facilities, to regulate their location and design, to protect the public safety, general welfare and quality of life in the City.**

Action(s): In 2022, the City updated the existing standards for wireless communication facilities. The city has also approved several new wireless facilities on existing structures and on new monopoles designed to accommodate the facility. Wireless facilities have been located on both private and public property.

- ◆ **(Policy LU7-3.1) The City shall continue the identification of need for infrastructure maintenance and replacement, and program that maintenance and replacement through the Capital Improvements Program (CIP), which is tied to the City budget.**

Action(s): The City's Capital Improvements Program (CIP) is reviewed annually by the Capital Improvement Program Advisory Committee (CIPAC) to prioritize infrastructure maintenance and replacement projects and by the Planning Commission to ensure consistency of the CIP projects with the General Plan.

Chapter 2 Circulation Element

The safe and efficient movement of people and goods through cities is provided by a circulation system ranging from sidewalks to roadways. As population and economic growth continue, cities have the challenge of improving the circulation system to deal with increased demands. Population and economic growth also impact the infrastructure needed to provide utilities and other services for those who live, work, and visit El Segundo. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Circulation Element.

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

- ◆ **(Policy C1-1.2) Pursue implementation of all Circulation Element policies such that all Master Plan roadways are upgraded and maintained at acceptable levels of service; and (Policy C1-1.11) Ensure that the transition from any Master Plan roadway to another Master Plan roadway at a higher classification operates safely and efficiently, incorporating the appropriate intersection configuration and any turn lanes that are necessary.**

Action(s): In 2005, the City established a traffic congestion mitigation fee, which has been used for infrastructure improvements, such as the Douglas Street extension and grade separation project. In 2022, the City adopted an updated traffic mitigation fee to help fund future street and intersection improvements. In 2024, completed a widening project along El Segundo Boulevard starting at Illinois Street to the east City limits. The project included traffic signal upgrades ADA ramp and sidewalk improvements, street rehabilitation, bike lane installation (Class II, Class III, and Class IV), and median landscape improvements.

(Policy C1-1.3) Provide adequate roadway capacity on all Master Plan roadways.

Action(s): The city continues to identify opportunities to maximize capacity and implement improvements when funding is available.

- ◆ **(Policy C1-1.4) Construct missing roadway links to complete the roadway system designated in the Circulation Element when needed to improve traffic operating conditions and to serve development; and (Policy C1-1.10) Ensure that new roadway links are constructed as designated in the Master Plan and link with existing roadways within the City such that efficient operation of the circulation system is maintained at an operating Level of Service of "D" or better.**

Action(s): The Douglas Street extension and grade separation project was completed in 2006. In 2016, the City adopted the El Segundo South Campus Specific Plan (ESSCSP), which calls for the extension of Nash Street from El Segundo to Hughes Way. In March 2019, the City completed the environmental review process for the Park Place extension and grade separation project, a 1/4-mile gap closure project. In 2024, the City halted its work on this project due to cost and feasibility concerns.



- ◆ **(Policy C1-1.5) Implement roadway and intersection upgrades to full Circulation Element standards when needed to improve traffic operating conditions and to serve development.**

Action(s): The City requires roadway and intersection upgrades as a part of the private development process. In addition, the City undertakes roadway and intersection improvements, such as the Douglas Street and the El Segundo Boulevard extension projects.

- ◆ **(Policy C1-1.6) Ensure that planned intersection improvements are constructed as designated in Exhibit C-9 to achieve efficient operation of the circulation system at a Level of Service “D” or better where feasible; and (Policy C1-1.7) Provide adequate intersection capacity to the extent feasible on Major, Secondary, and Collector Arterials to maintain LOS D and to prevent diversion of through traffic into local residential streets.**

Action(s): The City continues to make improvements as necessary. Most notably, the following improvements have been implemented or constructed in accordance with the General Plan:

- ⇒ Intersection widening at Aviation and Rosecrans to accommodate dual lefts; added four through lanes; and added a dedicated right turn only lane .
- ⇒ A left-turn pocket added at the intersection of Continental and Grand
- ⇒ A left-turn pocket added at the intersection of PCH and Grand
- ⇒ A dedicated left-turn lane at the intersection of El Segundo and PCH
- ⇒ Nash and Douglas - Converted to two-way operation.
- ⇒ El Segundo Boulevard - Widening (2024)

- ◆ **(Policy C1-1.10) Ensure that new roadway links are constructed as designated in the Master Plan and link with existing roadways within the City such that efficient operation of the circulation system is maintained at an operating Level of Service of “D” or better.** In 2016, the City adopted the El Segundo South Campus Specific Plan (ESSCSP), which calls for the extension of Nash Street from El Segundo to Hughes Way. This improvement began construction in 2023 and was completed in 2024. Other projects include the completion of the Douglas Street Extension, and the El Segundo Boulevard widening project which was also completed in 2024.

- ◆ **(Policy C1-1.12) Convert Nash Street and Douglas Street from a one-way couplet to a two-way roadway operation between El Segundo Boulevard and Imperial Highway, incorporating appropriate signage, traffic controls, and other modifications to ensure motorist and pedestrian safety and efficient traffic operations.** Completed.

- ◆ **(Policy C1-1.13) Establish and maintain a citywide traffic count program, to ensure the availability of data needed to identify circulation problems and to evaluate potential improvements.**

Action(s): The City continues to review development projects and evaluate the potential

environmental and traffic impacts. Mitigation is required when an impact is identified, and the developer is responsible for completing or paying for implementation of the mitigation measure.

- ◆ **(Policy C1-1.15) Pursue and protect adequate right-of-way to accommodate future circulation system improvements; and (Policy C1-1.16) Encourage the widening of substandard streets and alleys to meet City standards wherever feasible.**

Action(s): In 2011, the City adopted thresholds and procedures for right-of-way dedications. The City has since been requiring dedications as part of discretionary project approval where warranted and needed in a concerted effort to bring the roadways/rights-of-way to the minimum widths required in the Master Plan of Streets. In 2024, the City initiated a municipal code amendment to update the thresholds for requiring dedications. The amendment is anticipated to be completed in the first quarter of 2025.

- ◆ **(Policy C1-2.1) Develop and maintain a circulation system which shall include a functional hierarchy and classification system of arterial highways that will correlate capacity and service function to specific road design and land use requirements.**

Action(s): The updated Circulation Element, adopted in 2004, identifies the hierarchy and classification system of streets in the City. Generally, the system has wider streets with higher capacity in the eastern portion of the City near higher intensity commercial and industrial land uses.

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

Action(s): In accordance with the City's zoning regulations, new developments are evaluated to ensure consistency with the loading requirements during the development review process.

- ◆ **(Policy C1-3.3) Require that all new construction on streets or corridors that are designated truck routes have a Traffic Index calculation as stated by the State Department of Transportation in order to provide a roadway structural section that will accommodate the projected truck volumes and weights.**

Action(s): The City's Public Works Department requires roadway construction to be completed consistent with the latest edition of the "GreenBook" - Standards Specifications for Public Works Construction. The GreenBook contains roadway specifications that take Truck Routes into account. These specifications are made part of the design requirements for all public works contracts.

Goal C2: Provide a circulation system that incorporates alternatives to the single-occupant vehicle, to create a balance among travel modes based on travel needs, costs, social values, user acceptance, and air quality considerations.

- ◆ **(Policy C2-1.1) Encourage the development of pedestrian linkages to and from the Metro Green Line stations to encourage and attract internodal transit/ walking trips; and (Policy C2-1.2) Develop a citywide system of pedestrian walkways, alleviating the conflict between pedestrians,**



autos, and bicyclists throughout the City.

Action(s): Continually surveying sidewalk conditions citywide, and within 1/2-mile walking distance from the four Metro Green Line Stations to determine conditions and construct/repair as needed based upon the survey results. The El Segundo Boulevard widening project completed in 2024 included ADA ramp and sidewalk improvements along with new bicycle facility installation that have improved pedestrian and cyclist access to the El Segundo Green Line Metro station (C Line).

- ◆ **(Policy C2-1.3) Encourage new developments in the City to participate in the development of the citywide system of pedestrian walkways and require participation funded by the project developer where appropriate; and (Policy C2-1.4) Ensure the installation of sidewalks on all future arterial widening or new construction projects, to establish a continuous and convenient link for pedestrians.**

Action(s): Adopted a Right-of-Way Dedications and Improvements Ordinance with procedures and requirements for dedications and improvements for developments during the development process. Adopted a Complete Streets Policy, which requires all roadway construction and modifications to consider and include improvements for all users, including pedestrian. Lastly, requires sidewalk improvements when needed as part of the development process.

