

---

## 4.14 Coastal Zone Management and Coastal Barriers

### 4.14.1 Introduction

The coastal zone management and coastal barriers analysis addresses the potential for the No Action/No Project Alternative and four Master Plan build alternatives to affect coastal barriers and coastal zones. Coastal barriers are delineated by the federal Coastal Barriers Resources Act of 1982 and coastal zones are defined by the federal Coastal Zone Management Act (CZMA) of 1972. Additional information with respect to the coastal zone and coastal resources is presented in Section 4.2, *Land Use*, Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. Section 4.10, *Biotic Communities*, also addresses potential impacts to Ecologically Sensitive Habitat Areas (ESHAs). Additional information with respect to coastal access is presented in Section 4.2, *Land Use*, Section 4.3, *Surface Transportation*, and Section 4.4.4, *Community Disruption and Alteration of Surface Transportation Patterns*.

### 4.14.2 General Approach and Methodology

To determine whether the No Action/No Project Alternative and the four Master Plan build alternatives would result in impacts to coastal barriers or coastal zones, the locations of the proposed improvements were evaluated to identify if they would result in development within the Coastal Barrier Resources System or in the coastal zone. Information regarding the limits of the coastal zone within the project area was obtained from the California Coastal Commission (CCC).

Facilities proposed within the coastal zone were evaluated qualitatively to determine if their construction and operation would conflict with the goals of the California Coastal Act (CCA). As required by FAA Order 5050.4A, *Airport Environmental Handbook*, the National Oceanic and Atmospheric Administration (NOAA) regulations (Title 15 CFR Part 930) were used for the analysis. In accordance with the NOAA regulations, a determination was made as to whether the proposed improvements would be consistent "to the maximum extent practicable" with the approved coastal zone management program. The regulations define "maximum extent practicable" to mean that the federal activity must be fully consistent with the state coastal zone management program "unless compliance is prohibited based upon the requirements of existing law applicable to the federal agency's operations."

The consistency determination was based on Chapter 3, Coastal Resources Planning and Management Policies, of the CCA and an evaluation as to whether proposed Master Plan improvements would violate or contradict the policies of the CCA. The CCC was consulted to discuss aspects of the Master Plan alternatives and their relevance to the coastal zone.

Coastal access was determined by evaluating roadway connections, reviewing the City of Los Angeles Bicycle Plan,<sup>631</sup> and assessing the configuration of bicycle paths and lanes and sidewalks. Coastal access under the Master Plan build alternatives was determined by reviewing surface transportation plans for each of the alternatives, with particular focus on the layout of bicycle lanes and paths.

### 4.14.3 Affected Environment/Environmental Baseline

#### Coastal Barriers

The federal Coastal Barriers Resources Act of 1982, Public Law 97-348, as amended, addresses undeveloped coastal barriers along the coasts of the Atlantic Ocean and the Gulf of Mexico. As defined by the Act, there are no coastal barriers along the Pacific Coast. Therefore, the Coastal Barriers Resource Act is not applicable to the LAX Master Plan project.

#### Coastal Zone

#### **Regulatory Provisions Concerning the Coastal Zone**

In 1972, the U.S. Congress enacted the CZMA to "preserve, protect, develop and where possible restore or enhance the coast resources such as wetlands, floodplains, estuaries, beaches, dunes, barrier islands,

---

<sup>631</sup> City of Los Angeles Planning Department, [City of Los Angeles Bicycle Plan](#), August 1996 (updated June 2002).

## 4.14 Coastal Zone Management and Coastal Barriers

---

and coral reefs, as well as fish and wildlife using those habitats." The CZMA provides grants to states that develop and implement a federally-approved coastal zone management plan; it also allows states with approved plans the right to review federal actions to ensure they are consistent with those plans. The CCA of 1976 is California's coastal zone management program. The CCA grants authority to the CCC to regulate development and related resource-depleting activities within a defined coastal zone boundary. In developed areas, the coastal zone begins at the mean high tide line and extends 1,000 feet inland. Any actions within the coastal zone require a formal consistency determination (i.e., whether the action would violate or contradict the policies of the CCA) from the CCC.<sup>632</sup> In addition, most structures or activities that modify land use or water use in the coastal zone require a coastal development permit.

The CCA requires each city that has jurisdiction over land within the coastal zone to prepare a Local Coastal Program (LCP), consisting of a land use plan, zoning ordinances, and other implementing actions. The LCP is intended to protect coastal resources and to set guidelines for future development. The CCC reviews each LCP to determine that it conforms to CCA standards. Until the CCC certifies an LCP for an area, it exerts permit control over all new development within that part of the coastal zone. After certification, the commission's regulatory authority over most types of development is delegated to the local government. The CCC, however, retains permanent jurisdiction over the immediate shoreline (i.e., tidelands, submerged lands, and public trust lands). Although LCPs that include the LAX area were proposed in 1985 and 1992, neither was approved and there is no LCP currently in place for the coastal zone near LAX. Therefore, the CCC retains jurisdiction over the coastal zone near LAX.

### Designated Coastal Zone

**Figure F4.14-1**, Coastal Zone Boundary Map, identifies the boundary of the coastal zone in the vicinity of LAX. As shown in the figure, the coastal zone extends along the east (inland) side of Pershing Drive to the south edge of the Imperial Highway right-of-way. The boundary then extends west to Vista del Mar and south along the east side of Vista del Mar.

The Los Angeles/El Segundo Dunes (Dunes), located west of Pershing Drive, are within the coastal zone. The Dunes are considered an ESHA, based on their importance as habitat for the endangered El Segundo blue butterfly. The Los Angeles Airport/El Segundo Dunes Specific Plan (Ordinance No. 167,940)<sup>633</sup> was adopted by the City of Los Angeles to provide procedures for preservation of the Los Angeles/El Segundo sand dunes under the requirements of the CCA. The Los Angeles Airport/El Segundo Dunes Specific Plan classifies the Dunes as a "distinct and valuable resource of vital and enduring interest" for all citizens, as well as a "delicately balanced ecosystem."<sup>634</sup> The Dunes, a remnant of a once much larger dune ecosystem, are now considered an endangered landform and consist of approximately 307 acres. The Specific Plan provides for a Dunes Habitat Preserve of approximately 203 contiguous acres and a public golf course of approximately 104 contiguous acres. The habitat preserve referenced in the Specific Plan has been established<sup>635</sup> (see Section 4.10, *Biotic Communities*). Ordinance No. 169,767 (approved April 6, 1994) imposed additional restrictions to development within the Los Angeles/El Segundo Dunes area. Development within the 104-acre northern portion, previously identified for a golf course, is now limited to a nature preserve and accessory uses. Additional description of the Los Angeles Airport/El Segundo Dunes Specific Plan and Ordinance 167,767 is provided in Technical Report 1, *Land Use Technical Report*.

According to the CCC-South Coast Area Office, prior coastal development permits approved by the CCC for the Dunes have been limited to re-vegetation of native coastal dune habitat and the installation of equipment necessary for airport safety. The CCC has approved interim re-vegetation efforts for 200

