

5.10 Public Services and Recreation



5.10 PUBLIC SERVICES AND RECREATION

Public services addressed in this section include: fire protection; police protection; schools; parks and recreation; and libraries. This section discusses the existing conditions, which provide the necessary baseline information. Criteria by which an impact may be considered potentially significant are provided, along with a discussion of impacts pursuant to CEQA Guidelines Appendix G. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

This section is based upon information from public service and utility agencies; refer to Appendix 10.1, *Initial Study/Environmental Checklist*, Appendix 10.2, *Notice of Preparation and Comment Letters*, and Appendix 10.9, *Public Services Correspondence*. Additional references include the *City of El Segundo General Plan (General Plan)*, and the *El Segundo Municipal Code (ESMC)*.

5.10.1 EXISTING REGULATORY SETTING

FIRE PROTECTION

El Segundo Municipal Code

Pursuant to ESMC Title 13, *Building Regulations*, the City has adopted the 2013 California Fire Code, the 2013 California Building Code. All development within the City of El Segundo must comply with these standards to ensure fire safety precautions during Project demolition and construction, adequate emergency access (during demolition, construction and operation), and fire hydrant, fire sprinkler, and fire alarm system availability.

ESMC Chapter 15-27A, *Development Impact Fees*, was adopted for the purpose of imposing mitigation fees on applicants seeking to construct development projects. The purpose of such fees is to minimize, to the greatest extent practicable, a new development's impact on the City's public services and public facilities. Toward that end, the City intends that applicants for such development projects pay their fair share of the costs of providing such public services and public facilities. ESMC Chapter 15-27A applies to all fees imposed by the City to finance public facilities attributable to new development, including fire suppression facilities, vehicles, and equipment, among others.

POLICE PROTECTION

El Segundo Municipal Code

As previously noted, ESMC Chapter 15-27A applies to all fees imposed by the City to finance public facilities attributable to new development, including law enforcement facilities, vehicles, and equipment, among others.

SCHOOLS

California's system for financing school facilities can be generally described as a cooperative effort between the state and local school districts. The state provides districts with financial support for new school construction and modernization projects through the School Facility



Program (SFP). It funds the SFP through statewide, voter-approved bonds. Local school districts finance their share of school construction and modernization project costs primarily with revenue raised through local General Obligation (GO) bond elections.

School Fees

Education Code § 17620(a)(1) authorizes any school district to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. Pursuant to the Leroy F. Green School Facilities Act of 1998 (Education Code §§ 17070.10, *et seq.*), the developer is required to pay fees to the appropriate school district, before the City issues a building permits pursuant to Education Code § 17620, at the then current rate charged to residential development projects. This fee will help provide school services for the community as a whole. Pursuant to Government Code § 65995, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities.

SB 50 places limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and suspended the series of court decisions known as “Mira/Hart/Murrieta.” It authorizes school districts to level statutory developer fees at levels determined by a set of regulations. SB 50 authorizes three different levels of fees. Education Code § 17620 provides the basic authority for school districts to levy fees against construction for the purpose of function construction or reconstruction of school facilities, subject to set limits (Government Code § 65995). SB 50 modified Education Code § 65995 to provide, in addition to the previously authorized “Level 1” fees, higher fees on new residential construction pursuant to Government Code §§ 65995.5 and 65995.7. Level 2 fees authorized by SB 50 may only be used to finance school facilities identified in a Needs Analysis as required to accommodate students generated from new residential construction.

The State Allocation Board determines the Level 1 fees and may update them every even year. In 2010 fees were \$2.96 per square foot of residential construction and \$0.47 per square foot of commercial construction. In 2012, the fees were increased to \$3.20 per square foot for residential construction and \$0.51 per square foot for commercial construction. The next scheduled reconsideration of school fees will take place in 2014. Where more than one school district serves a given area, school fees are split between the districts.

PARKS AND RECREATION

Quimby Act

The Quimby Act (Government Code § 66477) provides that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This Section further states that “the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three [3.0] acres of park area per 1,000 persons residing within a subdivision subject to this section.”