The El Segundo Boulevard widening project completed in 2024 included ADA ramp and sidewalk improvements have improved pedestrian circulation along the El Segundo Boulevard corridor.

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

Action(s): The Public Works Department continues to review designs and ensures adequate sidewalk width to accommodate disabled access.

- ◆ **(Policy C2-2.1) Implement the recommendations on the Bicycle Master Plan contained in the Circulation Element, as the availability arises; i.e., through development, private grants, signing of shared routes.; and (Policy C2-2.5) Continue coordination of bicycle route planning and implementation with adjacent jurisdictions and regional agencies.**

Action(s): In 2011, the City Council approved the South Bay Bicycle Master Plan (SBBMP) , which modified and added to the bicycle Master Plan in the circulation Element. The SBBMP calls for 1.2 miles of Class 1 Bike Paths, 8.7 miles of Class 2 Bike Lanes, 5 miles of Class 3 Bike Routes, and 6.4 miles of Bike-Friendly Streets. To-date, the City has completed Class 2 Bike lanes along Rosecrans Avenue (approx. 1.1 miles), approximately 5 miles of Class 3 Bike Routes citywide, and a 0.2-mile Class 1 Bike Path along El Segundo Boulevard (between Nast St. and Continental Blvd.). In 2022, the City completed the design and in 2023 began construction of an approximately 0.2-mile Class 1 Bike Path along El Segundo Boulevard (between PCH and Continental Blvd.). In addition, in 2024 the City completed construction of approximately 5.2 miles of Class II Bike Lanes on El Segundo Boulevard (from Aviation Blvd. to PCH), on Douglas Street (between Rosecrans Ave. and Imperial

Hwy.), and on Nash Street (between El Segundo Blvd. and Imperial Hwy.). The City also completed 2.46 miles of Class III facilities, and 0.20 miles of “cycle track” along El Segundo Boulevard. The total combined length of all bikeways completed in 2024 is 7.85 miles. The City will study additional bike lanes and routes over the next three years, coordinating with the City of Manhattan Beach for the bike lanes along Rosecrans Avenue and coordinating with LA Metro on the design and implementation of a bike path along Aviation Boulevard. Progress towards this goal is ongoing.

- ◆ **(Policy C2-2.2) Encourage new development to provide facilities for bicyclists to park and store their bicycles and provide shower and clothes changing facilities at or close to the bicyclist's work destination.**

Action(s): Adopted an Ordinance establishing minimum bicycle parking requirements for new developments. In addition, the City implements the California Green Building Code requirements regarding bike parking/storage facilities. Furthermore, Chapter 15-16 (Transportation Demand Management) establishes incentives for development projects to provide showers and lockers.

- ◆ **(Policy C2-2.3) Develop off-street bicycle paths in corridors where appropriate throughout the City.**

Action(s): Two bike paths are currently contemplated in the approved SBBMP: 1) 0.5-mile path along El Segundo Boulevard from PCH to the Nash St. Green Line station and 2) 0.7-mile path along Washington Street, from Walnut Avenue to Holly Avenue. Project No. 1 completed construction in 2024. Project No. 2 is to be determined.

- ◆ **(Policy C2-2.4) Encourage the use of bicycles for trips to and from elementary, middle, and high schools in the area as well as parks, libraries, and other public facilities.**

Action(s): Completion of the Class 3 Bike Routes in 2019 connected new bikeways directly to El Segundo High School, the El Segundo Library, and near El Segundo Middle School. Future Bike-friendly Street projects will connect directly to El Segundo Middle School and Center Street Elementary.

- ◆ **(Policy C2-2.6) Encourage design of new streets with the potential for Class I or Class II bicycle routes that separate the automobile, bicycle, and pedestrian to the maximum extent feasible.**

- ◆ **Action(s):** As part of the development review process for the South Campus Specific Plan, the City required the developer to extend Nash Street from El Segundo Boulevard south to Hughes Way. This street extension includes a Class 2 Bike Lane. Construction of this project was completed in 2024.

- ◆ **(Policy C2-2.8) Evaluate bikeway system links with the Metro Green Line rail stations and improve access wherever feasible.**

Action(s): The adopted SBBMP called for implementation of Class 3 Bike Routes along Nash Street and Mariposa Avenue, which connect to two of the City's Green Line stations (Nash and Mariposa stations). This project was completed in 2019. The SBBMP also calls for Class 2 Bike Lanes along



Mariposa Avenue and Douglas Street, which will connect to the Mariposa and Douglas Street stations. The Bike Lane along Douglas Street began construction in 2023 and was completed in 2024. The Bike Lane along Mariposa Avenue will be part of a future project.

- ◆ **(Policy C2-3.1) Work closely with the Los Angeles County Metropolitan Transportation Authority (MTA), Torrance Municipal Bus Lines, the El Segundo Employers Association (ESEA), and private businesses to expand and improve the public transit service within and adjacent to the City.**

Action(s): The City continues to work closely with neighboring jurisdictions and shares in the cost of Beach Cities Transit (BCT) line No. 109.

- ◆ **(Policy C2-3.2) Ensure that transit planning is considered and integrated into all related elements of City planning.**

Action(s): On October 18, 2016, the City adopted a "Complete Streets" policy whose core objective is the coordinated planning and development of street infrastructure that allows safe and convenient travel for all users. As a result, transit planning is integrated into all related elements of City planning (private development review, Street improvements, and General Plan amendments). In particular, in May 2024 the City adopted a new Downtown Specific Plan that contains policies regarding the improvement and expansion of transit service to/from the Downtown area.

- ◆ **(Policy C2-3.3) Evaluate and implement feeder bus service through the City where appropriate. Feeder bus service could potentially take commuters from the fixed transit services (rail and bus) in the eastern portion of the City to the industrial and commercial areas to the west. In addition, midday shuttling of workers east of Sepulveda Boulevard to the Downtown retail area should also be maintained; (Policy C2-3.5) Continue the Dial-a-Ride operation and City subsidy to serve all residents of El Segundo, especially the elderly and handicapped; and, (Policy C2-3.6) Continue to support the Downtown Lunchtime shuttle operation.**

Action(s): The midday Downtown lunch shuttle ceased operations in 2020 due to the pandemic and the City intends to resume providing this service. On October 2, 2018, the City Council adopted the Smoky Hollow Specific Plan (SHSP) for the office/industrial neighborhood of the City. One of the goals of the SHSP is to expand the El Segundo Lunchtime Shuttle Bus to create a new shuttle route to connect the City's Green Line stations with Smoky Hollow. Additionally, the adopted Downtown Specific Plan (2024) also contains policies regarding expansion of the Lunchtime Shuttle Bus. Furthermore, in August 2023, the City initiated a pilot transportation service powered by Swoop, called El Segundo Connect, to replace and expand the City-run lunch time shuttle service. The pilot project ended and the shuttle service was halted in 2024, due to low ridership and high costs. The City will instead consider other alternatives to provide similar shuttle service going forward. Lastly, the Dial-a-Ride service transitioned to public-private operation under a contract with Lyft and the City intends to continue supporting it.

- ◆ **(Policy C2-3.7) Explore the feasibility of using excess government right-of-way, purchased property, or land use arrangements for multiple use of existing facilities, in order to establish or**

construct park-and-ride services of benefit to El Segundo residents and employees; and, (Policy C2-3.8) encourage the implementation of park-and-ride facilities proximate to the I-405 and I-105 Freeways for shuttle service into El Segundo.

Action(s): The Douglas Green Line station, which was completed in 2006, is served by a Park 'n' Ride lot owned by the City. The Nash Green Line station is served by a Metro parking lot and large private parking lots in the immediate vicinity. The Mariposa station is served by private parking lots in the area. On October 2, 2018, the City Council adopted the Smoky Hollow Specific Plan (SHSP) for the office/industrial neighborhood of the City. One of the goals of the SHSP is to Expand the El Segundo Lunchtime Shuttle Bus to create a new shuttle route to connect the City's Green Line stations with Smoky Hollow. In May 2024, the City adopted a new Downtown Specific Plan which contains The City has and will continue to encourage shuttle services from the Green Line stations in/around the City and the west part of the City. Lastly, the city will continue to encourage additional park-and-ride facilities.

- ◆ **Policy C2-3.8) Encourage the implementation of park and ride facilities proximate to the I405 and I105 freeways for shuttle service into El Segundo.**

Action(s): Park and Ride facility construction has been completed. Shuttle Service into El Segundo has not yet began.

- ◆ **Policy C2-3.10) Encourage the MTA to provide bike storage facilities at the Metro Green Line rail stations.**

Action(s): The City continues to encourage the MTA to provide bike storage facilities at its Metro Green Line stations. In addition, the City collected a mitigation fee from a private developer for the construction of bike storage facilities at the Mariposa Green Line station and/or provide other related facilities in the vicinity.

