
4.26.3 Parks and Recreation (CEQA)

4.26.3.1 Introduction

The parks and recreation analysis focuses on the potential for the Master Plan alternatives to create or exacerbate deficiencies in public parks and recreation areas through increased demand for facilities, acquisition, construction activities, or alteration of existing facilities. Conclusions regarding the significance of impacts provided in this section are strictly for the purposes of CEQA. Technical Report 16, *Public Services Technical Reports*, contains detailed information on baseline conditions and regulations related to parks and recreation. Section 4.8, *Department of Transportation Act, Section 4(f)* addresses potential impacts on public park and recreational facilities as required by Section 4(f) of the U.S. Department of Transportation Act, which includes an assessment of acquisition, noise, access, and other indirect effects. Impacts on bikeways are analyzed in Section 4.2, *Land Use* and in Section 4.14, *Coastal Zone Management and Coastal Barriers*. Direct and indirect growth in the vicinity of LAX and elsewhere in the region associated with the Master Plan would also result in increased demand for parks and recreational facilities. Potential indirect influences on park demand, such as those associated with new employee households that could be generated off of the airport, are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and in subsection 4.26.3.7, *Cumulative Impacts*.

4.26.3.2 General Approach and Methodology

To assess the potential direct effects of the proposed Master Plan alternatives associated with physical changes in the environment and increases in demand for public park and recreational facilities, 1996 baseline conditions were compared with conditions expected with implementation of the No Action/No Project Alternative and four build alternatives. Characterization of the environmental baseline included a discussion of parkland dedication/fee ordinances, descriptions of park and recreational facilities at and adjacent to LAX, and a summary of the sufficiency of existing parklands in meeting user demands. Information was obtained from park and recreation agencies within the study area.

The parks and recreation study area has been defined to incorporate areas immediately surrounding the LAX property potentially affected by direct impacts (e.g., acquisition) or increased demand for facility use associated with implementation of the proposed Master Plan build alternatives. The study area includes the LAX property, the southern portion of the community of Westchester, the area between the western airport boundary and the Pacific Ocean, the area adjacent to the southern boundary of the airport, and the area to the east of the airport that includes parks adjacent to the proposed LAX Expressway. The public park and recreational facilities within the study area are shown in **Figure F4.26.3-1, Public Parks and Recreation Facilities Within Study Area**. Parks and recreation areas outside of this study area potentially affected by noise are identified and addressed in Section 4.8, *Department of Transportation Act, Section 4(f)*. The primary public park and recreation providers within the parks and recreation study area are the County of Los Angeles and the cities of Los Angeles, El Segundo, and Inglewood. Direct and indirect growth in the vicinity of LAX and elsewhere in the region associated with the Master Plan would also result in increased demand for parks and recreation. Potential impacts are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and subsection 4.26.3.7, *Cumulative Impacts*.

Impacts on public parks and recreation areas were determined by evaluating whether the Master Plan build alternatives would create or exacerbate deficiencies in public park and recreational facilities through increased demand, or whether construction activities, acquisition, or alteration of a facility would significantly compromise its use or create the need for new public parks and recreational facilities. Assessment of demand for public park or recreational facilities is based on increases in employees, airport users, or changes in population resulting directly from project development, and whether such demand would conflict with standards established in applicable plans and ordinances.

4.26.3.3 Affected Environment/Environmental Baseline

The Quimby Act, a section of the California Subdivision Map Act adopted by the California State Legislature, empowers local governments to require a property owner or developer to dedicate land for public park or recreational use or to pay a parkland fee. Communities with parkland dedication or "Quimby" ordinances have the ability, through fees or land dedications, to keep pace with increases in demand for public park and recreational facilities generated from residential development. Identifying

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jurisdictions that have such ordinances in place is directly relevant to assessing the effects of the Master Plan on such jurisdictions.

Within the study area, the County of Los Angeles and the City of Los Angeles currently have developer fees in place for parkland development or improvement.