South Bay Bicycle Master Plan

The South Bay Bicycle Master Plan (August 2011)¹ is the result of a partnership between the Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition. The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the seven participating South Bay cities, inclusive of El Segundo, for the next 20 years. The Bicycle Master Plan provides direction for expanding the existing bikeway network, connecting gaps in and between the participating cities, and ensuring greater local and regional connectivity. South Bay Bicycle Master Plan Chapter 3 specifically addresses El Segundo. It presents the existing bicycling conditions that influenced recommendations in the Plan and proposed policies and bicycle facilities in the City.

South Bay Bicycle Master Plan Figure 3-3 illustrates the proposed bicycle network for El Segundo and indicates two facilities are proposed in the Project vicinity along El Segundo Boulevard: a Class I Bicycle Path between Sepulveda Boulevard and Nash Street; and Class II Bicycle Lanes between Nash Street and the eastern east City limits. According to the Plan, Class I Bike Paths provide completely separated right-of-way (ROW) for exclusive use by bicycles and pedestrians with cross-flow minimized. Class II Bike Lanes provide a striped lane for one-way travel on a street or highway.

El Segundo General Plan Circulation Element – Master Plan of Bicycle Routes

There are no bicycle facilities located in the Project's vicinity. Circulation Element Exhibit C-15 illustrates the City's Master Plan of Bicycle Routes and identifies a Class II or III bicycle facility on El Segundo Boulevard fronting the Project site. The South Bay Bicycle Master Plan (see Section 5.10, *Public Services and Recreation*) identifies a Class I bike path on El Segundo Boulevard. The South Bay Bicycle Master Plan's more stringent requirement of a Class I bike path is applicable to the Project.

El Segundo Municipal Code

ESMC Chapter 15-27A applies to all fees imposed by the City to finance public facilities attributable to new development, including parks/open space and recreation facilities and public use (community centers) facilities, among others.

5.10.2 EXISTING ENVIRONMENTAL SETTING

FIRE PROTECTION

The El Segundo Fire Department (ESFD) provides fire protection and emergency medical services to the City, which include fire suppression, paramedic/emergency medical, fire prevention, emergency, and hazardous materials management/environmental safety services.² The ESFD is comprised of 43 sworn employees and six full time and one part time civilian

¹ The Master Plan is "approved," although, no CEQA analysis was ever performed for the various projects it identified.

² El Segundo Fire Department Website, <http://www.elsegundo.org/depts/fire/default.asp>, Accessed March 5, 2013.



employees. The City is divided into two districts for fire response, with Sepulveda Boulevard as the dividing line. Station 1 responds to calls west of Sepulveda Boulevard and Station 2 east of Sepulveda Boulevard. The Project site is within Station 2's fire response district. Station 2 is located at 2161 El Segundo Boulevard. Station 1 (Headquarters at the Civic Center Complex) is located at 314 Main Street. Depending on the nature or size of the alarm, units will cross over into the other district to assist. The fire stations include two fire engines, one fire truck, two paramedic rescues, one battalion chief's command vehicle, and one type-1 heavy level urban search and rescue unit. There are 14 Firefighters on duty 24 hours a day, seven days a week. Each shift consists of one Battalion Chief; three Captains; three Engineers, five Paramedics, and two Firefighters. According to the General Plan EIR, the stations have an average response time of two minutes for the City's residential area, and slightly less than four minutes for commercial/industrial areas. The ESRD's response time goal is between five and eight minutes, to minimize structural loss.

POLICE PROTECTION

The El Segundo Police Department (ESPD) provides police protection services to the City and Project site. The ESPD's Area Command Program divides the City into two geographic areas that are managed by Patrol Lieutenants who serve as Area Commanders. The ESPD's headquarters are located at 348 Main Street at the Civic Center Complex. The Project site is located in the East Command, which includes the area east of Sepulveda Boulevard. ESPD is staffed by a total of 58 sworn officers, 30 administrative personnel, and 16 volunteers. Based on the City's January 2012 population of 16,720 persons and 58 sworn personnel, the department operates at a ratio of one sworn police officer per 288 persons.

The ESPD reviews development projects before project approval and imposes standard Conditions of Approval. The ESPD's review ensures adequate design features are included to reduce any potential increase in demand for police protection services for new projects.