- ◆ **(Policy C2-4.2) Continue to increase operational efficiencies of the transportation system by implementing all appropriate Transportation System Management (TSM) measures, including but not limited to improving design standards, upgrading and coordination of traffic control devices, controlling on-street parking, and using sophisticated electronic control methods to supervise the flow of traffic; and (Policy C3-1.7) Require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and encourage a TMP for all projects within the northeast quadrant.**

Action(s): In 1993, the City adopted Employer/Occupant Transportation Systems Management (TSM) requirements, which apply to all businesses or multi-business complexes employing at least 200 persons and to businesses employing less than 200 person at a common location in a multi-tenant complex. Administration and compliance has been difficult to ensure consistently. No new TSM plans have been submitted to the City since 2008.

- ◆ **(Policy C2-5.1) Ensure that Transportation Demand Management (TDM) measures are**



considered during the evaluation of new developments within the City, including but not limited to ridesharing, carpooling and vanpooling, flexible work schedules, telecommuting and car/vanpool preferential parking.

Action(s): In 1993, the City adopted Developer Transportation Demand management (TDM) requirements. During the development review process (discretionary and ministerial), staff ensures that new developments comply with the minimum TDM requirements.

(Goal C3: Develop a balanced General Plan, coordinating the Circulation Element with all other Elements, ensuring that the City's decision making and planning activities are consistent among all City departments.

- ◆ **(Policy C3-1.1) Require all new development to mitigate project-related impacts on the existing and future circulation system such that all Master Plan roadways and intersections are upgraded and maintained at acceptable levels of service through implementation of all applicable Circulation Element policies. Mitigation measures shall be provided by or paid for by the project developer.**

Action(s): Traffic congestion mitigation fees have been collected for new construction and for improvements where the onsite use changes to a higher traffic-generating use. The fees have been used for roadway improvements necessary to implement the traffic circulation improvement plan, including paving, grading roadway substructure, curb and gutter, sidewalks, landscaped medians, etc. In addition, the City continues to require private developers to contribute to or construct street and intersection improvements to mitigate private development traffic impacts.

- ◆ **(Policy C3-1.2) The minimum acceptable level of service (LOS) at an intersection is LOS D. Intersections operating at LOS E or F shall be considered deficient. If traffic caused by a development project is forecast to result in an intersection level of service change from LOS D or better to LOS E or F, then the development impact shall be considered significant. If a development project is forecast to result in the increase of intersection volume/capacity ratio (V/C) of 0.02 or greater at any intersection that is forecast to operate at LOS E or F, the impact shall be considered significant.**

Action(s): During the development review process, staff conducts traffic studies evaluating intersection levels of service and delays. Developments that exceed the thresholds in this policy, are required to mitigate the delays to the extent feasible. In addition, in 2022, the City implemented a policy to use Vehicle Miles Travelled (VMT) as the metric for determining transportation impacts pursuant to the California Environmental Quality Act (CEQA).

- ◆ **(Policy C3-1.5) Ensure that transit planning is considered and integrated into all related elements of City planning.**

Action(s): The city continuously considers and integrates transit planning. In 2016, the City adopted the El Segundo South Campus Specific Plan (ESSCSP), which calls for the extension of Nash Street from El Segundo to Hughes Way. In addition, the plan included the construction of a

bike lane along Nash Street and a bike path along El Segundo Boulevard that will connect to the Nash Street Green Line station. Both of these improvements were completed in 2024. In October 2018, the City adopted the Smoky Hollow Specific Plan, which incorporates strategies to expand bicycle facilities in the plan area and expand the City's lunchtime shuttle services to add to and/or expand the existing shuttle route. Additionally, the adopted Downtown Specific Plan, completed in 2024, also contains policies regarding expansion of the Lunchtime Shuttle Bus. Furthermore, in August 2023, the City initiated a pilot transportation service powered by Swoop, called El Segundo Connect, to replace and expand the City-run lunch time shuttle service. The pilot project concluded and halted in 2024 due to low ridership and high costs. The City instead will investigate other alternative shuttle service programs going forward. Lastly, the Dial-a-Ride service transitioned to public-private operation under a contract with Lyft and the City intends to continue supporting it.

- ◆ **(Policy C3-1.8) Require the provision of adequate pedestrian and bicycle access for new development projects through the development review process.**

Action(s): During the development review process -whether ministerial or discretionary-staff continues to ensure that adequate pedestrian and bicycle access is provided; that development projects comply with disabled access and bicycle parking facilities, comply with the minimum standards for sidewalks, bicycles facilities (bike lanes, routes, or paths); and, if necessary, that projects dedicate sufficient land along adjacent streets to comply with the Circulation Element's minimum right-of-way width requirements.

- ◆ **(Policy C3-2.2) Ensure that the City's parking codes and zoning ordinances are kept up-to-date.**

Action(s): The City's parking standards were comprehensively updated in 2010 and several sections of the ordinance have since been amended to include tandem parking and car lifts. These amendments were made to ensure the City's parking requirements stay current and reflect the latest best practices in parking regulation. In 2022, the City approved the 2021-2029 Housing Element, which includes a program to update the City's residential parking requirements to facilitate the construction of more affordable housing. The revisions to the City's residential parking requirements began in 2023 and will be completed in Q1 2025.

Goal C4: Ensure that the City remains in compliance with all Federal, State, and Regional regulations, remains consistent with the plans of neighboring jurisdictions and thus remains eligible for all potential transportation improvement programs.

- ◆ **(Policy C4-1.1) Actively participate in various committees and other planning forums associated with County, Regional, and State Congestion Management Programs.**

Action(s): The City continues to participate in various regional committees and planning forums, including monthly meetings of the South Bay Cities Council of Governments Infrastructure Working Group, American Planning Association regional and State conferences.

In addition the City participates in the preparation and provides input on the Southern California Association of Governments (SCAG) planning efforts for the region's Sustainable Communities Strategy (SCS) and Regional Transportation Plan RTP on a four year cycle.

- ◆ **(Policy C4-2.1) Ensure that new roadway links are constructed as designated in the Circulation Element and link with existing roadways in neighboring jurisdictions to allow efficient access into and out of the City.**

Action(s): City staff continuously ensures that new roadway links are constructed as designated in the Circulation Element and link with existing roadways in neighboring jurisdictions. In 2016, the City adopted the El Segundo South Campus Specific Plan (ESSCSP), which calls for the extension of Nash Street from El Segundo to Hughes Way. The Nash Street extension was completed in 2024. In March 2019, the City completed the environmental review process for the Park Place extension and grade separation project, a 1/4-mile gap closure project. In 2024, the City halted the project due to high cost and feasibility concerns.

- ◆ **(Policy C4-2.2) Carefully assess adjacent local agencies' plans to ensure compatibility across political boundaries. This does not imply that such compatibility is a requirement for adoption of the Circulation Element; and (Policy C4-2.4) Encourage cooperation with other governmental agencies to provide adequate vehicular traffic movements on streets and through intersections by means of synchronized signalization.**

Action(s): City staff reviews adjacent local agencies plans and environmental documents to ensure compatibility across political boundaries. Further, the City encourages cooperation with other governmental agencies to provide adequate vehicular traffic movements on streets through intersections by means of synchronized signalization.

- ◆ **(Policy C4-2.3) Continuously monitor and evaluate Los Angeles International Airport (LAX) master planning and evaluate the impacts of LAX on the City's Circulation Element.**

Action(s): City staff continuously monitors and reviews LAX master planning to evaluate its impacts. In 2017-18, the City engaged a traffic engineering firm to review the design and Environmental review documents associated with the LAX people mover project.

- ◆ **(Policy C4-3.1) Identify and evaluate potential revenue sources for financing circulation system development and improvement projects. Action(s):** Staff annually evaluates potential revenue sources for financing circulation system development and improvement projects. In addition, the City conducted a study and updated its Traffic Mitigation Fee Program in 2022.

- ◆ **(Policy C4-3.2) Update the City's 1996 Traffic Congestion Mitigation Fee Program, to reflect changes in planned improvements requiring funding changing needs and changes in the construction cost index.**

Action(s): The City updated its Traffic Mitigation Fee Program in 2022.

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Chapter 3 Housing Element

On November 10, 2022, the City Council adopted the El Segundo 2021-2029 Housing Element. Exhibit A of this report is the City’s Housing Element Annual Progress Report, which reports on progress made on each program in 2024.