---

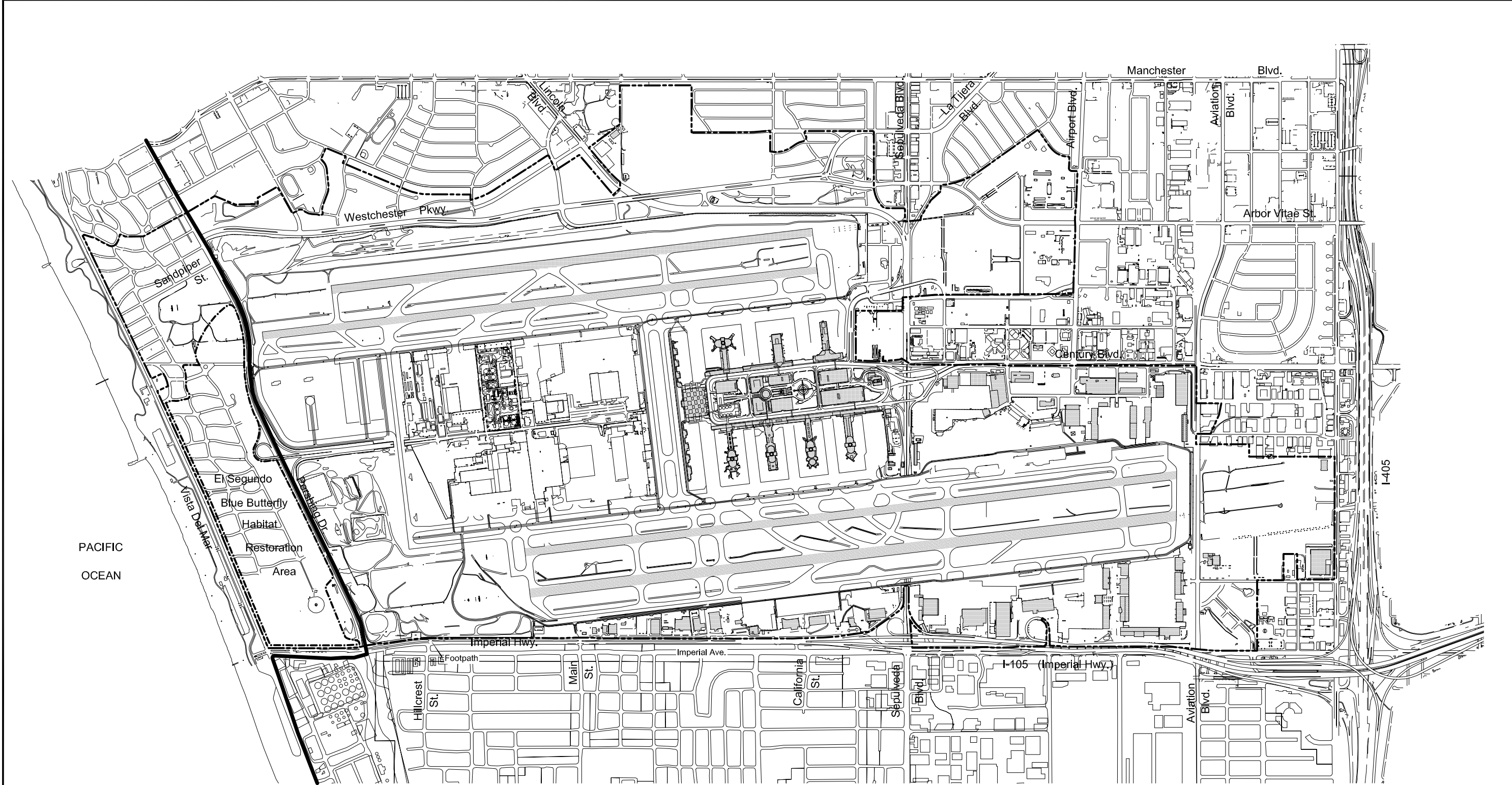
<sup>632</sup> Based on the California Court of Appeal's decision in *Marine Forests Society v. California Coastal Commission*, 104 Cal. App. 4th 1232 (Cal Ct. App. 2002), request for review granted, 65 P.3d 1285 (Cal. 2003), the structure of the California Coastal Commission was found to violate the "separation of powers" clause of the California Constitution, since the California Coastal Commission serves both an executive and legislative function. On February 20, 2003, Governor Davis approved legislation fixing the terms of Coastal Commissioners and removing the ability of appointing authorities to remove commissioners "at will."

<sup>633</sup> City of Los Angeles, *Los Angeles Airport/El Segundo Dunes Specific Plan*, June 1992.

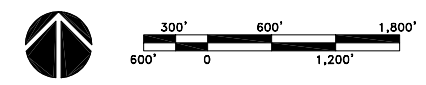
<sup>634</sup> City of Los Angeles, *Los Angeles Airport/El Segundo Dunes Specific Plan*, June 1992.

<sup>635</sup> Now referred to as the El Segundo Blue Butterfly Habitat Restoration Area.

DWG: FEIS\_04\_14-01.dwg USER: negretegd DATE: Apr 21, 2004 6:33pm



- LEGEND**
- LAX Existing Property Line
  - · - · - · - El Segundo Blue Butterfly Habitat Restoration Area
  - Coastal Zone Boundary



Source: California Coastal Commission, Coastal Zone Boundary Map Number 138, Venice Quadrangle, March 31, 1987.



acres of coastal dune habitat. Implications of LAX operations and development on the El Segundo blue butterfly are further discussed in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*.

### Existing Facilities within the Coastal Zone

Currently, the only facilities within the portion of the coastal zone adjacent to LAX include Pershing Drive, existing navigational aids and related safety facilities, and abandoned roadways that served residences formerly located within the Dunes. The FAA sets standards for airfield and terminal area lighting aids and navigational systems through its 150-series Advisory Circulars and through the review and approval of airport layout plans. Navigational aids are provided to facilitate aircraft identification, approach/landing, takeoff, and taxiing operations at night and in adverse weather. The locations of existing navigational aids in the Dunes are shown in **Figure F4.14-2**, Existing Navigational Aids in the Los Angeles/El Segundo Dunes. A photograph of a typical navigational aid within the Dunes is provided in **Figure F4.14-3**, Approach Lighting System (Flashing) Towers in the Los Angeles/El Segundo Dunes.

Under the Los Angeles Airport/El Segundo Dunes Specific Plan, the existing navigational and safety facilities are allowed uses.<sup>636</sup> The Specific Plan requires that placement and maintenance of such navigational facilities be compatible with the preservation of habitat values. The compatibility of the navigational facilities and habitat values within the Dunes is described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*.

### Coastal Access

A primary goal of the CCA concerns the maintenance and enhancement of public coastal access. Currently, access to the coast near LAX, which is mainly provided at Dockweiler State Beach, can be accomplished via vehicle, bicycle, or on foot.

Vehicular access to the coast in the vicinity of LAX is provided via Westchester Parkway to Pershing Drive to various residential streets. Sandpiper Street (which connects Pershing Drive and Vista del Mar) no longer provides vehicular access to the coast as it has been closed for security purposes following the events of September 11, 2001. Vehicular access to the coast is also provided via Imperial Highway along the southern perimeter of LAX. Farther south, within the City of El Segundo, coastal access is provided by Grand Avenue. Currently, residents of El Segundo can access Imperial Highway from two access points: Main Street and California Street. Vehicles can proceed westbound to the coast or eastbound on Imperial Highway from either of these streets. Parking is available at Dockweiler State Beach and along Vista del Mar.

Bicycle access is provided by a network of bicycle lanes and bicycle paths, which is shown in **Figure F4.14-4**, Existing and Proposed Bicycle Access in the LAX Vicinity. A Class I bicycle path, which provides exclusive bicycle rights-of-way separate from vehicular traffic, is located along the coast between Vista del Mar and the Pacific Ocean from north of LAX near Marina del Rey to Grand Avenue south of LAX. Although Vista del Mar is not a designated bicycle route, bicyclists can ride on the shoulder of the street parallel to the coast. Access to the coastal bicycle path is available via bicycle lanes on Grand Avenue and Imperial Highway. The bicycle lane on Imperial Highway extends from east of Aviation Boulevard to Vista del Mar. There are also bicycle lanes on Westchester Parkway along the northern boundary of LAX. Bicyclists can access the coast by traveling westbound along Westchester Parkway to Pershing Drive and, from Pershing, connecting with various residential streets near the terminus of Westchester Parkway.

Currently, pedestrian access to the coast in the immediate vicinity of LAX is limited. Within the City of El Segundo, pedestrian access is provided by a footpath connecting Imperial Avenue with Imperial Highway near Hillcrest Street. Sidewalks are available intermittently along the south side of Imperial Highway; pedestrians can walk along the shoulder of the roadway where there are no sidewalks. Within the northern portion of LAX, there are sidewalks along Westchester Parkway, but there are no connecting sidewalks along Pershing Drive.

---

<sup>636</sup> City of Los Angeles, *Los Angeles Airport/El Segundo Dunes Specific Plan*, June 1992.

### **4.14.4 Thresholds of Significance**

#### **4.14.4.1 CEQA Thresholds of Significance**

A significant impact to coastal zone management would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the following future conditions:

- ◆ Damage to the overall quality of the coastal zone environment and its natural and artificial resources.
- ◆ Disorderly, unbalanced utilization and conservation of coastal zone resources.
- ◆ Elimination of public access to and along the coast by vehicle, bicycle, or foot; or restriction of public recreational opportunities in the coastal zone.

These thresholds are utilized because they address the aspects of coastal zone management associated with the Master Plan alternatives, namely protection of coastal resources and coastal access. The coastal zone management thresholds were derived from the goals of the CCA that could be affected by the LAX Master Plan. As these goals reflect the aims of the CCA, any activities that would interfere with the goals should be considered to cause a significant impact to coastal zone management. Related impacts to coastal zone management are addressed in Section 4.2, *Land Use*. Impacts to resources within the coastal zone, including Ecologically Sensitive Habitat Areas (ESHAs) and federally- or state-listed endangered or threatened species, are addressed in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, respectively.

#### **4.14.4.2 Federal Standards**

As required by FAA Order 5050.4A and in accordance with the National Oceanic and Atmospheric Administration (NOAA) regulations, a determination must be made as to whether improvements in the coastal zone would be consistent "to the maximum extent practicable" with the approved coastal zone management program. Since there is no approved Local Coastal Program (LCP) for the coastal zone near LAX, the consistency determination must be made using the goals of the CCA. A coastal zone consistency finding is required before the FAA can issue its Record of Decision.