SCHOOLS

The Project site is located within the Wiseburn School District (WSD) (grades K to eight) and the Centinela Valley Union High School District (CVUHSD) (grades nine to 12) boundaries.

Wiseburn School District

The WSD is a public school system in the El Segundo/west Hawthorne area. The WSD serves the communities of Del Aire, Hollyglen, and Wiseburn, many children of employees from the surrounding aerospace, technology, travel, and entertainment industries, and families living in the Westchester, Playa del Rey, Playa Vista, Mar Vista, and Ladera Heights area.³

The Project site is located in the vicinity of six WSD schools; refer to Table 5.10-1, *Wiseburn School District Facilities*. As indicated in Table 5.10-1, all of the WSD schools are operating at enrollment capacity. With the exception of a new High School, which is planned at 201 North Douglas Street, no new school facilities are planned within the WSD.

³ Wiseburn School District Website, <http://www.wiseburn.k12.ca.us/new/default.html>, Accessed April 16, 2013.



**Table 5.10-1
Wiseburn School District Facilities**

School	Address	Capacity	Enrollment
Juan de Anza Elementary	12110 South Hindry Avenue, Hawthorne	690	690
Juan Cabrillo Elementary	5309 West 135th Street, Hawthorne	500	500
Peter Burnett Elementary	5403 West 138th Street, Hawthorne	400	400
Richard Henry Dana Middle	5504 West 135th Street, Hawthorne	960	960
DaVinci Science	13500 Aviation Boulevard, Hawthorne	660	660
DaVinci Design	12501 South Isis Avenue, Hawthorne	660	660

Source: Written Correspondence, Madsen, Vince, Director of Facilities Planning, Wiseburn School District, February 25, 2013.

The WSD charges developer fees for new development at the following rates:⁴

- Residential – \$3.20 per square foot;
- Commercial - \$0.51 per square foot; and
- Mini Storage - \$0.26 per square foot.

Centinela Valley Union High School District

The Project site is within jurisdiction of the CVUHSD, which services the communities of Hawthorne, Lennox, Lawndale, and unincorporated portions of Los Angeles County. It serves four feeder elementary school districts: Hawthorne; Lawndale; Lennox; and Wiseburn. There are three comprehensive high schools (Lawndale, Hawthorne, and Leuzinger), a continuation school (R.K. Loyde), and Centinela Valley Independent Study School in the CVUHSD.⁵ All of the CVUHSD schools are operating at or near enrollment capacity; see Table 5.10-2, Centinela Valley Union High School District Facilities. No new school facilities are planned within the CVUHSD.

**Table 5.10-2
Centinela Valley Union High School District Facilities**

School	Address	Capacity
Hawthorne High	4859 West El Segundo Boulevard, Hawthorne	2150
Lawndale High	14901 South Inglewood Avenue, Lawndale	2400
Leuzinger High	4118 West Rosecrans Boulevard, Lawndale	1800
Loyde High	4951 Marine Avenue, Lawndale	200
Centinela Valley Independent Study	4951 Marine Avenue, Lawndale	-

Source: Written Correspondence, Hacker, Ron, Director, Centinela Valley Union School District, October 3, 2013.

⁴ Written Correspondence, Madsen, Vince, Director of Facilities Planning, Wiseburn School District, February 25, 2013.

⁵ Centinela Valley Union High School District Website, Local Educational Agency Plan, <http://www.centinela.k12.ca.us/>, March 5, 2013.



The CVUHSD charges developer fees for new development, as follows: residential at \$2.63 per square foot; and commercial and industrial at \$0.42 per square foot.⁶

PARKS AND RECREATION

Recreation Programs

The City of El Segundo offers a variety of recreation programs for all ages, including: youth and adult sports leagues; aquatics and swim lessons; parks and recreational facilities; community services; and senior activities. Program offerings are year-round and seasonal.

Parks and Recreation Facilities

A total of five (5) athletic fields, 15 parks, and seven (7) recreational facilities or centers are located within the City.⁷ Open space and recreational resources are grouped into two categories: publicly owned resources; and privately-owned resources.