Parks and recreation areas within the study area range in size from less than two acres to over 200 acres. Facilities and services range from landscaped passive recreation areas to parks with ball fields, tennis courts, gymnasiums, and swimming pools. Jurisdictions may augment their parks and recreational facilities available to the general public by shared-use arrangements with local school districts and private entities. **Table F4.26.3-1**, Public Parks and Recreation Areas Within Study Area, lists the parks and recreation areas and their jurisdictions and sizes within the parks and recreation study area.

Table F4.26.3-1

Public Parks and Recreation Areas Within Study Area

| Name | Jurisdiction | Size (acres) |
|------------------------------------|-----------------------|---------------------|
| Ashwood Park | City of Inglewood | 1.3 |
| Carl E. Nielson Youth Park | City of Los Angeles | 7.0 |
| Isidore B. Dockweiler State Beach | State of California | 288 |
| Imperial Strip | City of El Segundo | 7.4 |
| South Bay Bicycle Trail | County of Los Angeles | N/A ¹ |
| Vista del Mar Park | City of Los Angeles | 1.8 |
| Westchester Golf Course | City of Los Angeles | 69.0 |
| Westchester Park Recreation Center | City of Los Angeles | 22.0 |
| Total | | 396.5 |

¹ South Bay Bicycle Trail is contained within Dockweiler State Beach.

Source: PCR Services Corporation, 2000.

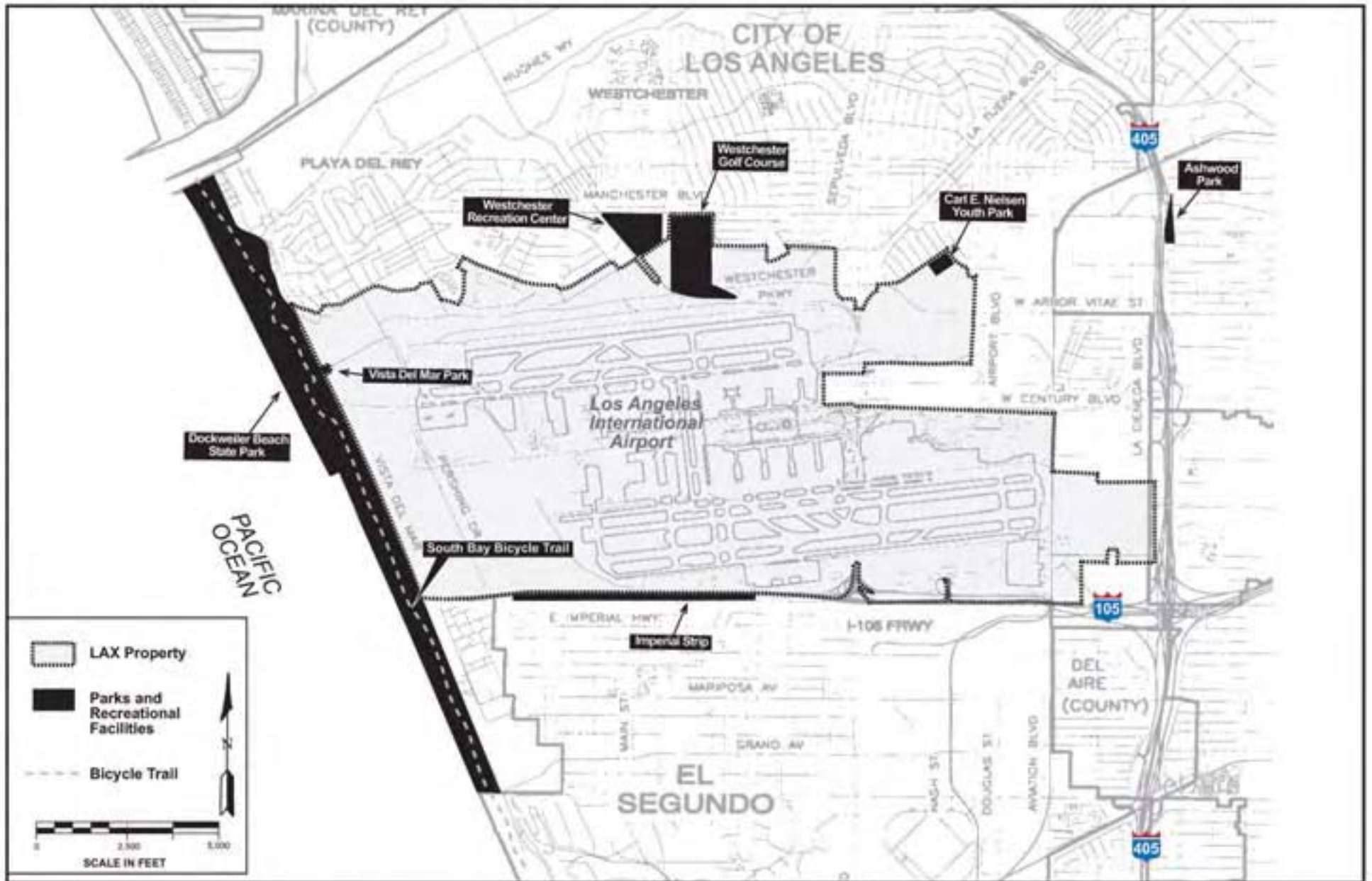
Parks and recreation plans, regulations, and facilities for each jurisdiction located within the study area are described below.