### **4.14.5 Master Plan Commitments**

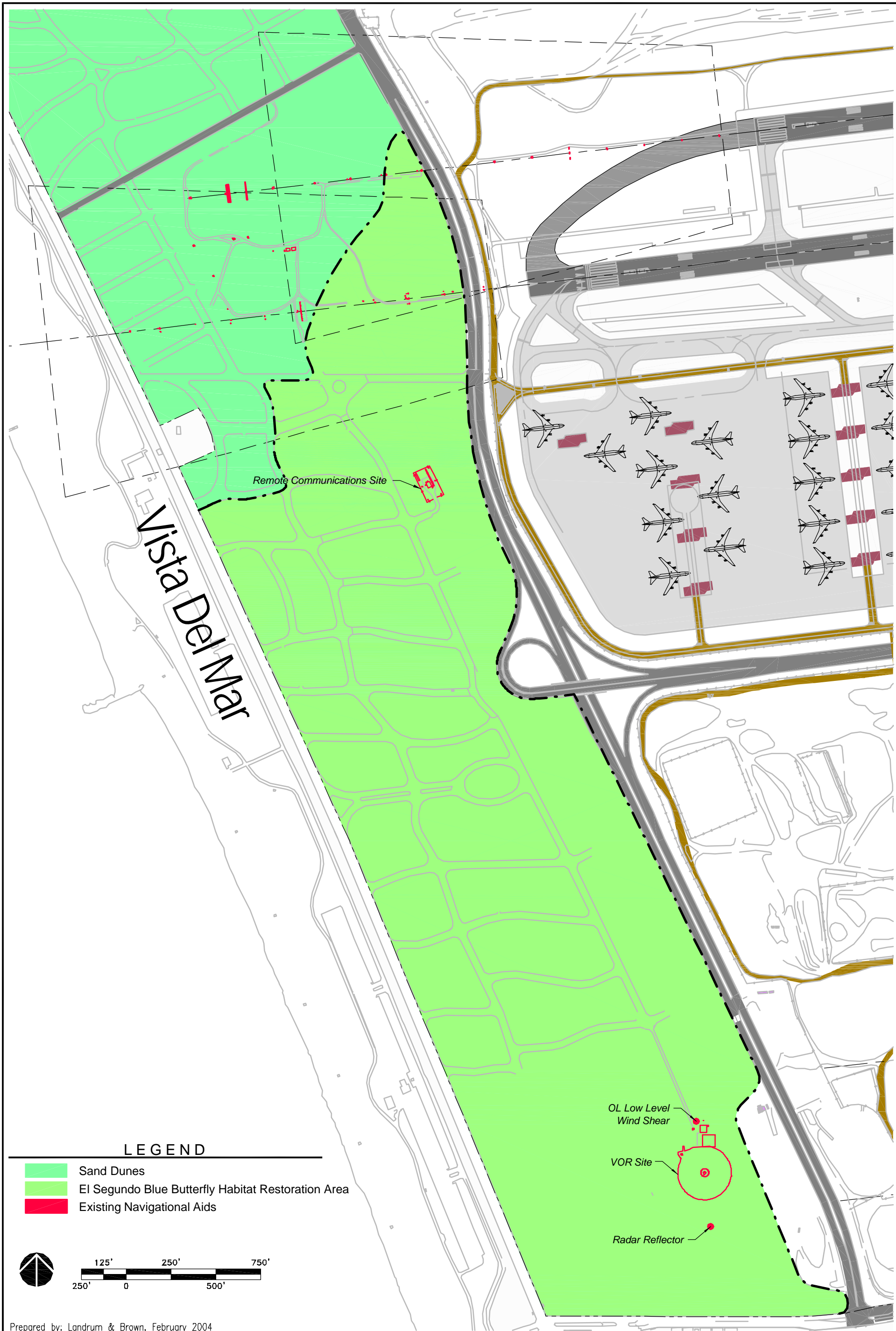
No Master Plan commitments for coastal zone management are proposed. However, the following Master Plan commitments from another environmental discipline are relevant to this analysis:

- ◆ **LU-3. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C).**
- ◆ **LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D).**

These commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*.

### **4.14.6 Environmental Consequences**

As described in the Analytical Framework discussion in the introduction to Chapter 4, the basis for determining impacts under CEQA is different from that of NEPA. Under CEQA, the impacts of a proposed project and alternatives are measured against the "environmental baseline," which is normally the physical conditions that existed at the time the Notice of Preparation was published (i.e., June 1997, or 1996 when a full year of data is appropriate, for the LAX Master Plan Draft EIS/EIR). As such, the CEQA analysis in this Final EIS/EIR uses the environmental baseline, or in some cases an "adjusted environmental baseline," as the basis by which to measure and evaluate the impacts of each alternative. Under NEPA, the impacts of each action alternative (i.e., build alternative) are measured against the conditions that would otherwise occur in the future if no action were to occur (i.e., the "No Action" alternative). As such, the NEPA analysis in this Final EIS/EIR uses the No Action/No Project Alternative as the basis by which to measure and evaluate the impacts of each build alternative (i.e., Alternatives A, B, C, and D) in the future (i.e., at buildout in 2015 or, for construction-related impacts, selected future interim year). Based on this fundamental difference in the approach to evaluating impacts, the nature and



#### ***4.14 Coastal Zone Management and Coastal Barriers***

---





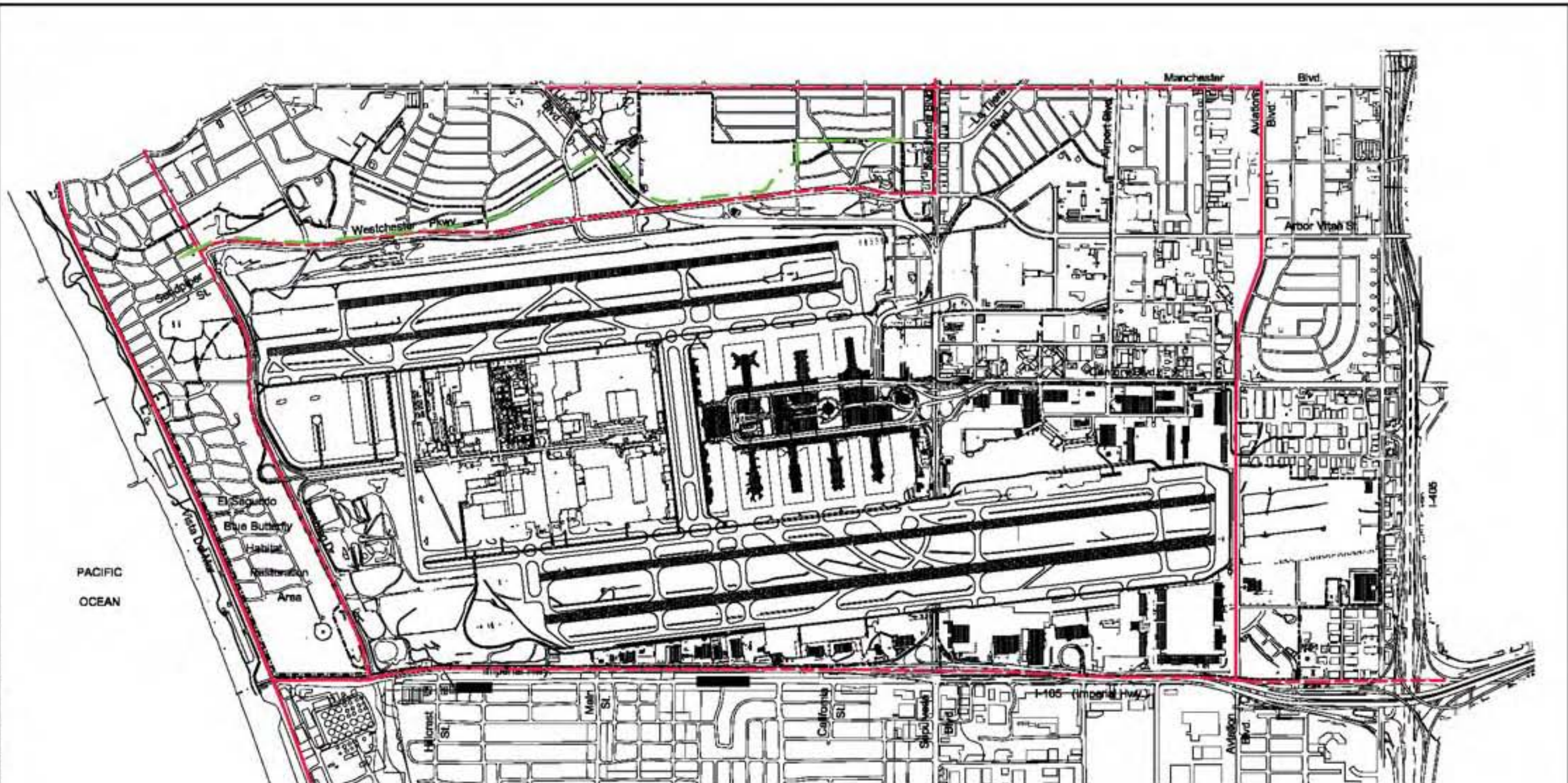
LAX Master Plan  
Final EIS/EIR

Approach Lighting System (Flashing) Towers  
in the Los Angeles/El Segundo Dunes

Figure  
F4.14-3

#### **4.14 Coastal Zone Management and Coastal Barriers**

---



PACIFIC OCEAN

- LEGEND**
- LAX Existing Property Line
  - - - El Segundo Blue Butterfly Habitat Restoration Area
  - Class I Bikeway
  - - - Class II Bikeway
  - . - Proposed Bikeway and Pedestrian Path



Source: California Coastal Commission, Coastal Zone Boundary Map Number 138, Venice Quadrangle, March 31, 1987.