There are approximately 16 acres of privately-owned recreational resources on the northwest corner of the Project site. These private outdoor recreational uses, which are available to Raytheon's employees, include tennis and basketball courts and baseball fields. Support space (i.e., restrooms, locker rooms, and showers) for these outdoor recreational uses is located in adjacent buildings (E-23 and E-24).

Bicycle Paths

South Bay Bicycle Master Plan Chapter 3 specifically addresses the City's existing bicycling conditions that influenced the Plan's recommendations. As illustrated on Bicycle Master Plan Figure 3-2, *Existing Bicycle Facilities in El Segundo*, and summarized in Bicycle Master Plan Table 3-2, *El Segundo Bicycle Network*, the City has approximately six total miles of bikeways. These bikeways include Class I, Class II, and Class III facilities, some of which continue outside the City limits. None of the City's existing bikeways traverse or are located adjacent to the Project site.

5.10.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 10.1 of this EIR. The Initial Study includes questions relating to public services and utilities. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs with respect to each category:

⁶ Written Correspondence, Hacker, Ron, Director, Centinela Valley Union School District, October 3, 2013.

⁷ City of El Segundo Website, Parks and Recreation Department, http://www.elsegundo.org/depts/recreation/parks_n_facilities/default.asp, Accessed March 5, 2013.



PUBLIC SERVICES

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire Protection;
 - Police Protection;
 - Schools;
 - Parks; and/or
 - Other Public Facilities (Libraries); refer to Section 8.0, *Effects Found Not to be Significant*.

RECREATION

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; refer to Section 8.0.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.10.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION SERVICES

- **PROJECT IMPLEMENTATION COULD CREATE A DEMAND FOR FIRE PROTECTION FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: The Project does not propose new or physically altered fire protection facilities. However, Project implementation would increase the Project site's non-residential land uses by approximately 2.1 million square feet, which would result in an increased demand for fire protection services to the Project area. While an increased demand for services is anticipated, the ESFD has confirmed that there would be no need to add a new fire station, as a result of the Project.⁸ The ESFD has also confirmed that they do not anticipate the Project would result in changes to the City's current ISO Class 2 rating. Finally, Project implementation is not anticipated to increase response times to the Project site or surrounding vicinity, or require the construction of new or physically altered fire protection facilities. The Project does not propose or warrant construction of new or physically altered fire protection facilities. Therefore, the Project would not result in substantial environmental impacts in this regard.

⁸ Written Correspondence: Smith, Kevin, Fire Chief, El Segundo Fire Department, February 12, 2013.



Project implementation would increase calls for fire protection service, which would place greater demands on ESMC's service capabilities. As previously noted, ESMC Chapter 15-27A, was adopted for the purpose of imposing mitigation fees on applicants seeking to construct development projects. ESMC Chapter 15-27A applies to all fees imposed by the City to finance public facilities attributable to new development, including fire suppression facilities, vehicles, and equipment, among others. Compliance with ESMC Chapter 15-27A, which requires payment of a development impact fee, would minimize, to the greatest extent practicable, the ESSCSP development's impact on the City's fire protection services. Compliance with ESMC Chapter 15-27A would also ensure that applicants of future development projects within the Specific Plan area pay their fair share of the costs of providing the necessary public services and public facilities, including fire suppression facilities, vehicles, and equipment.

Additionally, all future development within the ESSCSP area must comply with the requirements set forth in the 2013 California Fire Code, as adopted by the ESMC, including providing the required fire sprinkler system throughout the buildings. The developments would also be subject to compliance with the fire provisions specified in the 2013 California Building Code and ESMC Title 13, *Building Regulations*. Before the City issues a Building Permit, the development plans (including the Fire/Life Safety Plan) would be reviewed and approved by the ESMC, which would ensure fire safety precautions during demolition and construction, adequate emergency access (during construction and permanent), fire hydrant, fire sprinkler, and fire alarm system availability, and compliance with all applicable codes.