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Chapter 4 Conservation Element

The City of El Segundo, like the rest of southern California, enjoy a temperate climate, access to both beaches and mountains and many other amenities not found in many other parts of the world. The quality of life that the region offers its residents is one of the main reasons the region continues to attract visitors and newcomers. However, southern California is a semi-arid desert environment with limited natural resources. These limited resources, need to be preserved for continued use by existing residents and by future generations. The last several decades have seen periods of extreme drought conditions and periods of normal rainfall activity. The inconsistency in climate and weather patterns make conservation critical. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Conservation Element.

Goal CN1: Ensure long-term public access to a safe, clean beach environment within and adjacent to the City.

- ◆ **(Policy CN1-4) The City shall establish policies and procedures for watershed and storm water management.**

Action(s): The City of El Segundo is a co-permittee in the Los Angeles County storm drain system permit or “municipal permit” (Order No. R4-2012-0175; NPDES No. CAS004001), which was adopted November 8, 2012 and amended September 11, 2021 (Order R4-2021-0105, NPDES No. CAS004004) by the State Water Board (WQ2015-0075). El Segundo maintains and implements a Standard Urban Stormwater Mitigation Plan (SUSMP); priority projects are required to develop and implement project-specific SUSMPs or Urban Stormwater Mitigation Plans that identify the specific design features and best management practices (BMPs) that will be implemented for the project and are applicable to the project. Lastly, the city requires stormwater pollution prevention plans (SWPPPs) for all construction projects with disturbed areas of 1 acre or greater. The SWPPPs outline best management practices to minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-stormwater management procedures.

Goal CN2: Assist in the maintenance of a safe and sufficient water supply and distribution system that provides for all the water needs within the community.

- ◆ **(Policy CN2-1) Periodically evaluate the entire water supply and distribution system to ensure that future water needs will be met.**

Action(s): El Segundo is located within the jurisdiction of the West Basin Municipal Water District (West Basin). West Basin relies on the following mix of water resources: 21% groundwater; 65% imported water; 7% recycled water; and 7% conservation efforts. In compliance with legislative requirements, West Basin prepared the West Basin Municipal Water District 2010 Urban Water Management (UWMP). The UWMP was updated in 2020, detailing how West Basin manages their water supplies and demands under all hydrology conditions and demonstrating how West Basin proposes to meet their service area's retail demands over the next 25 years and provide long-term

water reliability. According to the UWMP (Table 4-1, *Historic West Basin Service Area Retail Demand*), the West Basin Service Area reduced its demand by 25% in the last 20 years. The UWMP concluded that West Basin does not anticipate any shortages and will be able to provide reliable water supplies under both single dry year and multiple dry year conditions.

- ◆ **(Policy CN2-3) Investigate creating a new water conservation ordinance to address the demand created by new development; (Policy CN2-6) Encourage the retrofitting of existing systems with water-conserving fixtures and appliances; and, (Policy CN2-8) Encourage the retrofitting of existing landscapes to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.**

Action(s): In 2015, El Segundo adopted the Water Conservation in Landscaping Standards ordinance in compliance with State law, promoting water conservation. The standards promote water conservation while allowing the flexibility in designing healthy, attractive, and cost effective water efficient landscapes. The city continues to ensure that landscaping in all new development projects that are subject to the ordinance comply with the water conservation standards and with the CalGreen codes. Lastly, existing landscape systems being rehabilitated are also subject to the ordinance to ensure retrofitting with water-conserving systems.

- ◆ **(Policy CN2-5) Require new construction and development to install water-conserving fixtures and appliances to reduce the amount of new demand; and, (Policy CN2-7) Require new construction and development to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy**

Action(s): During the development review process, the City ensures that new developments comply with the California Energy Code, CalGreen, California Building Code relevant provisions, and the City's Water Conservation in Landscaping Standards ordinance.

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

Action(s): During the development review process, the City ensures that new developments comply with the California Energy Code, CalGreen, California Building Code relevant provisions, and the City's Water Conservation in Landscaping Standards ordinance. Further, the City continued to enforce National Pollutant Discharge Elimination System (NPDES) requirements for new and redevelopment projects with 5,000 square feet or more of new or replacement impervious surfaces, which are generally required to provide infiltration. Larger developments are required to prepare a Standard Urban Stormwater Mitigation Plan and demonstrate no increase in peak runoff as a result of the development through infiltration.



Goal CN3: Protect groundwater and coastal waters from contamination.

Action(s): The City of El Segundo is a co-permittee in the Los Angeles County storm drain system permit or “municipal permit” (Order No. R4-2012-0175; NPDES No. CAS004001), which was adopted November 8, 2012 and amended September 11, 2021 (Order R4-2021-0105, NPDES No. CAS004004) by the State Water Board (WQ2015-0075). El Segundo continues to maintain and implement a Standard Urban Stormwater Mitigation Plan (SUSMP); priority projects are required to develop and implement project-specific SUSMPs or Urban Stormwater Mitigation Plans that identify the specific design features and best management practices (BMPs) that will be implemented for the project and are applicable to the project to ensure minimal pollutant discharge that can enter the public drainage system, which outlets to coastal waters. Lastly, the city requires stormwater pollution prevention plans (SWPPPs) for all construction projects with disturbed areas of 1 acre or greater. The SWPPPs outline best management practices to minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-stormwater management procedures.

Goal CN4: Protect the rare and endangered El Segundo Blue Butterfly.

- ◆ **(Policy CN4-2) Protect the coastal habitat of the El Segundo Blue Butterfly; and, (Policy CN4-4) Designate the habitat of the El Segundo Blue Butterfly as open space in the Land Use Element.**

Action(s): Wildlife restoration project conducted at Clutter’s bluff. Further, the dunes area and Imperial Avenue slope, which contain sensitive habitat are designated open space in the Land Use map. In addition, in 2022 the City initiated a comprehensive update of the Downtown Specific Plan (DSP). During the public outreach process, the City received input from the community advocating for expansion of the Blue Butterfly habitat to the Downtown area and the Civic Center in particular. A new Downtown Specific Plan was adopted in spring 2024, which included a policy to include Sea Cliff Buckwheat in the landscape design for the Civic Center to provide habitat for the Blue Butterfly.

- ◆ **(Policy CN4-3) Work with Chevron Refinery and appropriate community organizations to monitor the condition of coastal habitat areas of the El Segundo Blue Butterfly.**

Action(s): The city coordinated with the local youth organization “Tree Musketeers” to install native landscaping, trees, shrubs, etc. throughout the city, including the coastal areas. In addition, in 2023 and 2024, City staff worked with the Blue Butterfly Conservancy, a nonprofit community organization, to incorporate specific policies regarding the Blue Butterfly in the newly adopted Downtown Specific Plan. The aim of these Specific Plan policies is to expand the habitat areas for the Blue Butterfly.

Goal CN5: Develop programs to protect, enhance, and increase the amount and quality of the urban landscape to maximize aesthetic and environmental benefits.

- ◆ **(Policy CN5-1) Preserve the character and quality of existing neighborhood and civic landscapes.**

Action(s): Downtown landscape renovation, installation of picnic tables in the civic plaza. In 2022, the City initiated a comprehensive update of the Downtown Specific Plan (DSP), which was completed in spring 2024. The updated Specific Plan incorporates goals for improving the public realm including modifications to street and sidewalk configuration to increase pedestrian and bicycle activity, planting of more native plants, and providing more gathering and outdoor seating areas.

- ◆ **(Policy CN5-3) Survey existing street trees and other specimen trees throughout the community. Identify those with historic or visual significance.**

Action(s): The Parks Division continues to maintain an inventory of all city street trees and monitors the health of the trees.

- ◆ **(Policy CN5-5) Establish a street tree program, including a computer-aided inventory, which identifies appropriate varieties, required sizes and spacing, maintenance and replacement standards, and planting schedules.**

- ◆ **Action(s):** Adopted a Master Street Tree Plan, and incorporated street tree policies in the Municipal Code.

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Chapter 5 Public Safety Element

Natural and non-natural hazards present a variety of risks to persons who live, work, and visit the City. The aim of the City is to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as urban fire, flooding, mudslides, earthquakes, and hazardous incidents. The Public Safety Element addresses hazards associated with geology and seismicity, flooding, fire, and petroleum storage. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Public Safety Element.

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

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

Action(s): Through the permitting and plan check process, continued to enforce the building code, which includes detailed geologic review requirements. For larger development projects requiring environmental documentation, reviewed applicable studies to ensure that impacts were minimized through the use of proper construction techniques, especially in areas with expansive soils.