**4.14 Coastal Zone Management and Coastal Barriers**

---

significance of impacts determined under CEQA are not necessarily representative of, or applicable to, impacts determined under NEPA. The following presentation of environmental consequences should, therefore, be reviewed and considered accordingly.

### 4.14.6.1 No Action/No Project Alternative

The No Action/No Project Alternative would not affect the Coastal Zone Management Program because there are no improvements planned within the coastal zone. As discussed in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, indirect effects (i.e., from jet exhaust emissions, light emissions, noise, or dust from construction activities) would not substantially affect the El Segundo blue butterfly or other sensitive flora and fauna species within the Dunes. Additionally, no alterations to surface transportation or bicycle facilities are proposed under the No Action/No Project Alternative that would affect coastal access.

Vehicle, bicycle, and pedestrian access to the coast is not expected to be affected by construction activities associated with LAX Northside. Any impacts to coastal access along Westchester Parkway are expected to be minimal. In addition, alternative coastal access would be available.

### 4.14.6.2 Alternative A - Added Runway North

#### Improvements within the Coastal Zone

##### **Navigational Aids**

Alternative A would require changes to navigational aids currently located within the Dunes. These include instrument landing light systems, which must be in alignment with their respective runways. Under Alternative A, existing runways would be extended and relocated (to provide for greater separation) and one new runway would be constructed in the north airfield. In order to accommodate the relocation and/or addition of runways, the instrument landing light systems, as well as other navigational aids, would be modified. Some existing navigational aids would be removed entirely, others would be removed from the Dunes and replaced with similar facilities on the airfield, and new ones would be installed in the Dunes. The planned facilities would be similar to existing facilities. The proposed locations of the navigational aids for Alternative A are shown in **Figure F4.14-5**, Location of Proposed Navigational Aids - Alternative A.

As indicated previously, the Dunes are considered an ESHA. CCA coastal resource planning and management policies are that ESHAs shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within these areas. Navigational aids are not a use that is dependent on the Dunes resources; however, the proposed location of these uses within the Dunes is based on federal safety requirements.

Navigational aid placements depend on the location of the runways. Under Alternative A, navigational aids must be placed in the proposed locations within the Dunes to comply with FAA requirements and ensure aircraft safety. Existing navigational aids that do not have to be located on the Dunes, such as localizer antennae and meteorological equipment, would be relocated elsewhere on the airport. The only facilities that would remain in the Dunes are those that must be placed there due to FAA requirements, as specified in the Series 150 Advisory Circulars and as necessary for approval of the Airport Layout Plan.

The impact on native and non-native biological resources as a result of the removal and installation of navigation aids and associated service roads within the Dunes, an ESHA, and mitigation measures proposed to reduce these effects, are discussed in Section 4.10, *Biotic Communities*. The extent to which navigational aids would potentially affect threatened and endangered species in the Dunes, and the mitigation measures proposed to reduce these effects, are discussed in Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The direct impacts to biotic communities and endangered and threatened species of flora and fauna from placement of navigational aids and associated service roads in the Dunes, and specifically within habitat occupied by the El Segundo blue butterfly, would be less than significant with implementation of mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The placement of navigational aids within the Dunes would not affect the goals of the CCA. No significant, adverse impacts to natural or artificial resources would occur. As the proposed navigational aids are similar to existing uses and located near related development, they would not result in disorderly unbalanced utilization of coastal

## **4.14 Coastal Zone Management and Coastal Barriers**

---

zone resources. Finally, they would not limit, or interfere with, coastal access. As a result, no significant impact would occur. In comparison, the No Action/No Project Alternative would not result in any direct impacts to biotic communities or endangered and threatened species within the coastal zone as the No Action/No Project Alternative would not require changes to navigational aids.

### **Pershing Drive**

Alternative A includes improvements and modifications to existing Pershing Drive to provide vehicle access to the new West Terminal Area. These improvements include widening the road to add additional lanes. Per CCC regulations and consultation with the CCC, the proposed widening of Pershing Drive would shift the coastal zone boundary eastward to include the new improvements. The new coastal zone boundary would be the eastern edge of the pavement right-of-way, up to a maximum of 100 feet from the existing boundary. The inland side of Pershing Drive is currently used for airport purposes.

The increase in width would not affect ESHAs or other natural or artificial coastal resources. Improvements to Pershing Drive would be contiguous to the existing roadway, as well as the western portion of the airport, and would be consistent with the development goals and policies of the CCA. Potential impacts to coastal access are addressed below. As discussed below, the surface transportation improvements along Pershing Drive would not result in a significant impact to vehicle, bicycle, or pedestrian access to the coast.

Overall, the proposed improvements and modifications to Pershing Drive would not contradict the policies of the CCA, nor impair achievement of the goals of the CCA relative to natural and artificial resources, orderly coastal development, or coastal access.

### **Sensitive Resources within the Coastal Zone**

Under Alternative A, installation of navigational aids and associated service roads would directly impact state-designated sensitive habitat within the Dunes. The impact to sensitive habitat would be less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. In comparison, the No Action/No Project Alternative would not result in any direct impacts to state-designated sensitive habitat within the Dunes as the No Action/No Project Alternative would not require changes to navigational aids.

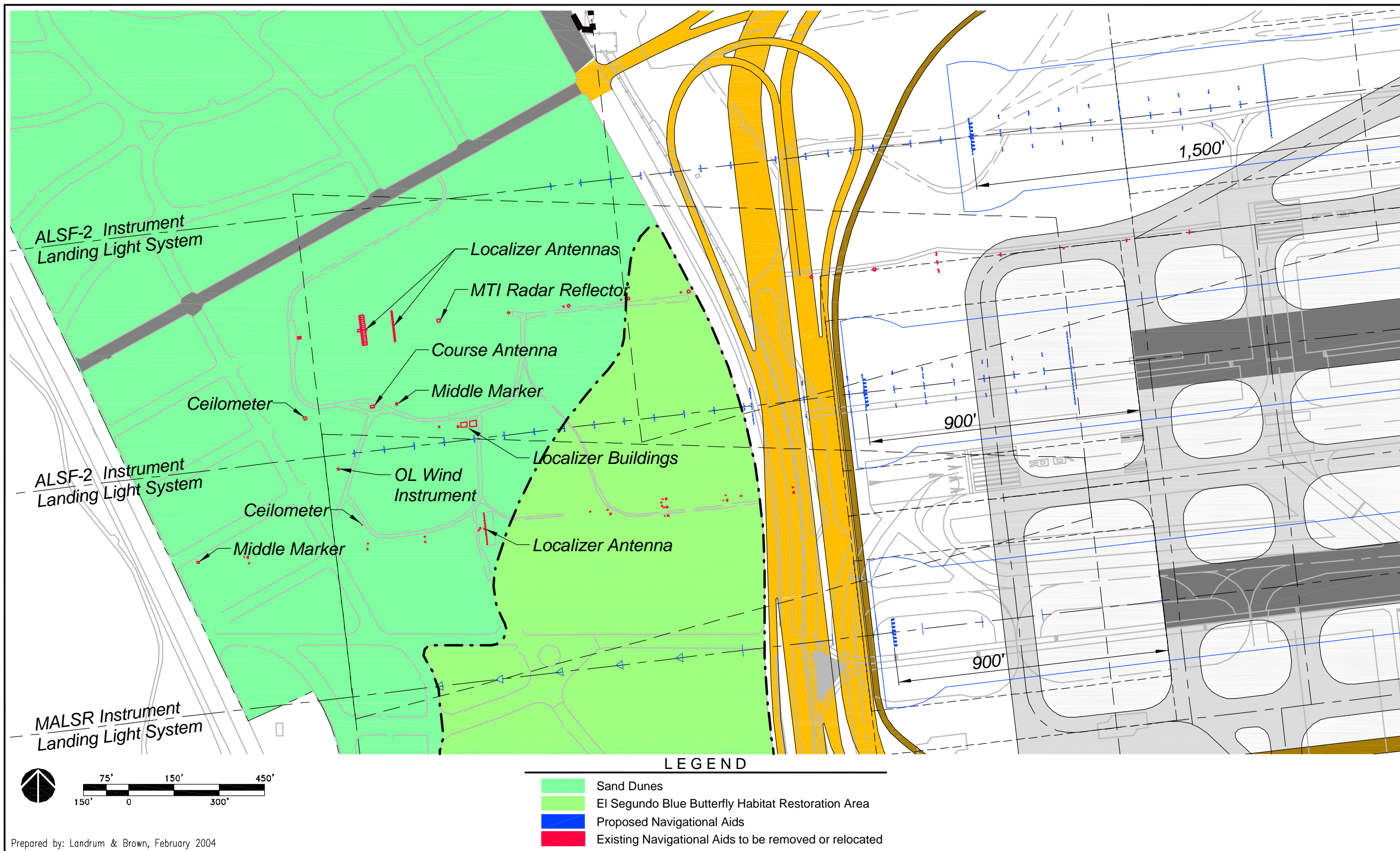
As discussed in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, indirect effects from jet exhaust emissions, light emissions, and noise would not significantly affect the El Segundo blue butterfly or other sensitive floral and faunal species within the Dunes. However, construction activities under Alternative A have the potential to result in deposition of fugitive dust within state-designated sensitive habitat, including habitat within the El Segundo Blue Butterfly Habitat Restoration Area. The potential indirect impacts to state-designated sensitive habitat due to construction activities would be reduced to a level less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The indirect impacts to state-designated sensitive habitat associated with Alternative A would be greater than those under the No Action/No Project Alternative, based on the comparative difference in the level of construction activity.