Therefore, compliance with the above cited codes and regulations, as well as ESMC Chapter 15-27A, would ensure that Project implementation would result in a less than significant impact to fire protection services. Refer to Section 5.11, *Utilities and Service Systems*, for a discussion of the Project's fire flow requirements and potential impacts to the City's fire flow system.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact

POLICE PROTECTION SERVICES

- **PROJECT IMPLEMENTATION COULD CREATE A DEMAND FOR POLICE PROTECTION FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: The Project does not propose new or physically altered police protection facilities. However, Project implementation would increase the Project site's non-residential land uses by approximately 2.1 million square feet, which would result in an increased demand for police protection services to the Project area. The ESPD concluded that although the Project would increase the calls for service to the area, no physical additions to police protection facilities would be needed. The Project does not propose or warrant construction of new or physically altered police protection facilities. Therefore, the Project would not result in substantial environmental impacts in this regard.

The ESPD confirmed that it attempts to maintain an average three-minute response time from the call received to the officer on scene. The ESPD's average response times meet or exceed performance standards throughout Los Angeles County and the South Bay. The Priority 1 calls



are dispatched in under one minute. The average on scene time is under three minutes. According to the ESPD, Project implementation would increase calls for service, which would increase response times and potentially require an additional officer or resources.⁹

In compliance with ESMC Chapter 15-27A, mitigation fees would be imposed on future applicants for development within the ESSCSP area. ESMC Chapter 15-27A fees would be imposed by the City to finance public facilities attributable to new development, including law enforcement facilities, vehicles, and equipment, among others. Compliance with ESMC Chapter 15-27A would minimize, to the greatest extent practicable, the ESSCSP development's impact on the City's police protection services. Compliance with ESMC Chapter 15-27A would also ensure that applicants of future development projects within the ESSCSP area pay their fair share of the costs of providing the necessary public services and public facilities, including law enforcement facilities, vehicles, and equipment.

All future development within the ESSCSP area must comply with ESPD's security requirements, which include lighting, landscaping, addressing, bicycle racks, trash dumpsters, access control, doors and door hardware, parking structures, security cameras (to be shared real-time with the ESPD), and tenant improvement requirements for individual commercial/retail establishments, among others.¹⁰ The ESPD would review each future site plan before approval and impose standard conditions of approval. The ESPD's review would ensure adequate design features are included to minimize any potential increase in demand for police protection services.

Therefore, compliance with the ESPD's security requirements, as well as ESMC Chapter 15-27A, would ensure that Project implementation would result in a less than significant impact to police protection services.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

SCHOOLS

- **PROJECT IMPLEMENTATION COULD INCREASE THE LOCAL STUDENT POPULATION, CREATING A DEMAND FOR EDUCATIONAL FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: The Project site is situated within the WSD (grades K to eight) and CVUHSD (grades nine to 12), as discussed above. The Project does not propose new or physically altered school facilities. However, Project implementation would increase the onsite development by approximately 2.1 million square feet, which could indirectly result in increase in enrollment within the WSD and CVUHSD.

⁹ Written Correspondence: Tavera, Mitch, Chief of Police, El Segundo Police Department, February 26, 2013.

¹⁰ Ibid.



Wiseburn School District

The WSD was contacted to obtain student generation rates that could be used to forecast the student population growth resulting from Project implementation. The WSD has confirmed that it does not base its attendance on student generation rates. Because all of its schools are operating at capacity, enrollment in their district is regulated through inter-district permits. WSD serves students from 81 different zip codes in the Los Angeles area. When schools are at capacity, the WSD stops granting permits, and when students leave a school, WSD fills those vacancies.¹¹ Therefore, while the potential exists for the Project to generate an increase in the WSD's student population, any increase would be limited by the WSD's inter-district permit process.

Centinela Valley Union High School District

The CVUHSD was contacted to obtain student generation rates that could be used to forecast the student population growth resulting from Project implementation. The CVUHSD has confirmed that it does not have student generation rates available, since it has been many years since the CVUHSD has performed a demographic survey.¹²

Overall, Project implementation would generate student population growth in the WSD and CVUHSD. However, the Project does not propose and would not warrant construction of new or physically altered school facilities. Therefore, the Project would not result in substantial environmental impacts in this regard. Additionally, Education Code §§ 17620, *et seq.* allows school districts to collect impact fees from developers of new commercial/industrial building space. Pursuant to Government Code § 65996, school fees imposed through the Education Code are deemed to be full mitigation for new development projects; the City cannot impose additional mitigation measures. Developer impact fees would be imposed on future applicants for development within the ESSCSP area. Thus, compliance with the established regulatory framework, which requires payment of developer impact fees, would offset the cost of providing service for any additional students generated by the Project. The impacts on school services would be fully mitigated and less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

¹¹ Telephone Conversation: Madsen, Vince, Director of Facilities Planning, Wiseburn School District, March 6, 2013.

¹² Written Correspondence, Hacker, Ron, Director, Centinela Valley Union School District, October 3, 2013.



PARKS AND RECREATION

- **THE PROJECT INCLUDES AND COULD CREATE A DEMAND FOR PARK FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis:

Provision of New Park Facilities

As described above, there are approximately 16 acres of privately-owned recreational resources on the northwest corner of the Project site, which are available for private use by Raytheon's employees. The Project proposes to remove these private outdoor recreational uses and in their place, provide approximately 7.5 acres of new recreational facilities at the southeast corner of the Campus, which would also be available for private use by Raytheon's employees. The ESSCSP's Recreation/Open Space category includes the Project's private recreation facilities (refer to Lot 11 on Exhibit 3-6). The ESSCSP specifies that at least three of the following recreational facilities must be provided: fields for baseball, soccer, and other team sports; tennis courts; basketball courts; handball courts; and volleyball courts. A bicycle path, two bicycle lanes, and a bicycle parking station are also proposed, as described below.

El Segundo Boulevard Bicycle Path. According to the South Bay Bicycle Master Plan, two facilities are planned in the Project vicinity along El Segundo Boulevard: a Class I Bicycle Path between Sepulveda Boulevard and Nash Street; and a Class II Bicycle Lane between Nash Street and the eastern east City limits. As illustrated on Exhibit 3-7, a 6.0-foot wide Class I Bicycle Path is proposed in a dedicated public easement within the El Segundo Boulevard ROW; refer to ESSCSP Exhibit 13, *El Segundo Boulevard Streetscape Concept*. The path would be designed and constructed pursuant to Bicycle Master Plan standards. Specifically, the Bicycle Master Plan recommends a minimum bicycle lane width of 8.0 to 10.00 feet (for a two-way facility); refer to Bicycle Master Plan Appendix C. The Project proposes a 6.0-foot wide Class I Bicycle Path that includes a 4.0-foot one-way path with a 2.0-foot shoulder, in compliance with the Bicycle Master Plan standards. The proposed El Segundo Boulevard bicycle path would implement the east-bound bicycle path planned by the South Bay Bicycle Master Plan.

Hughes Way/Nash Street Bicycle Lane. As illustrated on Exhibit 3-7, the Project proposes a 6.0-foot wide Class II, on-street bicycle lane, on each side of the street, within the Nash Street ROW extension; refer to ESSCSP Exhibit 14, *Hughes/Nash Extension Streetscape Concept*. The bicycle lane would be designed and constructed pursuant to the City's Master Plan of Bicycle Routes standards.

Bicycle Parking Station. An improved enclosed bicycle parking station is proposed at either the Metro Green Line Station or on-site, on land reserved in the northeast portion of the Project site, in close proximity to the Green Line Station. This facility, at a minimum, would include fully enclosed, secured parking facilities for bicycles. The proposed station could also include other amenities for cyclists, such as: staffing; repair facilities; sales of bicycle related parts; changing and or shower facilities; bicycle rental; and/or bicycle sharing facilities.



The environmental impacts resulting from construction of the proposed recreational facilities are analyzed in Sections 5.1 through Sections 5.11 of this EIR. As concluded in these sections, the environmental impacts associated with these facilities would be less than significant with mitigation incorporated.

