
III. ENVIRONMENTAL SETTING

The proposed Circulation Element Update addressed the roadway system within the City of El Segundo. This section provides a brief overview of City of El Segundo's regional and local setting. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in this EIR are included in the environmental setting discussions contained within Sections IV.A through IV.L of the Draft EIR.

Regional Setting

The City of El Segundo is located in the Los Angeles region of Southern California (Figure III-1, Regional Vicinity Map). Downtown Los Angeles is about 20 freeway miles east from El Segundo. The City is approximately 5.46 square miles (3,494.4 acres), with a resident population, per the 2000 Census, of 16,033 people¹ and a considerably larger daytime (employee) population of approximately 66,490.²

Adjacent to the City on the north is the Los Angeles International Airport (LAX) in the City of Los Angeles. The Los Angeles residential areas of Playa del Rey and Westchester are located further north of the airport. The City of Manhattan Beach is located directly to the south and the Pacific Ocean and portions of the City of Los Angeles are located adjacent to the City on the west. The City of Hawthorne and Del Aire, an unincorporated area of Los Angeles County, border El Segundo to the east (Figure III-2, Project Location Map). A majority of the coastline is owned by the City of Los Angeles, which operates two facilities within this area: the Hyperion Sewage Treatment Plant and the Los Angeles Department of Water and Power Scattergood Generating Station. A small portion of the coastline, 0.8 miles, is within the El Segundo City limits. The former Southern California Edison Generating Station (now owned and operated by Dynegy/NRG) and a coastal portion of the Chevron/Texaco Refinery are located along this portion of the shoreline.³

Regional access to the City is currently provided via the San Diego Freeway (I-405) which runs north/south and is located just east of the City limits. The Century Freeway (I-105) forms the northern boundary of the City and provides access from Norwalk, Downey, and other cities to the east.⁴

¹ U.S. Census Bureau, 2000 Census, Table P1 Total Population, June 18, 2002.

² Southern California Association of Governments (SCAG), New Growth Data Table, 1997.

³ *Ibid.*

⁴ EIP Associates, City of El Segundo, General Plan Draft Environmental Impact Report, Volume One, December 1991

Figure III-1, Regional Vicinity Map

Figure III-2, Project Location Map

Local Setting and Land Uses

In general, the City is an urban and suburban environment with a variety of commercial, residential, and industrial land uses. All of the City's residential neighborhoods are located west of Sepulveda Boulevard and north of El Segundo Boulevard. A number of parks and schools are scattered throughout the City's residential neighborhoods. The south-western portion of the city is occupied by the Chevron/Texaco Oil Refinery, the City of Los Angeles Scattergood Energy Plant, and Dynegy/NRG Plant. The remainder of the City contains larger parcels with office complexes, industrial uses, and other more intense uses, including high-rise office buildings.

Land within the City of El Segundo has the following zoning classifications: Open Space/Parks, Automobile Parking, Single-Family Residential, Planned Residential, Two-Family Residential, Multi-Family Residential, Public Facilities, Downtown Commercial, Neighborhood Commercial, General Commercial, Corporate Office, Urban Mixed-Use North, Urban Mixed-Use South, Light Industrial, Heavy Industrial, Small Business, Medium Manufacturing, Grand Avenue Commercial, Medium Density Residential, and Smoky Hollow Mixed-Use. The following specific plans also govern uses within areas of the City of El Segundo: 124th Street Specific Plan, Aviation Specific Plan, Downtown Specific Plan, and Corporate Campus Specific Plan.

Circulation Element Purpose

The Circulation Element of the El Segundo General Plan was adopted in 1992 was part of the revision to the General Plan. The purpose of the Circulation Element is to assist the City in providing a safe, convenient, and efficient circulation system. The Circulation Element identifies a system of responding to growth occurring consistent with the policies and Land Use Plan presented in the Land Use Element. The Circulation Element identifies physical improvements that will be needed to attain the Circulation goals and objectives, as well as alternative techniques to improve the City's circulation system.

The Circulation Element provides a summary of the existing conditions, the anticipated future conditions, a master plan of streets and right-of-way configurations for different categories of streets (e.g., major arterial, secondary arterial, collector, etc.), a summary of alternative modes of travel, and a discussion of the goals, objectives, and policies of the Circulation Element. The Circulation Element presently includes 4 goals, 13 objectives, and 73 policies. These goals, objectives and policies deal with 1) provision for a safe, convenient, and cost effective circulation system; 2) provisions for alternative modes of transportation; 3) development of circulation policies that are consistent with other city policies; and 4) compliance with all federal, state, and regional regulations.