### **Coastal Access**

Several of the policies of the CCA concern the enhancement and maintenance of public coastal access. Several proposed Master Plan improvements, such as the ring road and Westchester Southside, would alter coastal access. These improvements are common to Alternatives A, B, and C.

### **Vehicular Access**

Improvements associated with the ring road would result in changes in vehicular movement from areas north of LAX. Under baseline conditions, vehicles traveling southbound on Pershing Drive have access to the coast via Manchester Avenue or various residential streets west of Pershing Drive and north of the terminus of Westchester Parkway, and via Imperial Highway. With construction of the ring road, coastal access for southbound traffic on Pershing Drive would still be available from southbound Pershing Drive via Manchester Avenue or various residential streets near the terminus of Westchester Parkway.



Prepared by: Landrum & Brown, February 2004

#### ***4.14 Coastal Zone Management and Coastal Barriers***

---



However, direct coastal access currently provided to El Segundo by Imperial Highway would be eliminated. As discussed previously, coastal access from the northern portion of the City of El Segundo is currently provided by Imperial Highway via two access points within the city: Main Street and California Street. Under baseline conditions, a vehicle can proceed eastbound or westbound on Imperial Highway from either of these streets. Under Alternative A, westbound access onto Imperial Highway would no longer be provided. Residents in this area could reach the coast by traveling eastbound on local arterials to Sepulveda Boulevard, and traveling north on Sepulveda Boulevard to the westbound lanes of Imperial Highway. Alternate coastal access would be available via Grand Avenue to the south. These changes in access may lengthen travel times to the coast from certain areas in the northern portion of El Segundo. As discussed in Section 4.4.4, *Community Disruption and Alteration of Surface Transportation Patterns*, use of Grand Avenue for alternate coastal access would increase the automobile travel time by approximately six minutes for areas east of Center Street, and by approximately three minutes for areas east of Loma Vista Street. There are approximately 1,085 and 1,860 dwelling units within the six-minute and three-minute delay zones, respectively. According to 1990 census data, population estimates within the six-minute and three-minute delay zones are approximately 2,250 and 3,800, respectively.

Although these changes may extend travel times from some residences, coastal access would still be available from the same primary arterials (i.e., Imperial Highway and Grand Avenue to the south of LAX, and Westchester Parkway or Pershing Drive to residential streets from the north). In addition, as discussed below, coastal access would be available to affected residents via pedestrian and bicycle paths. Therefore, the impact of Alternative A with respect to vehicle access would be adverse, but not significant. The impacts to vehicular access to the coast under Alternative A, while less than significant, would be greater than those under the No Action/No Project Alternative, which does not include development of the ring road.

### **Bicycle Access**

Under Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), LAWA would comply with municipal bicycle policies and plans and would provide maximum feasible incorporation of bike paths and lanes into the Master Plan circulation systems. Alternative A would not alter the Class I bicycle path located along the coast or to Vista del Mar. Access to the coastal bicycle path would continue to be available via the bicycle lanes on Grand Avenue. Improvements to Imperial Highway for construction of the ring road would result in the removal of the existing bicycle lanes, as would improvements to Westchester Parkway. Under Master Plan Commitment LU-3, bicycle lanes would be provided along Imperial Highway between Sepulveda Boulevard and immediately west of existing Pershing Drive. This commitment would reduce impacts to coastal access for cyclists due to the loss of the bicycle lanes along Imperial Highway/ring road to a level that is less than significant. The bicycle lanes along Westchester Parkway would be replaced with a Class I bicycle path as part of Westchester Southside. The proposed bicycle path would extend from near Sepulveda Boulevard to Pershing Drive. From this point, access would be similar to baseline conditions: bicyclists could reach the coast by various residential streets near the terminus of Westchester Parkway, although no bicycle lane would be provided along these residential streets as part of the proposed Alternative A improvements. Within the northern portion of LAX, bicycle access to the coast would be enhanced as part of the LAX Master Plan. The impacts to bicycle access to the coast under Alternative A, while less than significant, would be greater than those under the No Action/No Project Alternative, which does not include development of the ring road.

### **Pedestrian Access**

As with the No Action/No Project Alternative, pedestrian access to the coast would continue to be limited under Alternative A. The existing footpath connecting Imperial Avenue and Imperial Highway would not be affected under this alternative. However, the proposed changes in ground access to LAX do not include the provision of new sidewalks. As indicated previously, sidewalks are not currently available along the full length of Imperial Highway under baseline conditions. Pedestrians would continue to be able to walk along the shoulder of Imperial Highway to the coast. There would be no impact to pedestrian coastal access under Alternative A.

### **Coastal Access During Construction**

Vehicle, bicycle, and pedestrian access to the coast would be affected by construction activities. It is anticipated that construction impacts would affect coastal access for approximately three years. During

## 4.14 Coastal Zone Management and Coastal Barriers

---

construction, access along Westchester Parkway and Imperial Highway may be limited by lane closures and detours. Efforts would be made to minimize the restrictions; however, temporary detours and lane closures would be necessary and unavoidable. During these times, coastal access would be available to the north of LAX along Manchester Avenue and to the south of LAX on Grand Avenue. Although coastal access would be limited during construction, these impacts would be short-term and alternative routes would be available; therefore, the impact would be less than significant. Impacts to coastal access during construction under Alternative A, while less than significant, would be greater than those under the No Action/No Project Alternative, which does not include construction of the ring road.

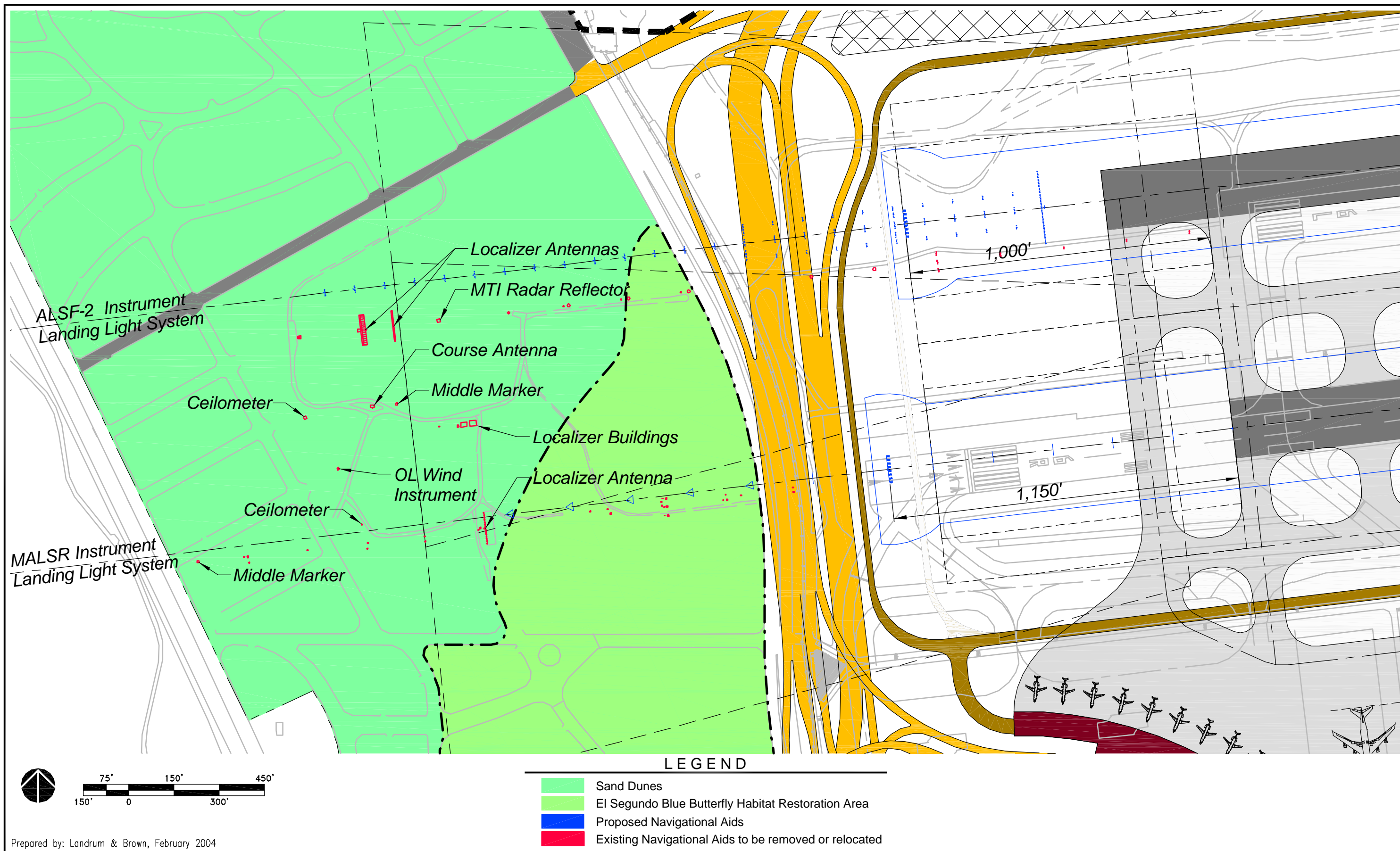
### 4.14.6.3 Alternative B - Added Runway South

The impacts of Alternative B to the coastal zone associated with Pershing Drive improvements would be similar to those described for Alternative A. As with Alternative A, under Alternative B, existing navigational aids within the Dunes would be relocated, although the configuration of navigational aids would be slightly different due to the addition of a new runway in the south airfield. The proposed locations of the navigational aids for Alternative B are shown in **Figure F4.14-6, Location of Proposed Navigational Aids - Alternative B**. The proposed locations of navigational aids under Alternative B would result in direct impacts to state-designated sensitive habitat, including habitat occupied by the El Segundo blue butterfly, within the Dunes. Such impacts would be less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. In comparison, the No Action/No Project Alternative would not result in any direct impacts to state-designated sensitive habitat within the Dunes as the No Action/No Project Alternative would not require changes to navigational aids.

Similar to Alternative A, no significant indirect impacts to the El Segundo blue butterfly or other sensitive floral or faunal species within the Dunes from increases of jet exhaust emissions, light emissions, or noise would occur (see Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*). However, construction activities would have the potential to result in deposition of fugitive dust within state-designated sensitive habitat, including habitat within the El Segundo Blue Butterfly Habitat Restoration Area. The potential indirect impacts to state-designated sensitive habitat due to construction activities would be reduced to a level less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The indirect impacts to state-designated sensitive habitat associated with Alternative B would be greater than those under the No Action/No Project Alternative, based on the comparative difference in the level of construction activity.

Under Alternative B, additional improvements would occur within the coastal zone due to construction of an off-site fuel farm at either the Scattergood Electric Generating Station or the oil refinery located south of the airport. With development of either of these sites, existing fuel transmission lines would need to be extended from the current terminus at LAX to the fuel farm and fuel transmission lines would need to be provided between the oil refinery site or the Scattergood site and LAX. The proposed alignment for these pipelines is in the existing right-of-way of Vista del Mar, which is within the coastal zone. An underground concrete "utilidor" would contain the piping from the fuel farm site to LAX. The utilidor box would be designed to contain any spillage from the transmission lines and a leak detection system with periodical double block and bleed closure valves would create individual emergency fuel shutoff points that would segment the main line. The pipelines would be constructed and operated in accordance with all applicable regulations and permit requirements.

Due to the design safeguards employed to prevent fuel leakage, the pipeline would not affect natural or artificial coastal resources. The pipeline would be located in a developed area and would be consistent with the goals and policies of the CCA relative to development within the coastal zone. During pipeline construction, there may be short-term disruptions to Vista del Mar (e.g., lane closures) affecting coastal access along the segment between Grand Avenue and Imperial Highway. Coastal access would continue to be available to the north and south and Vista del Mar would not be closed entirely during construction. Therefore, although this impact would be adverse due to the temporary disruption in access, it would not be significant. In comparison, the No Action/No Project Alternative does not include construction of a fuel transmission pipeline and, therefore, no such temporary disruption to coastal access would occur.



#### ***4.14 Coastal Zone Management and Coastal Barriers***

---

As with Alternative A, under Alternative B, improvements associated with the ring road would affect coastal access. Vehicular access routes from the northern portions of El Segundo to the coast would be altered, potentially lengthening travel times to the coast. It is estimated that the additional trip time would not exceed six minutes. As alternate routes would be available, this impact is considered to be adverse, but not significant. As with Alternative A, the bicycle lanes along Westchester Parkway would be replaced with a Class I bicycle path as part of Westchester Southside. The proposed bicycle path would extend from near Sepulveda Boulevard to Pershing Drive. With implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), impacts to coastal access for cyclists due to the potential loss of the bicycle lanes along Imperial Highway/ring road would be reduced to a level that is less than significant. As with the No Action/No Project Alternative and Alternative A, no impacts to pedestrian access would occur. Impacts to coastal access during construction would be short-term and considered to be less than significant. The impacts to vehicular and bicycle access to the coast, as well as the short-term impacts to coastal access during construction, under Alternative B, while less than significant, would be greater than those under the No Action/No Project Alternative, which does not include development of the ring road.

### 4.14.6.4 Alternative C - No Additional Runway

The impacts of Alternative C to the coastal zone associated with Pershing Drive improvements would be similar to those described for Alternatives A and B. As with Alternatives A and B, existing navigational aids within the Dunes would be relocated, although the configuration of navigational aids would be slightly different, since no new runway would be added. The proposed locations of the navigational aids for Alternative C are shown in **Figure F4.14-7**, Location of Proposed Navigational Aids - Alternative C. Unlike Alternatives A and B, relocation of navigational aids within habitat occupied by the El Segundo blue butterfly would not occur and no mitigation would be required. Relocation of navigational aids under Alternative C would, however, directly impact state-designated sensitive habitat within the Dunes. The impact would be less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. In comparison, the No Action/No Project Alternative would not result in any direct impacts to state-designated sensitive habitat within the Dunes as the No Action/No Project Alternative would not require changes to navigational aids.

Similar to Alternatives A and B, no significant indirect impacts to the El Segundo blue butterfly or other sensitive floral or faunal species within the Dunes from increases of jet exhaust emissions, light emissions, or noise would occur (see Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*). However, construction activities would have the potential to result in deposition of fugitive dust within state-designated sensitive habitat, including habitat within the El Segundo Blue Butterfly Habitat Restoration Area. The potential indirect impacts to state-designated sensitive habitat due to construction activities would be reduced to a level less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The indirect impacts to state-designated sensitive habitat associated with Alternative C would be greater than those under the No Action/No Project Alternative, based on the comparative difference in the level of construction activity.

As with Alternatives A and B, under Alternative C, potential impacts to the coastal zone would result from the improvements to the local roadway system and construction activities. Similar to Alternative A, changes in surface transportation patterns would slightly increase travel times from portions of El Segundo to the coast. As alternative routes would be available, impacts to vehicular coastal access would be adverse, but not significant. As with Alternatives A and B, the bicycle lanes along Westchester Parkway would be replaced with a Class I bicycle path. With implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), impacts to coastal access for cyclists due to the potential loss of the bicycle lanes along Imperial Highway/ring road would be reduced to a level that is less than significant. As with the No Action/No Project Alternative and Alternatives A and B, no impacts to pedestrian access would occur. Impacts to coastal access during construction would be short-term and considered to be less than significant. The impacts to vehicular and bicycle access to the coast, as well as the short-term impacts to coastal access during construction, under Alternative C, while less than significant, would be greater than those under the No Action/No Project Alternative, which does not include development of the ring road.

### **4.14.6.5 Alternative D - Enhanced Safety and Security Plan**

#### **Improvements within the Coastal Zone**

##### **Navigational Aids**

Alternative D would require changes to navigational aids currently located within the Dunes. The planned facilities would be similar to existing facilities. The proposed locations of the navigational aids for Alternative D are shown in **Figure F4.14-8**, Location of Proposed Navigational Aids - Alternative D. The impact on native and non-native biological resources as a result of the removal and installation of navigational aids and associated service roads within the Dunes, an ESHA, and mitigation measures proposed to reduce these effects, are discussed in Section 4.10, *Biotic Communities*. The extent to which navigational aids and associated service roads would potentially affect endangered and threatened species in the Dunes, and the mitigation measures proposed to reduce these effects, are discussed in Section 4.11, *Endangered and Threatened Species of Flora and Fauna*.

The direct impacts to biotic communities and endangered and threatened species of flora and fauna from placement of navigational aids and associated service roads in the Dunes, and specifically within habitat occupied by the El Segundo blue butterfly, would be less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The placement of navigational aids within the Dunes would not affect the goals of the CCA. No significant, adverse impacts to natural or artificial resources would occur. As the proposed navigational aids are similar to existing uses and located near related development, they would not result in disorderly unbalanced utilization of coastal zone resources. Finally, they would not limit, or interfere with, coastal access. As a result, no significant impact would occur. In comparison, the No Action/No Project Alternative would not result in any impacts to biotic communities or endangered and threatened species within the coastal zone as the No Action/No Project Alternative would not require changes to navigational aids.

##### **Pershing Drive**

Similar to the No Action/No Project Alternative, under Alternative D, the current alignment of Pershing Drive would not be affected and vehicle, bicycle, and pedestrian access along Pershing Drive would remain unchanged.

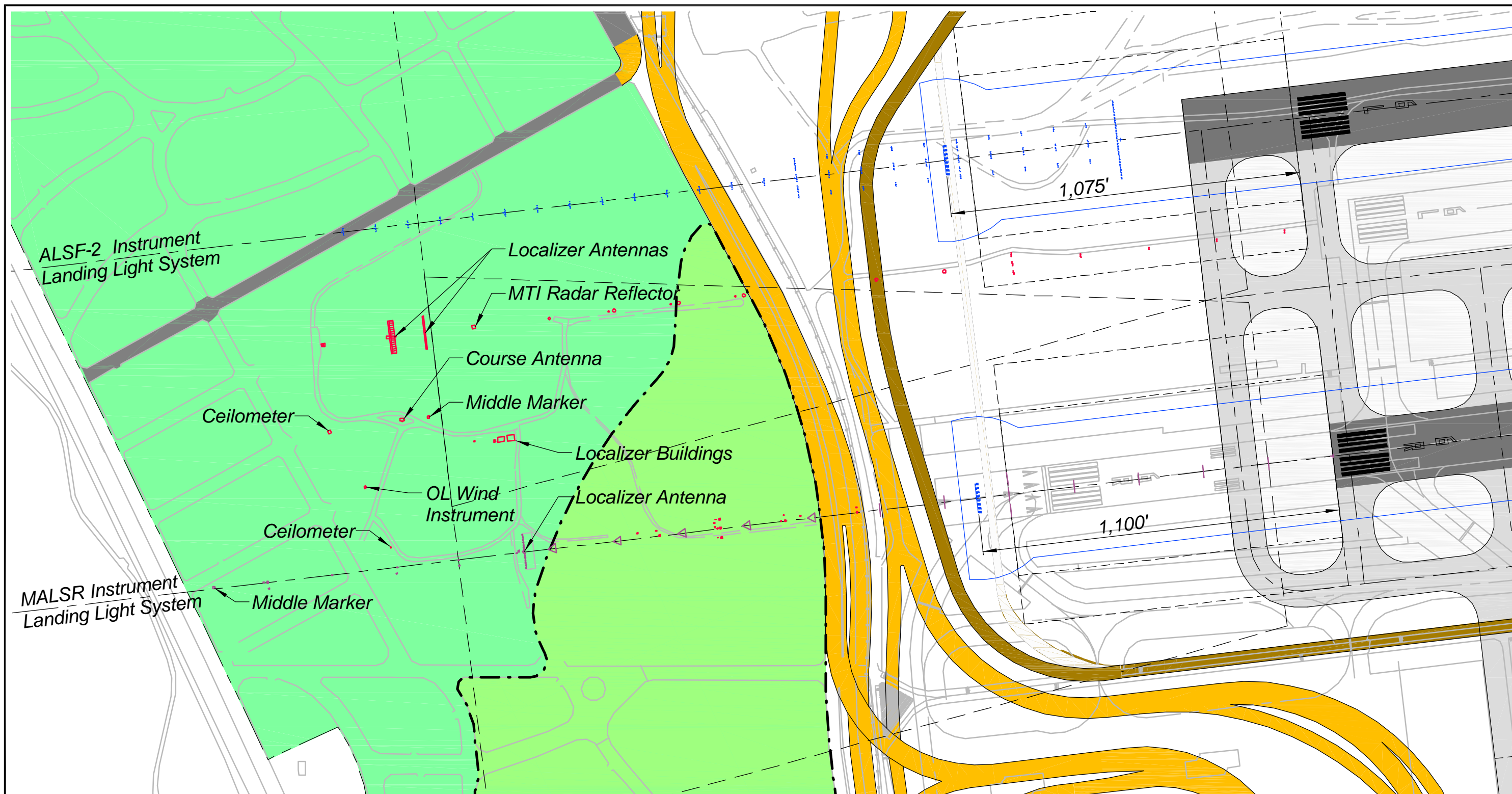
#### **Sensitive Resources within the Coastal Zone**

Under Alternative D, installation of navigational aids and associated service roads would directly impact state-designated sensitive habitat within the Dunes. The impact to sensitive habitat would be less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. In comparison, the No Action/No Project Alternative would not result in any direct impacts to state-designated sensitive habitat within the Dunes as the No Action/No Project Alternative would not require changes to navigational aids.

As discussed in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, indirect effects from jet exhaust emissions, light emissions, and noise would not significantly affect the El Segundo blue butterfly or other sensitive floral and faunal species within the Dunes. However, construction activities under Alternative D have the potential to result in deposition of fugitive dust within state-designated sensitive habitat, including habitat within the El Segundo Blue Butterfly Habitat Restoration Area. The potential indirect impacts to state-designated sensitive habitat due to construction activities would be reduced to a level less than significant with implementation of the mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. The indirect impacts to state-designated sensitive habitat associated with Alternative D would be greater than those under the No Action/No Project Alternative, based on the comparative difference in the level of construction activity.

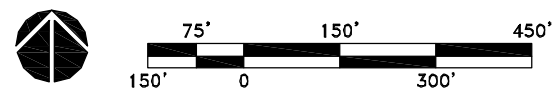
##### **Coastal Access**

Several of the policies of the CCA concern the enhancement and maintenance of public coastal access. Primarily because Alternative D would not shift the airport's primary passenger activity center closer to the coast, there would not be any significant impact to coastal access.



**LEGEND**

- Sand Dunes
- El Segundo Blue Butterfly Habitat Restoration Area
- Proposed Navigational Aids
- Existing Navigational Aids to be removed or relocated
- Existing Navigational Aids to remain

