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Governor's Office of Planning & Research

Mar 26 2021

STATE CLEARINGHOUSE

March 26, 2021

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

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

Dear Paul Samaras,

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

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

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

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

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

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

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

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

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

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse