
IV. ENVIRONMENTAL IMPACT ANALYSIS

J. LAND USE

ENVIRONMENTAL SETTING

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 land use 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.

Land Use Policies and Regulations

The proposed Circulation Element Update encompasses the entirety of the City of El Segundo and is subject to the development regulations and policies set forth in the El Segundo General Plan and the Zoning Code (Title 15 of the El Segundo Municipal Code). The City of El Segundo is also located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization that has prepared the Regional Comprehensive Plan and Guide (RCPG) to address issues of growth.

El Segundo General Plan

The California Government Code requires each city and county to have a planning agency to develop a General Plan and regulations pertaining to it. Each General Plan lays out the planning goals for the locale, identifies specific districts with special features, such as historic districts or market districts, and outlines what uses are consistent with the General Plan Goals.

The City of El Segundo General Plan was adopted in 1992. It sets forth goals and policies for the future development of the City and designates the location of desired future land uses within the City.

The General Plan consists of an Introduction and 10 elements that address specific issues: Economic Development, Land Use, Circulation, Housing, Open Space and Recreation, Conservation, Air Quality, Noise, Public Safety, and Hazardous Materials and Waste Management. The proposed Circulation Element Update involves the update of the Circulation Element. Of these General Plan elements, the following include goals and policies that are pertinent to the proposed Circulation Element Update: Economic Development, Circulation, Air Quality, Noise, and Public Safety.

Economic Development Element

The General Plan Economic Development Element includes several policies which would be applicable to the proposed Circulation Element Update:

Policy ED2-1.4: Continue to invest in infrastructure that encourages commercial and industrial development.

Circulation Element

All 73 policies of the existing Circulation Element would be relevant to the proposed update. However, the following policies address specific issues associated with the proposed changes.

Policy C1-1.1: Develop city wide traffic model for purposes of evaluating project-related and external traffic impacts on the City circulation system.

Policy C1-1.3: Provide adequate roadway capacity on all Circulation Plan roadways.

Policy C1-1.4: Construct missing roadway links to complete the roadway system designated in the Circulation Element as warranted by roadway operating conditions of Level of Service “E” or “F”.

Policy C1-1.5: Upgrade roadways to full Circulation Element standards as designated in the General Plan as warranted by roadway operating conditions of Level of Service “E” or “F”.

Policy C1-1.6: Provide adequate intersection capacity to the extent possible on Major, Secondary, and Collector Arterials to prevent diversion of through traffic into local residential streets.

Policy C1-1.7: Provide all residential, commercial, and industrial areas with efficient and safe access to the major regional transportation facilities.

Policy C1-1.8: Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.

Policy C1-1.13: Require a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, require the implementation of appropriate mitigation measures prior to or in conjunction with, project development. Mitigation measures shall be provided by or paid for by the project developer. (Policy C3-1.5)

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.

Air Quality Element

The following policies of the General Plan Air Quality Element would be applicable to the proposed Circulation Element Update:

Policy AQ7-1.1: It is the policy of the City of El Segundo that a high priority be given to improve the flow of traffic through synchronization of signalized intersections, as this is among the most cost-effective means of reducing congestion, conserving energy, and improving air quality.

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.

Noise Element

The following policy of the General Plan Noise Element is applicable to the proposed Circulation Element Update:

Policy N1-3.5: Support a continuous effort to evaluate noise levels in the City of El Segundo and to reduce unacceptable noise levels through the planning process.

Public Safety Element

The following policy of the General Plan Public Safety Element is applicable to the proposed Circulation Element Update:

Policy PS3-1.2: Promote the safe transportation of hazardous materials.

Regional Comprehensive Plan and Guide

The City of El Segundo is located within the planning area of the Southern California Association of Governments (SCAG). The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in their decision making. It includes input from each of the 13 subregions that make up the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura Counties). The City of El Segundo is located within the South Bay Cities subregion, which encompasses, in addition to El Segundo, the cities of Carson, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills Estates, and Torrance.

Adopted RCPG policies related to land use are contained primarily in Chapter 3 of the RCPG, entitled Growth Management. The primary goal of the Growth Management Chapter policies is to address issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources and enhance the quality of life in the region.

Specific Growth Management policies are divided into four main categories: 1) growth forecasts; 2) improving the regional standard of living; 3) maintaining the regional quality of life; and 4) providing social, political, and cultural equity. Growth Management policies which have been identified by SCAG as pertinent to the proposed Circulation Element update are discussed in the Environmental Impacts Section below. Additional applicable RCPG policies related to land use are included in Chapter 4 of the RCPG, Regional Mobility; and Chapter 5, Air Quality. Policies from these chapters which are pertinent to the proposed Circulation Element update are discussed below.

Air Quality Management Plan

The City of El Segundo is located within the South Coast Air Basin and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive air pollution control program leading to the attainment of State and Federal air quality standards in the South Coast Air Basin, thereby addressing the requirements set for in the State and Federal Clean Air Acts. Section IV.D, Air Quality, provides a specific discussion of AQMP policies and the proposed Circulation Element Update's conformance with such policies.

Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in many communities. As a new approach to addressing congestion concerns, the CMP was created to 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects which are eligible to compete for state gas tax funds.

The CMP, as adopted in 1992 and revised in 1995, includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements, or strategies that mitigate or improve congestion

and air quality. Proposed projects which have the potential to affect the designated CMP network (mostly main life freeway segments) are required to identify and mitigate their adverse effects on the network. Section IV.B, Transportation and Traffic, provides an analysis of the project's potential impact on the CMP network.

ENVIRONMENTAL IMPACTS

Threshold of Significance

The following thresholds of significance apply to the proposed Circulation Element Update.

Land Use Compatibility

A significant land use impact is one where development of the project would place incompatible land uses next to one another. The determination of a particular project's land use compatibility with area development is based on surveying the land uses in the vicinity and analyzing the specific operational characteristics of the proposed Circulation Element Update.

Consistency with Adopted Plans and Policies

A significant impact related to plan consistency would occur if the proposed Circulation Element Update were to be in substantial conflict with adopted plans and policies that are applicable to the development of the project site.

Project Impacts

Land Use Compatibility

Under the proposed Circulation Element Update, there would be no change in the existing land uses throughout the City of El Segundo. The proposed Circulation Element Update would be implemented in order to accommodate the existing/future land uses and anticipated traffic levels. No impact to land use compatibility would occur.

Consistency with Adopted Plans and Policies

El Segundo General Plan

The proposed Circulation Element Update would not conflict with any of the applicable policies of the El Segundo General Plan and would work to implement a number of those policies.

Economic Development Element

Implementation of the proposed Circulation Element Update would be consistent with the policies of the General Plan Economic Development Element for the following reasons.

- The proposed Circulation Element Update would allow for the construction of new roads through the Sepulveda/Rosecrans site and for the modification of Nash and Douglas Streets and several intersections throughout the City. These traffic modifications would help improve traffic flow through the City. An efficiently flowing circulation system would encourage commercial and industrial development within the City (Policy ED2-1.4).
- The proposed Circulation Element Update does not change any land use designations in the General Plan or zoning, such that the City's potential for commercial and industrial development would not be affected (Policy ED2-1.4).

Circulation Element

Implementation of the proposed Circulation Element Update would be consistent with the policies of the existing General Plan Circulation Element for the following reasons:

- A city-wide traffic model was developed as part of the proposed Circulation Element Update to analyze future traffic in the year 2025 (Policy C1-1.1).
- As part of the proposed Circulation Element Update, existing roadways and intersections would be modified to accommodate future growth within the City to the maximum extent feasible. Upon implementation of these modifications, 49 of 55 intersections would operate at an acceptable LOS D or better. The policy change in the proposed Circulation Element Update that would limit intersection improvements to feasible improvements (i.e., improvements that do not affect buildings, freeway supports, or railroad right-of-way) would ensure that all feasible measures to address roadway operating conditions of LOS E or F are identified (Policies C1-1.3 and C1-1.5).
- As part of the proposed Circulation Element Update, a roadway network would be developed on the Sepulveda/Rosecrans site. This roadway network would be constructed to the standards specified by the City of El Segundo (Policies C1-1.4 and C4-2.1).
- As part of the proposed Circulation Element Update, intersection improvements have been identified at 14 intersections throughout the City. These improvements include the widening of intersections to include more turn and through lanes, and the installation of additional traffic signal hardware. These intersection modifications would improve the operation of intersections so that 49 of 55 intersections would operate at LOS D or better (Policy C1-1.6).
- Existing roadways and intersections would be modified to accommodate future traffic growth within the City. These improvements would ensure efficient and safe access to the major regional transportation facilities located adjacent to the City (Policy C1-1.7).

- As part of the proposed Circulation Element Update, existing roadways and intersections would be modified to accommodate future traffic on these roadways. A more efficient circulation system would provide for more efficient and safe access throughout the City for emergency vehicles (Policy C1-1.8).
- A traffic analysis was conducted of the proposed Circulation Element Update. As part of the traffic analysis, intersection improvements were identified to accommodate the anticipated future traffic growth within the City of El Segundo (Policy C1-1.13).

Air Quality Element

Implementation of the proposed Circulation Element Update would be consistent with the policies of the El Segundo General Plan Air Quality Element for the following reasons.

- As part of the proposed Circulation Element Update, intersection improvements were identified at 14 intersections throughout the City to accommodate the anticipated future traffic growth within the City. (Policy AQ7-1.1).
- Intersection improvements were identified at 14 intersections within the City of El Segundo to accommodate the anticipated future traffic growth within the City. These improvements include widening of intersections, increasing the number of turn/through lanes, and installing additional signals and street lights. These intersection improvements would improve channelization (Policy AQ7-2.1).

Noise Element

Implementation of the proposed Circulation Element Update would be consistent with the following policy of the El Segundo General Plan Noise Element for the following reason.

- Noise impacts associated with the changes proposed in the Circulation Element Update were analyzed for specific intersections and roadway segments. Mitigation measures were provided to reduce potential noise impacts on sensitive receptors within the City of El Segundo and in adjacent jurisdictions that could result from construction activities. No traffic noise impacts would occur (Policy N1-3.5).

Public Safety Element

Implementation of the proposed Circulation Element Update would be consistent with the following policy of the El Segundo Public Safety Element for the following reason.

- The proposed Circulation Element Update should improve the existing and future traffic conditions within the City of El Segundo, including approved routes for hazards materials/waste

transport (i.e., Sepulveda Boulevard, Imperial Highway, and Rosecrans Avenue) (Policy PS3-1.2).

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide (RCPG) includes several policies which could be potentially applicable to the implementation of the proposed Circulation Element Update. Consistency of the proposed Circulation Element Update with these policies is discussed in Table IV.J-1.

Overall, the implementation of the proposed Circulation Element Update would be consistent with applicable City and regional planning policies.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other future projects in the City of El Segundo would result in land use compatibility impacts in conjunction with the impacts of the proposed Circulation Element Update. The proposed Circulation Element Update would implement important local and regional goals and policies for the City of El Segundo, which would assist the City in achieving short- and long-term planning goals and objectives. Therefore, the proposed Circulation Element Update would not result in any cumulative land use impacts.

SUBSEQUENT ENVIRONMENTAL DOCUMENTATION

No subsequent environmental documentation is required.

MITIGATION MEASURES

Because no significant impacts related to land use have been identified, no mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

Land use compatibility impacts associated with the proposed Circulation Element Update would be less than significant. The proposed Circulation Element Update would be consistent with adopted plans and policies set forth in the El Segundo General Plan and Regional Comprehensive Plan and Guide.

**Table IV.J-1
Comparison of the Proposed Circulation Element Update Characteristics to RCPG Policies**

Policies and Guides	Characteristics of the Proposed Circulation Element Update
<p><u>Consistency with Growth Management Chapter Policies Related to Growth Forecasts</u></p> <p>3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</p> <p>3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</p>	<p>The analysis of population, housing, and employment impacts contained in this EIR utilizes forecast data provided by SCAG and is consistent with these forecasts (see Section IV.L). The proposed Circulation Element Update would be consistent with this RCPG policy.</p> <p>The proposed Circulation Element Update would not add any permanent jobs to the local economy, as it is designed to accommodate the anticipated growth from other future projects. Impacts to transportation systems are addressed in Section IV.B. Impacts to utilities were determined to be less than significant during the preparation of the Revised Initial Study for this project. A copy of the Revised Initial Study is provided in Appendix A. Therefore, the proposed Circulation Element Update would be consistent with this RCPG policy.</p>
<p><u>Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Standard of Living</u></p> <p>3.05 SCAG shall encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.</p>	<p>The City of El Segundo is located in an urbanized area of Southern California. The proposed Circulation Element Update would make modifications to existing roadways and intersections in order to better accommodate future growth within the City. Any modifications requiring utilities (e.g., traffic signals) would be able to tie into the existing infrastructure network. Therefore, the proposed Circulation Element Update would be consistent with RCPG policy.</p>
<p><u>Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Maintain the Regional Quality of Life</u></p> <p>3.18 SCAG shall encourage planned development in locations least likely to cause adverse environmental impact.</p>	<p>While the roadways and intersections proposed for modifications are located within an urbanized area, implementation of the proposed Circulation Element Update has the potential to generate environmental impacts to a variety of resources areas. However, subsequent environmental documentation shall be required and in some cases mitigation measures have been provided to reduce these impacts to less than significant levels. Therefore, the proposed Circulation Element Update would be generally consistent with this RCPG policy.</p>

Policies and Guides	Characteristics of the Proposed Circulation Element Update
<p>3.20 Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.</p>	<p>There are no known groundwater recharge areas, woodlands, or production lands located in areas where roadway or intersection modification would occur. However, wetlands/vernal pools may be located on or near the Sepulveda/Rosecrans site. Subsequent environmental documentation shall be required and in some cases mitigation measures have been provided to reduce impacts to these potential resources. Therefore, the proposed Circulation Element Update would be consistent with this RCPG policy.</p>
<p>3.21 SCAG shall encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.</p>	<p>Archaeological sites may be located throughout the City in areas that are currently unknown and which may be impacted by the implementation of the proposed Circulation Element Update. However, subsequent environmental documentation shall be required and in some cases mitigation measures have been provided to reduce impacts to these resources. Therefore, the proposed Circulation Element Update would be generally consistent with this RCPG policy.</p>
<p>3.22 SCAG shall discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.</p>	<p>The City of El Segundo is not located within a 100 or 500 year floodplain and is not subject to seismic hazards beyond those that are present in Southern California. The City is also not subject to high fire hazards. Areas identified for modification are not located in areas with steep slopes. Therefore, the proposed Circulation Element Update would be generally consistent with this RCPG policy.</p>
<p>3.23 SCAG shall encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.</p>	<p>Implementation of the proposed Circulation Element Update would include mitigation measures to address noise impacts. Subsequent environmental documentation shall be required to address biological resources impacts. Modifications of existing roadways and intersections would be required to conform to all seismic safety requirements and would not conflict with any emergency response plans. The proposed Circulation Element Update would be consistent with this RCPG policy.</p>
<p>Consistency with Regional Transportation Plan (RTP) Policies</p>	
<p>4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (this policy then sets forth numerical performance indicators in 8 areas which apply to transportation projects, but are not applicable on a project level since the objectives are based on performance of the regional systems as a whole.).</p>	<p>The proposed Circulation Element Update would be supportive of the listed policies, which are pertinent to the project, to the extent possible, including:</p> <p><u>Mobility and Accessibility:</u> The proposed Circulation Element Update would improve mobility and accessibility throughout the City of El Segundo by modifying roadways and intersections to improve existing traffic flow and accommodate future growth.</p> <p><u>Environment:</u> The proposed Circulation Element Update would include mitigation measures to reduce environmental impacts to the maximum extent feasible.</p> <p><u>Livable Communities:</u> Implementation of the proposed Circulation Element Update</p>

Policies and Guides	Characteristics of the Proposed Circulation Element Update
	<p>would provide temporary construction jobs to residents of the City of El Segundo, as well as other residents of the South Bay, West Los Angeles, and Cities of Culver City and Santa Monica. These jobs would be accessible by public transit and would minimize travel time.</p> <p><u>Equity:</u> The proposed Circulation Element Update includes temporary employment opportunities which would be available to all ethnic, age, and income groups.</p> <p>The proposed Circulation Element Update would be supportive, to the maximum extent applicable, with this RTP policy regarding the direction of transportation investments in the region.</p>
<p>4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.</p>	<p>The proposed Circulation Element Update would incorporate mitigation measures to reduce environmental impacts to less than significant levels, to the maximum extent feasible. Additionally, subsequent environmental document shall be required to address impacts to certain issues (e.g., biological resources). The proposed Circulation Element Update would be consistent with the intent of this RTP policy.</p>
<p>Consistency with Air Quality Chapter Core Actions 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or VMT/emissions fees) so that options to command and control regulations can be assessed.</p>	<p>This policy is not directly applicable to the proposed Circulation Element Update as it is related to the development of programs to address air quality conditions in the region. The proposed Circulation Element Update would implement all feasible mitigation measures to minimize air emissions associated with the modification of the roadways and intersections (Section IV.D). The proposed Circulation Element Update would be consistent with this Air Quality Chapter action, to the degree applicable.</p>
<p>5.11 Through its environmental document review process, SCAG should help ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.</p>	<p>This EIR addresses consistency with applicable regional and local plans and policies related to air quality, land use, and transportation. The proposed Circulation Element Update would be consistent with all applicable policies and would be consistent with this Air Quality Chapter action.</p>