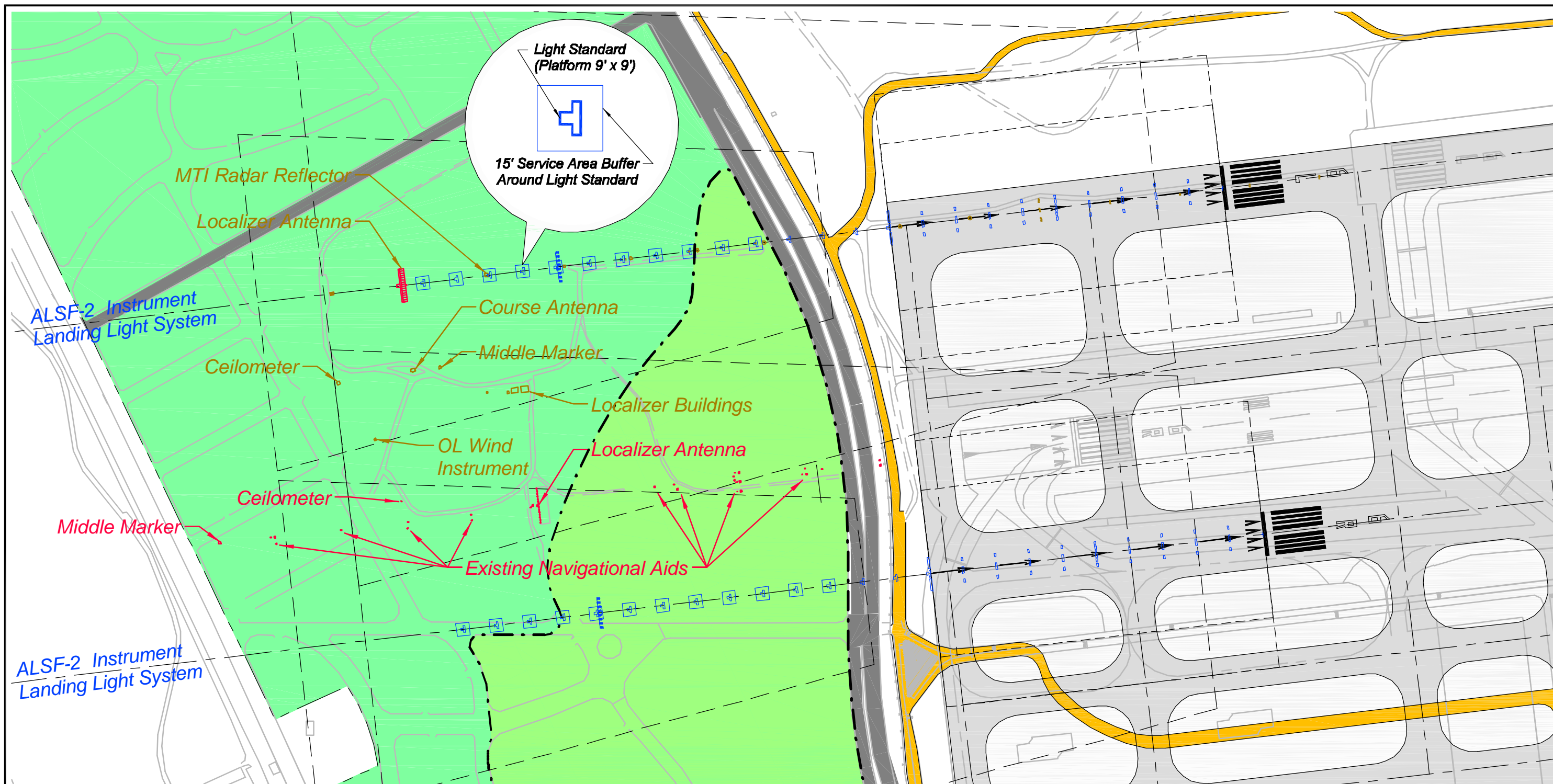


Prepared by: Landrum & Brown, February 2004

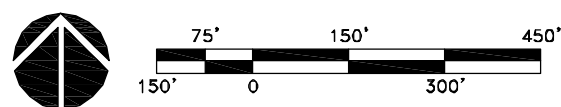
**4.14 Coastal Zone Management and Coastal Barriers**

---





**LEGEND**



- Habitat Restoration Area Boundary
- Sand Dunes
- El Segundo Blue Butterfly Habitat Restoration Area
- Existing Roadways
- Proposed Navigational Aids
- Existing Navigational Aids to be removed
- Existing Navigational Aids to remain
- Airport Landside

Prepared by: Landrum & Brown, February 2004

#### **4.14 Coastal Zone Management and Coastal Barriers**

---

### **Vehicular Access**

Under baseline conditions, vehicles traveling westbound on Westchester Parkway or southbound on Pershing Drive have access to the coast via Manchester Avenue or various residential streets west of Pershing Drive north of the terminus of Westchester Parkway, and via Imperial Highway. Coastal access from the northern portion of the City of El Segundo is provided by Imperial Highway via two access points within the City: Main Street and California Street. Under Alternative D, all of these routes (i.e., Westchester Parkway, Manchester Avenue, Pershing Drive, residential streets west of Pershing Drive north of the terminus of Westchester Parkway, Imperial Highway west of Sepulveda Boulevard, Main Street, and California Street) would remain in their baseline configurations. The only components of Alternative D that would be nearby or en route to the coast are the LAX Northside development and the west employee parking garage on World Way West. However, neither of these developments would alter the existing coastal access routes, although they would increase the number of vehicles on roadways that provide access to the coast. Any coastal access impacts from either of these facilities would be minimal and would be less than significant. The impacts to vehicular access to the coast under Alternative D, while expected to be minimal, would be greater than those under the No Action/No Project Alternative, which does not include development of the west employee parking garage.

### **Bicycle Access**

Alternative D would not alter existing bicycle access to the coast. In addition, under Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D), LAWA would comply with municipal bicycle policies and plans and would provide maximum feasible incorporation of bike paths and lanes into the Master Plan circulation systems. In addition, bicycle access and parking facilities would be provided at the GTC, ITC, and major parking lots. Related facilities, such as lockers and showers, would also be provided where feasible to promote employee bicycle use. Thus, similar to the No Action/No Project Alternative, Alternative D would not result in adverse impacts to bicycle access to the coast.

### **Pedestrian Access**

As with the No Action/No Project Alternative, pedestrian access to the coast would continue to be limited under Alternative D. The existing footpath connecting Imperial Avenue and Imperial Highway would not be affected under this alternative. However, the proposed changes in ground access to LAX do not include the provision of new sidewalks. Sidewalks are not currently available along the full length of Imperial Highway under baseline conditions. Pedestrians would continue to be able to walk along the shoulder of Imperial Highway to the coast. Thus, there would be no impact to pedestrian coastal access under Alternative D.

### **Coastal Access During Construction**

Vehicle, bicycle, and pedestrian access to the coast is not expected to be significantly affected by construction activities. Any impact to coastal access along Westchester Parkway, Pershing Drive, and Imperial Highway is expected to be minimal. In addition, alternative coastal access would be available; therefore, impacts to coastal access during construction would be less than significant. Impacts to coastal access during construction under Alternative D, while expected to be minimal, would be greater than those under the No Action/No Project Alternative, which does not include construction of facilities such as the west employee parking garage.

#### **4.14.7 Cumulative Impacts**

As indicated in subsection 4.14.3, *Affected Environment/Environmental Baseline*, LAX is located adjacent to the coastal zone. The boundary of the coastal zone in the vicinity of LAX extends south along the east (inland) side of Pershing Drive to the south edge of the Imperial Highway right-of-way. The boundary then extends west to Vista del Mar and south along the east side of Vista del Mar. The Dunes, located west of Pershing Drive, are within the coastal zone. The Dunes are considered an ESHA, based on their importance as habitat for the endangered El Segundo blue butterfly. The CCC has authority under the CCA to regulate development and related resource-depleting activities within the coastal zone.

## **4.14 Coastal Zone Management and Coastal Barriers**

---

### **4.14.7.1 No Action/No Project Alternative**

The No Action/No Project Alternative would not have any direct effects on the coastal zone or coastal access, nor would it result in substantial indirect effects (i.e., from jet exhaust emissions, light emissions, noise, or dust from construction activities) on the El Segundo blue butterfly and the Dunes, which are located in the coastal zone. Therefore, this alternative is not expected to contribute to any cumulative impacts to coastal zone management.

### **4.14.7.2 Alternatives A, B, and C**

As indicated in subsection 4.14.6, *Environmental Consequences*, Alternatives A, B, and C would require removal and installation of various navigational aids within the Dunes to accommodate the relocation and/or addition of runways. Overall, the area of the Dunes to be occupied by navigational aids under Alternatives A, B, and C would be comparable to that under baseline conditions and would not conflict with the goals of the CCA; therefore, potential impacts would be less than significant. The impact on native and non-native biological resources as a result of the removal and installation of navigation aids and associated service roads within the Dunes would be reduced to a level that is less than significant with mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*. Under Alternatives A, B, and C, construction of roadway improvements would have impacts on coastal access. These impacts would be adverse but not significant.

The most notable project in the LAX vicinity with the potential to cause cumulative impacts to coastal zone management is the Playa Vista project. The portions of the Playa Vista property that are located within the coastal zone are now planned to be acquired by a land conservation entity. In that no significant impacts from Alternatives A, B, and C would occur, and the Playa Vista project does not include any development in the coastal zone, no significant cumulative impacts to coastal zone management are expected.

### **4.14.7.3 Alternative D - Enhanced Safety and Security Plan**

Alternative D would require removal and installation of various navigational aids within the Dunes to accommodate the extension and relocation of runways. Overall, the area of the Dunes to be occupied by navigational aids under Alternative D would be comparable to that under baseline conditions and would not conflict with the goals of the CCA; therefore, potential impacts would be less than significant. The impact on native and non-native biological resources as a result of the removal and installation of navigational aids and associated service roads within the Dunes would be reduced to a level that is less than significant with mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*.

The portions of the Playa Vista property that are located within the coastal zone are now planned to be acquired by a land conservation entity. In that no significant impacts from Alternative D would occur, and the Playa Vista project does not include any development in the coastal zone, no significant cumulative impacts to coastal zone management are expected.

### **4.14.8 Mitigation Measures**

With implementation of mitigation measures described in Section 4.10, *Biotic Communities*, and Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, Alternatives A, B, C, and D would not have a significant impact on the coastal zone/coastal resources. Moreover, Alternatives A, B, C, and D would not have a significant impact on coastal access; therefore, no mitigation is required.