Goal PS2: Minimize injury and loss of life, property damage, and social, cultural and economic impacts caused by earthquake hazards

- ◆ **(Objective PS2-1) It is the objective of the City of El Segundo that the City promote effective response to seismic disasters and maintenance of structurally safe facilities.**

Action(s): Through the permitting and plan check process, continued to enforce the building code, which includes detailed seismic requirements. The city continues to consult with the Department of Conservation's geologic hazards maps to identify liquefaction and landslide zones within the city and the Alquist-Priolo maps for earthquake fault zones when engineering structures to minimize hazardous conditions based on the most current seismic design standards. Lastly, the City's Fire Department conducts annual inspections of all apartment buildings and buildings containing hazardous materials to ensure proper safety protocols are in place. In addition, in 2024, the City promoted the State' Earthquake Brace + Bolt retrofit program to assist El Segundo residents obtain funding for seismic retrofits.

- ◆ **(Policy PS2-1.1) Continue to cooperate with and support federal, state, and county agencies in the development and enforcement of regional and local health and safety laws and environmental controls.**

Action(s): The City continues to prepare a new emergency preparedness plan in collaboration with Federal, State and regional agencies. Conducted emergency preparedness exercises to ensure proper training for emergency operations center staff.



- ◆ **(Policy PS2-1.3) Insure adequate public safety and the preservation and reuse of historic buildings by continuing to enforce requirements for structural strengthening of older brick and masonry buildings.**

Action(s): Approved several voluntary seismic upgrades for brick and masonry buildings. The city updated the local building code requirements to improve code requirements and ensure safety.

Goal PS3: Reduce threats to public health and safety from hazardous materials, especially threats induced by earthquakes and accidental leaks and spills.

- ◆ **(Policy PS3-1.4) Continue to encourage source reduction, substitution, and recycling.**

Action(s): Continued to co-sponsor household hazardous waste roundups. Updated the municipal code to require businesses to reduce waste and prepare a plan for the purpose.

- ◆ **(Policy PS3-1.5) Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials prior to and during incidents.**

Action(s): Continue to require staff training of the business community regarding hazardous materials and hazardous waste, and conduct follow up inspections. Staff training is conducted by the City's Fire Department.

- ◆ **(Objective AQ13-1) Reduce the amount of solid waste by 25 percent by 1994, and 50 percent by 2000; and (Policy AQ13-1.1) It is the policy of the City of El Segundo that the City continue to implement the programs proposed in the City's Solid Waste Management Plan, concurrent with California Assembly Bill 939, to achieve a 25 percent reduction in residential solid waste requiring disposal by 1995, and a 50 percent reduction by the year 2000.**

Action(s): In accordance with CalGreen requirements, the city complies and enforces the requirements for 65% recycling of construction debris. The City continually requires evidence of recycling from contractors to ensure proper recycling and disposal of debris.

Goal PS6: Protect public health, safety, and welfare from natural and man-made flood and inundation hazards. Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

- ◆ **(Objective PS6-1) It is the objective of the City of El Segundo that the City minimize threats to public safety and protect property from wildland and urban fires.**

Action(s): The City annually maintains the open brush area along Imperial Highway.

- ◆ **(Policy PS6-1.2) Continue efforts to reduce fire hazards associated with older buildings, high-rise buildings, and fire-prone industrial facilities, and maintain adequate fire protection in all areas of the City.**

Action(s): The City continued its annual inspections of protection systems and devices in multifamily and high-rise buildings; continued its public education through the school system; provided fire extinguisher training for the commercial and industrial community; and provided senior fire safety.

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

- ◆ **(Objective PS7 -1) It is the objective of the City of El Segundo to Improve the preparedness of the City for emergency situations.**

Action(s): The City continues to require the installation of shut-off valves in new and remodeled developments. Continues to conduct weekly water pressure testing. Attended several public events and provided an information booth to distribute educational materials regarding emergency preparedness.

- ◆ **(Program PS7-1.4A) The City shall support, encourage, and assist in establishing community programs which volunteer to assist police, fire, and civil defense personnel after a disaster.**

Action(s): Established a volunteer citizens academy to educate the public and provide CPR training, emergency preparedness, and proper use of fire extinguishers. Established neighborhood watch programs, and continue to support local block captains in making a safer community.

- ◆ **(Program PS7-1.6A) The City shall, in cooperation with the telephone company and industrial facilities, establish an Emergency Notification System providing quick, no-cost readily accessible service for reporting fires and other emergencies by the general public.**

Action(s): The City continues use of the Nixle notification system, which allows the public to register to receive emergency notifications. Maintains an Everbridge system, which automatically contact all businesses in the city with emergency notification. Lastly, the city continues to maintain a Facebook page and other social media accounts to disseminate emergency information, in addition to information regarding city events.

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Chapter 6 Noise Element

Noise can be defined as unwanted sound that is loud, disagreeable, or unexpected. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. The most critical impact of noise exposure is hearing loss, but other effects are speech interference, sleep interference and annoyance. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Noise Element.

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

- ◆ **(Policy N1-1.1) Continue to work for the elimination of adverse noise sources, especially from Los Angeles International Airport West Imperial Terminal, and from helicopter and aircraft flyovers; (Program N1-1.1A) The City shall implement the Airport Abatement Policy and Program (City Council Resolution No. 3691, adopted May 21, 1991, or any future revisions thereto) in its efforts to minimize noise impacts caused by LAX; (Policy N1-1.9) Require review of all new development projects in the City for conformance with California Airport Noise Regulations and California Noise Insulation Standards (CCR Title 24) to ensure interior noise will not exceed acceptable levels; and, (Program N1-1.9A) All new habitable residential construction in areas of the City with an annual CNEL of 60 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.**

Action(s): Based on federal and state guidelines, the City established land use standards for noise, which are set forth in ESMC Title 7, Chapter 2, Noise and Vibration. The standard established for commercial and industrial property is 8dBA above ambient noise level, while the standard for residential property is 5dBA above the ambient noise level. When the 2016 California Building Code was adopted, additional standards were adopted requiring new residences or additions to comply with the minimum noise insulation performance standards to demonstrate that the design will ensure that internal noise levels due to LAX aircraft noise not exceed 45dB CNEL. During the building plan check process, adherence to the Building Code and the amendments contained in the relevant section of the Municipal Code is required for properties that are within the designated area.

- ◆ **(Policy N1-1.2) Play an active role in the planning process associated with preparation of the Los Angeles International Airport Master Plan.**

Action(s): During the preparation of the Los Angeles International Airport Master Plan, the City consistently provided comments and recommendations to minimize noise impacts. Subsequently, the City has continually reached out to ensure enforcement of the Master Plan.



- ◆ **(Program N1-1.3C) Encourage the City of Los Angeles Department of Airports to pay the additional costs for new residential construction to provide acoustical treatment to mitigate noise impacts to a level that meets land use compatibility standards; and, (Policy N1-1.10) Continue to develop and implement City programs to incorporate noise reduction measures into existing residential development where interior noise levels exceed acceptable standards.**

Action(s): The Residential Sound Insulation (RSI) program was established as a result of a settlement, which used funds from Los Angeles World Airports (LAWA) and the Federal Aviation Administration (FAA) to treat homes from the effects of noise from LAX. The program was established in 1993, and ultimately treated 1,905 homes for adverse effects of noise from operations at LAX. As of May 2018, LAWA and FAA ceased reimbursements to the city for RSI administrative expenditures, thereby discontinuing the program. In 2022, LAWA decided to resume the RSI program under its direct control. The program did resume in 2023 and the first homes in El Segundo to be treated under the resumed program have been selected. The City closely coordinated with LAWA in the outreach process in Q4 2023 to ensure that residential structures continue to be treated under the new RSI program. In 2024, LAWA began to treat homes and the City issued 96 permits for sound insulation projects.

- ◆ **(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; and, (Program N1-3.3C) When appropriate, the City shall allocate noise impact mitigation costs to the agency or party responsible for the noise incompatibility.**

Action(s): During the development review process, staff conducts environmental assessments pursuant to the California Environmental Quality Act (CEQA), which may include noise assessments. Developments that are determined to have significant impacts based on the established thresholds are required to mitigate the impacts to a less-than-significant level to the extent feasible. All mitigation measures are incorporated into the conditions of approval and into a mitigation monitoring and reporting program. The costs associated with monitoring and implementing are borne by the developer or applicant.

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Chapter 7 Open Space and Recreation Element

Open space areas are important not only to provide recreational activities for residents but also as a visual break from the built environment. El Segundo is primarily an industrial and suburban residential environment with little undeveloped land and a limited amount of open space. The City's major open space and recreation resources are public parks and recreational facilities; thus, these resources need to be protected, and whenever possible additional resources created for recreation, beautification, and maintenance of the small town atmosphere and quality of life in the community. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Open Space and Recreation Element.