Demand for New Park Facilities

Project implementation would not involve residential development, thus, would not induce substantial population growth through new residential development. Therefore, the Project would not generate a significant demand for park facilities through new residential development. Additionally, Project implementation would not generate a significant demand for park facilities, as a result of the new employees. By nature, the work place would offer the new employees minimal opportunity for use of the City's existing recreational facilities. Additionally, the Project proposes new Raytheon employee recreational facilities at the southeast corner of the Campus, as described above. The proposed Raytheon employee recreation facility would replace the existing recreational facility that would be removed by the proposed development and satisfy any demand generated by the increased Raytheon employment. Moreover, in compliance with ESMC Chapter 15-27A, mitigation fees would be imposed on future applicants for development within the ESSCSP area, which would minimize, to the greatest extent practicable, the new development's impact on the City's existing parks and recreational facilities. ESMC Chapter 15-27A fees would be imposed by the City to finance public facilities attributable to new development, including parks/open space and recreation facilities and public use (community centers) facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities.

Increased Use of Existing Park Facilities

Project implementation would not involve residential development or induce substantial population growth through new residential development. Therefore, the Project would not increase the use of existing recreational facilities as a result of new residential development. Further, Project implementation would not increase the use of existing recreational facilities such that substantial physical deterioration would occur as a result of the new employees. By nature, the work place would offer the new employees minimal opportunity for use of existing recreational facilities. Additionally, as discussed above, the proposed Raytheon employee recreation facility would replace the existing recreational facility that would be removed by the proposed development and satisfy any demand generated by the increased Raytheon employment. Therefore, the Project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Compliance with ESMC Chapter 15-27A, which requires payment of a development impact fee, would further minimize any potential impacts in this regard.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.



CUMULATIVE IMPACTS

- **THE PROJECT COMBINED WITH CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR PUBLIC SERVICES AND FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: For purposes of fire and police protection, and parks and recreation impact analyses, cumulative impacts are considered for projects located within El Segundo. For purposes of school impact analyses, cumulative impacts are considered for projects located in the WSD and CVUHSD.

As concluded above, the Project would result in increased demands on the City's fire and police protection services, and parks/recreational services and facilities. However, the Project is subject to compliance with ESMC Chapter 15-27A through which the City imposes development impact fees to finance public facilities attributable to new development, including fire suppression and law enforcement facilities, vehicles, and equipment, and parks/open space and recreation facilities and public use (community centers) facilities. Therefore, because the Project is required to pay ESMC Chapter 15-27A mitigation fees, which are designed to alleviate cumulative impacts to the City, the Project's incremental effects to fire and police protection services, and parks/recreational services and facilities are not cumulatively considerable. Further, although cumulative development would similarly result in increased demands on existing fire and police protection services, and parks/recreational services and facilities, however, each cumulative project would be reviewed on a case-by-case basis by various City departments for compliance with minimum standards. Additionally, each cumulative Project would be subject to compliance with ESMC Chapter 15-27A and payment of development impact fees to finance public facilities attributable to the new development, including fire suppression and law enforcement facilities, vehicles, and equipment, and parks/open space and recreation facilities and public use (community centers) facilities. Such fees would minimize, to the greatest extent practicable, the cumulative development's impact on the El Segundo's public services and public facilities. Thus, cumulative development projects would pay their fair share of the costs of providing such public services and public facilities. Therefore, the combined cumulative impacts to fire and police protection services, and parks/recreational services and facilities associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

As concluded above, the Project would generate student population growth in the WSD and CVUHSD. However, the Project is subject to compliance with Education Code §§ 17620, *et seq.*, which allows school districts to collect impact fees from developers of new commercial/industrial building space. Therefore, because the Project is required to pay developer impacts fees, which are deemed to be full mitigation, the Project's incremental effects to school facilities are not cumulatively considerable. Further, although cumulative development would similarly generate student population growth in the WSD and CVUHSD, each cumulative Project would be subject to compliance with Education Code § 17620 and payment of development impact fees to school districts. Therefore, the combined cumulative impacts to school districts associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.



5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to public services and recreational facilities have been identified following Project implementation.

5.10.7 SOURCES CITED

Alta Planning + Design, *South Bay Bicycle Master Plan*, August 2011.

City of El Segundo, *El Segundo General Plan Open Space and Recreation Element*.

City of El Segundo, El Segundo Municipal Code, codified through Ordinance No. 1466.

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City of El Segundo Website, Parks and Recreation Department, http://www.elsegundo.org/depts/recreation/parks_n_facilities/default.asp, Accessed March 5, 2013.

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