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

- ◆ **(Policy OS1-1.3) Adopt and implement a Quimby Act Dedication Ordinance and a Zoning Amendment requiring new residential subdivisions and multi-family residential projects to include land dedication or in-lieu fee payments for active and passive public open space facilities to serve the additional growth; and, (Policy OS1-1.5) Conduct a park user study for all public park facilities in order to obtain the necessary data to make findings for the adoption and collection of park impact fees. Collect park impact fees for all new development projects, residential and non-residential, for open space acquisition, maintenance, and improvement.**

Action(s): A Public Facilities Impact Fee Study was first prepared in 2010 and updated in 2022, which assessed the needs and costs for additional capital facilities improvements. As a result, the City Council adopted a Resolution for the collection of development impact fees for police, fire, library, parks, and other facilities. The City continues to collect such fees during the development review process, which are used to support activities, maintenance and upgrades to the city's parks and recreation facilities.

- ◆ **(Policy OS1-1.4) Continue to work with the El Segundo Unified School District in the utilization of school property for public open space and recreational use by maintaining and renewing the effective Joint Powers Agreement between the City and the School District.**

Action(s): The City renewed its agreement with the El Segundo Unified School District for a 10-year term, which will expire in 2022. In January of 2019, the City also entered into a joint use agreement with the Wiseburn Unified School District for use of the Aquatics Center for 25 years. In January 2019, the City entered into a joint use agreement with the El Segundo Unified School District for use of the Aquatics Center for 10 years. Additionally, in August 2019, the City entered into a joint use agreement with El Segundo Unified School District for the use of the shared parking lot at Richmond Street School and Field for 10 years.

- ◆ **(Policy OS1-1.10) Support and encourage the operation, upkeep, and public use of the existing golf course and driving range facility.**
Action(s): The City entered into a Ground Lease Agreement and Golf Course Management Agreement with Topgolf/Centercal, ensuring continued operations of the 9-hole course and public access to the driving range.

- ◆ **(Objective OS1-2) Preserve existing, and support acquisition of additional, private park and recreation facilities to foster recognition of their value as community recreation and open space resources.**
Action(s): The City of El Segundo and Raytheon are working in partnership to allow public access to the Raytheon Employee Park.

- ◆ **(Policy OS1-2.7) Support and encourage upkeep, public recreational use, and access to the shoreline area.**
- ◆ **Action(s):** In partnership with LA County and Chevron, a lifeguard station was constructed.

- ◆ **(Policy OS1-2.8) Encourage the creation of active and passive open space areas within non-residential developments east of Sepulveda Boulevard.**
Action(s): The City of El Segundo and Raytheon are working in partnership to allow public access to the Raytheon Employee Park.

- ◆ **(Policy OS1-3.1) Continue use of the Joslyn Adult Center, the George E. Gordon Clubhouse, and the Teen Center facilities, for recreational activities that are provided by the City's Recreation and Parks Department.** Ongoing

- ◆ **(Policy OS1-4.2) Continue to expand landscaping and recreational use along the Southern California Edison right-of-way where feasible.**
Action(s): Entered into a long-term lease with Southern California Edison for the use of the utility right-of-way for Constitution, Washington, Freedom and Independence Parks. Washington Park Playground renovation was completed in Spring 2020.

- ◆ **(Policy OS1-5.3) Continue to support programs for the protection of the El Segundo Blue Butterfly.**
Action(s): Wildlife restoration project conducted at Clutter’s bluff. Further, the dunes area and Imperial slope, which contain sensitive habitat are designated open space in the Land Use map. The city coordinated with the local youth organization “Tree Musketeers” to install native landscaping, trees, shrubs, etc. throughout the city, including the coastal areas. In addition, in 2022 the City initiated a comprehensive update of the Downtown Specific Plan (DSP), which was completed in 2024. During the public outreach process, the City received input from the community advocating for expansion of the Blue Butterfly habitat to the Downtown area and the Civic Center in particular. As a result, the adopted Downtown Specific Plan has a policy to include Sea Cliff Buckwheat in the landscape design for the Civic Center to provide habitat for the Blue Butterfly.

Chapter 8 Air Quality Element

Due to El Segundo's coastal location, it is protected from the worst of the Basin's air pollution problem. Daily onshore sea breeze, which is the predominant wind, is a primary factor in maintaining cool temperatures and clean air circulation, and generally prevents warmer inland temperatures and air pollution from permeating El Segundo, except under certain seasonal conditions such as the offshore Santa Ana winds. The purpose of this Element is to address problems of maximum air pollution levels; reduce the health and economic impacts of air pollution; compliance with the Air Quality Management Plan; and increase awareness of our responsibility for air quality. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Air Quality Element.

Goal AQ1: Person work trip reduction for private employees.

Goal AQ3: Vehicle work trip reduction for private employees.

- ◆ **(Policy AQ1-1.1) It is the policy of the City of El Segundo that the City encourage businesses to adopt alternative work schedules and prepare guidelines to assist local businesses in the implementation of alternative work schedule programs; (Policy AQ1-1.3) It is the policy of the City of El Segundo that Transportation System Management (TSM) plans provide a 30 percent reduction in vehicle ridership or the equivalent Average Vehicle Ridership (AVR) per commute vehicle; and, (Policy AQ3-1.1) It is the policy of the City of El Segundo that the City continue to require employers in existing congested areas of the City and developers of large new developments to adopt Transportation System Management (TSM) plans and provide incentives for the provision of transit support facilities.**

Action(s): In 1993, the City adopted Developer Transportation Demand Management (TDM) and Employer/Occupant Transportation Systems Management (TSM) regulations. These regulations encourage and require businesses to: a) provide facilities that encourage and accommodate use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips; and b) require major employers and occupants to develop and implement TSM programs to encourage and accommodate ridesharing and the other single occupant motor vehicle trip alternatives. The City continues to monitor and implement the ordinances through the development review process.

- ◆ **(Policy AQ3-1.3) It is the policy of the City of El Segundo to cooperate with efforts to expand bus, rail, and other forms of transit within the Los Angeles region.**

Action(s): The City continues to cooperate with LA Metro and regional agencies on the expansion of the light rail network, including the Green Line (Crenshaw Corridor) extension north, to Los Angeles, and south to Redondo Beach and Torrance. The City also works closely with neighboring jurisdictions and continues to share in the cost of Beach Cities Transit line No. 109.



Goal AQ2: Person work trip reduction for local government employees.

- ◆ **(Policy AQ2-1.1) It is the policy of the City of El Segundo that a study be conducted to implement alternative work schedules and work-at-home programs for City employees that will maximize the potential for increasing employee productivity.**

Action(s): The City had a 9/80 schedule from 2008 to 2012. In 2012, the City adopted a 4/10 schedule. The City has since reverted to a 9/80 schedule starting in 2018. In 2020 and 2021, the City implemented a work-at-home program for a substantial portion of employees. In 2022, the City resumed its previous in-person operations. In 2023, the City implemented a 4/10 schedule on a trial basis for management and executive employees. At the conclusion of the trial, the City instituted the 4/10 schedule permanently for management and executive employees and permitted all other employees to request the 4/10, subject to discretion of their Department management, as an alternative to the 9/80 schedule.

Goal AQ4: Reduce motorized transportation.

- ◆ **(Objective AQ4-10) Promote non-motorized transportation; and (Policy AQ4-1.1) It is the policy of the City of El Segundo that the City actively encourage the development and maintenance of a high quality network of pedestrian and bicycle routes, linked to key locations, in order to promote non-motorized transportation.**

Action(s): To-date, the City has completed Class 2 Bike lanes along Rosecrans Avenue (approx. 1.1 miles), approximately 5 miles of Class 3 Bike Routes citywide, and a 0.2-mile Class 1 Bike Path along El Segundo Boulevard (between Nast St. and Continental Blvd.). In 2022, the City completed the design and in 2023 began construction of an approximately 0.2-mile Class 1 Bike Path along El Segundo Boulevard (between PCH and Continental Blvd.). In addition, in 2024, the City completed construction of approximately 5.2 miles of Class II Bike Lanes on El Segundo Boulevard (from Aviation Blvd. to PCH), on Douglas Street (between Rosecrans Ave. and Imperial Hwy.), and on Nash Street (between El Segundo Blvd. and Imperial Hwy.). This The City anticipates completing additional bike lanes and routes over the next four years, coordinating with the City of Manhattan Beach for the bike lanes along Rosecrans Avenue and coordinating with LA Metro on the design and implementation of a bike path along Aviation Boulevard.

Goal AQ5: Vehicle work and non-work trip reduction.

- ◆ **(Policy AQ5-1.1) It is the policy of the City of El Segundo that the City discourage the use of single-occupant vehicles in congested areas of the City by changing or modifying the availability and cost of parking.**

Action(s): The City controls the availability of parking through parking time limits at locations in the Downtown and Smoky Hollow neighborhoods. Although the City does not charge for parking on the street and in City parking lots throughout the city, the City implemented a three preferential parking zones in residential neighborhoods immediately east of Pacific Coast

highway and south of Imperial Avenue. The third preferential parking district was established in 2024. Households in all three zones qualify for up to three resident parking permits and up to two guest parking permits. Lastly, in 2018, the City adopted the Smoky Hollow Specific Plan, which has a goal of implementing a Parking Benefits District.

- ◆ **(Policy AQ5-1.2) It is the policy of the City of El Segundo that the City actively encourage the enhancement of transit performance and availability and establish developer fees to offset the costs of transit improvements required as a result of new developments.**

Action(s): The City worked closely with neighboring jurisdictions and continues to share in the cost of Beach Cities Transit line No. 109. Also, in 2018, the City adopted the Smoky Hollow Specific Plan. The Specific Plan goals include increased coordination with transit operators (Metro and Beach Cities Transit). In addition, the Specific Plan envisions expanding the existing city Lunchtime Shuttle to create a new shuttle route for peak hours between the Mariposa and/or El Segundo Green Line Stations and Smoky Hollow. Additionally, the new Downtown Specific Plan, adopted in 2024, also contains policies regarding expansion of the Lunchtime Shuttle Bus. Furthermore, in August 2023, the City initiated a pilot transportation service powered by Swoop, called El Segundo Connect, to replace and expand the City-run lunch time shuttle service. The pilot project was halted in 2024 due to low ridership and high costs. The City will instead investigate alternative shuttle service options going forward. Lastly, the Dial-a-Ride service transitioned to public-private operation under a contract with Lyft and the City intends to continue supporting it.

Goal AQ6: Reduction in peak-period truck travel and number and severity of truck-involved accidents.

- ◆ **(Objective AQ6-1) Pass the necessary ordinances and memorandums of understanding to divert truck traffic during peak traffic periods.**

Action(s): Although no ordinance or memorandum has been adopted, the City's General Plan Circulation Element designates specific streets as truck routes. In accordance with the Circulation Element, the Public Works Department ensures that development projects identify the designated streets in their haul routes, and that said routes are utilized during construction activity.

Goal AQ7: Reduce vehicle emissions through traffic flow improvements.

- ◆ **(Policy AQ7-2.1) It is the policy of the City of El Segundo to improve channelization at high-volume intersections identified with assistance from SCAG.**

Action(s): During the review process of qualified development projects, the City reviews traffic studies to determine the impacts of specific projects on traffic flow and delays. When warranted by the traffic analysis, channelization improvements are required as a condition of approval for new developments. For city-initiated and funded improvements to arterial streets, channelization (addition of dedicated turn lanes) is utilized to improve traffic flow.



Goal AQ8: Reduction in tailpipe emissions from local government vehicle fleets.

- ◆ **(Policy AQ8-1.1) It is the policy of the City of El Segundo that the City support legislation for the use and ownership of clean fuel vehicles.**

Action(s): In 2017, the City installed two charging points for electric vehicles at two street parking spaces. The city continues to identify sites for additional charging points.

- ◆ **(Policy AQ8-1.3) It is the policy of the City of El Segundo that the City invest in clean fuel systems on new City fleet vehicles.**

Action(s): The City invests in hybrid electric and fully electric vehicles for the Community Development and Public Works vehicles. In 2023, the City procured its first fully electric vehicle, which is used by the Neighborhood Preservation Officer. In 2024, the City purchased two fully electric vehicles for use by Community Development Department inspectors.

Goal AQ9: Reduction in length of vehicle trips.

- ◆ **(Policy AQ9-1.2) It is the policy of the City of El Segundo that the City participate in subregional efforts with other cities or agencies to develop mutually beneficial approaches to improving the balance of jobs and housing.**

Action(s): The City coordinated with the South Bay Cities Council of Governments (SBCCOG) on transportation and planning/housing issues, such as bike sharing programs, e-scooters, and the South Bay Slow Speed Local Travel Network (LTN) .

- ◆ **(Policy AQ9-1.3) It is the policy of the City of El Segundo that the City actively encourage the establishment of a shuttle bus system to transport employees and El Segundo residents between the east and west sides of the City.**

Action(s): The City operated a lunchtime shuttle that transports people from the east part of town to the city's downtown (west). Those operations had ceased temporarily during the COVID pandemic. In August 2023, the City initiated a pilot transportation service powered by Swoop, called El Segundo Connect, to replace and expand the City-run lunch time shuttle service. In 2024, the pilot project was halted due to low ridership and high costs. The City will instead investigated alternative shuttle service options going forward. Lastly, the Dial-a-Ride service transitioned to public-private operation under a contract with Lyft and the City intends to continue supporting it.

In addition, the City adopted the Smoky Hollow Specific Plan (2018), which aims to expand the shuttle routes and times. Furthermore, the new Downtown Specific Plan, adopted in May 2024, also contains policies regarding expansion of the Lunchtime Shuttle Bus.

Goal AQ10: Reduction in particulate emissions from paved and unpaved roads, parking lots, and road and building construction.

- ◆ **(Policy AQ10-1.1) It is the policy of the City of El Segundo that an ordinance be adopted requiring the paving or use of alternative particulate control methods on roads with low levels of vehicle traffic and on dirt roads and parking lots located on industrialized properties such as Chevron and Edison.**

Action(s): In 2010, the City adopted an Ordinance implementing minimum paving requirements for driveways and parking areas. The ordinance also allows for alternative paving materials provided they are equivalent to the required asphalt and/or concrete material.

- ◆ **(Policy AQ10-1.2) It is the policy of the City of El Segundo to adopt incentives, regulations, and/or procedures to prohibit the use of building materials and methods which generate excessive pollutants; and, (Policy AQ10-1.3) It is the policy of the City of El Segundo that all new development projects meet or exceed requirements of the South Coast Air Quality Management District for reducing PMI 0 standards.**

Action(s): During the development review process, the City ensures that new developments comply with the California Energy Code, CalGreen, and California Building Code relevant provisions. In accordance with CEQA, air quality assessments were prepared to determine impacts upon air quality, and appropriate mitigation measures included to minimize impacts, especially as a result from construction vehicles and construction activity.

Goal AQ11: Reduce emissions associated with government energy consumption.

- ◆ **(Policy AQ11-1.1) It is the policy of the City of El Segundo that a study be prepared to initiate implementation of a program for retrofitting City buildings with a full range of energy conservation measures.**

Action(s): The City commenced an assessment of all City buildings and facilities, which was completed by summer 2019. During the implementation process, any construction and/or maintenance would comply with applicable energy efficiency requirement in the California Energy Code and California Building Code.

Goal AQ12: Reduction in residential, commercial, and industrial energy consumption.

- ◆ **(Policy AQ12-1.1) It is the policy of the City of El Segundo that an ordinance be adopted requiring all new swimming pool water heater systems to utilize solar, electric, or low NOx gas-fired water heaters, and/or pool covers; and (Policy AQ12-1.2) It is the policy of the City of El Segundo that the City encourage the incorporation of energy conservation features in the design of new projects and the installation of conservation devices in existing developments.**



Action(s): During the development review process, the City ensures that new developments comply with the California Energy Code and California Building Code relevant provisions.

- ◆ **(Policy AQ12-1.3) It is the policy of the City of El Segundo to provide incentives and/or regulations to reduce emissions from residential and commercial water heating.**

Action(s): The City adopted resolution in August 2013, to participate in the Western Riverside Council of Governments PACE program. This program provides a mechanism to finance energy efficiency, renewable energy, and water conservation upgrades to residential and commercial facilities.

Goal AQ13: Increase recycling of solid waste and use of recycled materials by glass and paper manufacturers.

- ◆ **(Objective AQ13-1) Reduce the amount of solid waste by 25 percent by 1994, and 50 percent by 2000; and (Policy AQ13-1.1) It is the policy of the City of El Segundo that the City continue to implement the programs proposed in the City's Solid Waste Management Plan, concurrent with California Assembly Bill 939, to achieve a 25 percent reduction in residential solid waste requiring disposal by 1995, and a 50 percent reduction by the year 2000.**

Action(s): In accordance with CalGreen requirements, the City complies and enforces the requirements for 65% recycling of construction debris. The City continually requires evidence of recycling from contractors to ensure proper recycling and disposal of debris.

Goal AQ15: Prevent exposure of people, animals, and other living organisms to unhealthful levels of air pollution.

- ◆ **(Policy AQ15-1.2) It is the policy of the City of El Segundo to coordinate with the SCAQMD to ensure that all elements of the AQMP regarding reduction of all air pollutant emissions are being met and are being enforced.**

Action(s): During the development review process, the City ensures that new developments comply with CEQA, the California Energy Code, and California Building Code relevant provisions.

- ◆ **(Policy AQ15-1.4) It is the policy of the City of El Segundo to continue working with the City of Los Angeles to eliminate odor problems from the Hyperion Treatment Plant; this will include the continuation of the Mitigation Monitoring Implementation Plan.**

Action(s): The City coordinates with the Hyperion Treatment Plant on an ongoing basis to reduce and eliminate odor problems. In 2021 through 2023, the City has coordinated intensively with the Hyperion Treatment Plant and AQMD to address a sewage spill and ongoing operational problems at the Plant. As a result of successful City of El Segundo lobbying, the State legislature passed, and on October 10, 2023 the governor signed into law, Assembly Bill 1216, which requires wastewater treatment plants to conduct regular monitoring of various volatile organic compounds (VOCs) and other specified pollutants.

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Chapter 9 Economic Development Element

A strong community owes much to the spirit and involvement of its residents. However, community pride and civic mindedness are not enough for a city to provide all necessary and desired services to maintain a high quality of life for residents. A city needs a variety of employment opportunities across many industries to support a vibrant economy and a desirable, well-maintained community. The Economic Development Element is concerned with the economic health of commercial and industrial uses as well as hospitality and tourism related businesses in the city. It focuses on the expansion and maintenance of El Segundo's economic base and on the enhancement of the city's business climate. Thus, the goals and policies direct city activities toward maximizing the city's economic development potential. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Economic Development Element.

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

- ◆ **(Objective ED1-1) To build support and cooperation among the City of El Segundo and its business and residential communities for the mutual benefits derived from the maintenance and expansion of El Segundo's economic base; (Policy ED1-1.1) Maintain economic development as one of the City's and the business and residential communities' top priorities; and, (Policy ED1-2) Focus short-run economic development efforts on business retention and focus longer-run efforts on the diversification of El Segundo's economic base in order to meet quality of life goals.**

Action(s): The City's Economic Development Division (EDD) is part of the City Manager's Office and is managed by the deputy city manager and a senior management analyst. EDD maintains two websites related to business development and hospitality and tourism – elsegundobusiness.com and destinationelsegundo.com. The sites are updated regularly and offer information about the commercial and industrial business community as well as retail, restaurants, entertainment venues, and hotels. EDD partners with the Chamber of Commerce on business networking events, hospitality and tourism activities, and co-chairs a Hospitality Committee comprised of hotel general managers and sales directors.

EDD hosts business roundtables, trade missions, startup forums and other events to build connections between companies that are already located in the city, as well as attract new business investment. Two e-newsletters are distributed monthly to over ten thousand opt-in subscribers. The *Business Portfolio* newsletter is targeted towards real estate developers, brokers and C-level executives and the *El Segundo Happenings* newsletter is focused on attracting visitors from throughout the region to enjoy the city's shops, restaurants and entertainment amenities. In addition, EDD maintains a strong and consistent social media presence.

EDD oversees robust digital advertising campaigns for both business attraction and hospitality and

tourism. Digital advertising is an efficient and effective approach to reach clearly defined and specific audiences. The campaign is often fine-tuned and adjusted to maximize the overall impact. Original content is frequently developed in conjunction with these campaigns to keep the messaging current and relevant. For business attraction, digital ads lead to a dynamic landing page, bigideas.elsegundobusiness.com, where potential new businesses can hear testimonials and quotes from CEOs and other businesses leaders about why El Segundo is a great location for businesses.

Goal ED2: To provide a supportive and economically profitable environment as the foundation of a strong local business community.

- ◆ **(Objective ED2-1) To strengthen the partnerships between local government, the residential community, and El Segundo's business community; and, (Policy ED2-1.1) Take steps to maintain public sector support of the business community, including large and small businesses, and the residential community.**

Action(s): The City has updated the Smoky Hollow Specific Plan (2018) and recently comprehensively updated the Downtown Specific Plan (2024) to support the needs of the business and residential communities. City Departments also continue to work toward improved customer service by maintaining the on-line business license application, building permit, and payments processes, which enable customers to conduct business and transactions more efficiently. The newly launched El Segundo Business website provides information on available properties for lease and for sale.

- ◆ **(Policy ED2-1.4) Continue to invest in infrastructure that encourages commercial and industrial development.**

Action(s): The approved Smoky Hollow Specific Plan and the Downtown Specific Plan are designed to promote investment and development in the city, provide alternative parking compliance through an in-lieu program to collect revenue for the beautification of streets and create additional public parking opportunities. Further, the City has initiated the process to update the General Plan Land Use Element starting in 2025. One of the primary objectives of the update is to develop land use policies and regulations that enhance commercial and industrial development opportunities.



Chapter 10 Hazardous Material and Waste Management Element

El Segundo possesses a strong, diversified economic base that includes a variety of industrial and commercial businesses. This base, while vital to the economic health of the City, also represents a potential source of problems from improper management of hazardous materials and waste.

The consequences of hazardous material and waste mismanagement throughout the nation are well documented and are reflected in polluted ground and surface water, soil, and air. Improper disposal has been associated with elevated levels of toxics in humans, aquatic species, and livestock. Illegal dumping of hazardous waste along roadsides or in open fields has resulted in explosions, fires, contaminated ground water, and air pollution. Prudent management is critical to the protection of public health, the environment, and the economy. Listed below are actions taken by the City of El Segundo towards implementation of the General Plan Hazardous Material and Waste Management Element.

Goal HM1: Protect health and safety of citizens and businesses within El Segundo and neighboring communities.

- ◆ **(Objective HM1-1) Make the County and City Hazardous Waste Management Plans available for review through the City Planning Division; (Objective HM1-2) Continue to promote development of public education programs on hazardous materials safety and emergency preparedness; and, (Policy HM1-2.2) Assist the County, as appropriate, in the dissemination of information and educational programs to the public and industry.**

Action(s): The City's website provides informational materials and links regarding household hazardous waste to educate the public about these hazards and proper disposal techniques. The City also posts information on location of recycling facilities in the area for recyclable materials in addition to hazardous items such as paint, solvents, household chemicals, and e-waste. This information is also available at the public counters and advertised in the local newspaper. The City has also cosponsored household waste recycling events. Lastly, the City continuously monitors and updates the emergency operations plan, hazard mitigation plan, tsunami operations plan, and the facility safety/evacuation plan.

Goal HM2: Minimize risks to the citizens and businesses of El Segundo from hazardous materials and wastes, while acknowledging the role of industrial users in the City.

- ◆ **(Objective HM2-1) Maintain and update a comprehensive emergency plan consisting of measures to be taken during and after hazardous materials spills.**

Action(s): The City has emergency plans in place for various emergencies and scenarios, including chemical spills and tsunami evacuation routes. The City's Fire Department has mutual aid agreements with the Chevron Fire Department, as well as other nearby municipalities. Lastly, City personnel is trained annually in providing emergency support during catastrophic events.

Goal HM3: Ensure compliance with State laws regarding hazardous materials and waste management.

- ♦ **(Policy HM3-1.2) Review existing City Zoning Code to determine if stricter permitting procedures, hazardous materials and waste transportation, and other safety considerations are necessary to meet recent changes in Hazardous Material Suppression standards.**

Action(s): A permit process has been created whereby the Police Department issues permits for the transportation of hazardous materials, and coordinates with the City's Fire Department. Through the development and environmental review process, the City requires project proponents to conduct Phase 1 environmental site assessments (ESAs) to identify potential impacts, including contamination from the project and contaminant exposure to the public. Appropriate mitigation measures are required to ensure that risk is mitigated.

Goal HM5: Assist in meeting State and County goals to reduce hazardous waste generation to the maximum extent possible.

Action(s): The City released a request to waste haulers to serve the resident's waste management needs, including diverting and separating recyclables, green waste and trash. The City entered into a new contract in the first quarter of 2019 for trash and recycling services. Further, as part of the construction process, contractors are required to provide the City evidence that demolition debris and hazardous waste are properly disposed.



Coastal Specific Plan

Certified in 1982, the El Segundo Local Coastal Program provides specific development guidelines for all land located seaward of Vista Del Mar. The Coastal Zone Specific Plan divides the City's Coastal Zone into three land use areas. These are: the Power Plant Area, the Marine Terminal Area, and the Shoreline Area. The purpose of this Specific Plan is to implement relevant Coastal Act policy provisions and defines the permitted land uses for each area. Much of the City's Coastal Zone is comprised of coastal dependent energy facilities, and the City's Specific Plan is intended to protect and guide orderly development of these industrial uses. In 2022, the City processed one new Coastal Development Permit application to permit the demolition of two boiler units at the El Segundo Generating Station (ESGS) as part of the decommissioning process of the two units. No new Coastal Development Permit applications were processed in 2023 and 2024.