State of California

Isidore B. Dockweiler State Beach (Dockweiler State Beach) is the only state park or recreational facility within the study area. Located directly west of LAX, Dockweiler State Beach is maintained by the Los Angeles County Department of Beaches and Harbors. Dockweiler State Beach is 4.05 miles long and approximately 550 feet wide over much of its length, encompassing 288 acres. The main beach entrance is located at the western end of Imperial Highway. Multiple pedestrian entries and restrooms, parking lots, and concession stands are spread out along its length to accommodate beach visitors along the oceanfront. There are also showers, playground and volleyball facilities, and fire pits on the beach. The six parking lots provide a total of 1,523 parking spaces. Dockweiler State Beach had an attendance of 2,993,330 in 1997.

County of Los Angeles

The County of Los Angeles maintains a bicycle trail that traverses Dockweiler State Beach. The South Bay Bicycle Trail runs along Santa Monica Bay from Torrance County Beach to Will Rogers State Beach, with benches and bicycle racks along its path. It is maintained by the Los Angeles County Department of Public Works, with the exception of a short section between Culver Boulevard and the Marina del Rey entrance channel, which is under the control of the Los Angeles County Department of Beaches and Harbors. In unincorporated areas of Los Angeles County, developer fees for parkland improvement or development are required for residential developments of more than one unit; no fees are imposed for commercial or industrial projects.



LAX Master Plan
Final EIS/EIR

Public Parks and Recreation Facilities
Within Study Area

Figure
F4.26.3-1

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City of Los Angeles

The City of Los Angeles Zoning Code (Section 17.12) requires that a percentage (0.9 to 32 percent) of the gross area of a residential subdivision be dedicated for park and recreational uses, or a fee may be paid in lieu of park dedication. Parkland dedication or payment of fees is not required for non-residential development in the city.

The City of Los Angeles Community Plan Standards⁹⁸⁸ call for a minimum of two acres of neighborhood park and two acres of community park per 1,000 population. According to the City's Public Recreation Plan,⁹⁸⁹ neighborhood recreation sites serve residents of all ages within a radius of approximately one-half mile. The optimum site would be 5 to 10 acres and provide space and facilities for outdoor and indoor recreational activities. Community recreation sites would be 15 to 20 acres and serve residents of all ages with a broad interest range in several surrounding neighborhoods within a two-mile radius.

Based on these adopted standards, the City of Los Angeles is deficient in parkland: no area of the city is adequately served by recreation and park facilities.⁹⁹⁰ The city has an overall deficiency of 11,404 acres of neighborhood and community parkland.⁹⁹¹

In the City of Los Angeles, on and adjacent to LAX property, there are four parks, totaling approximately 100 acres, including the 69-acre Westchester Golf Course. Two of these parks, Westchester Park Recreation Center and Vista del Mar Park, are located immediately adjacent to the LAX property. The Westchester Park Recreation Center is a 22-acre park with many facilities, including tennis, basketball, and volleyball courts, baseball fields, children's play and picnic areas, a swimming pool, and a community building. Vista del Mar Park is a 1.8-acre passive, landscaped park with picnic tables and a tot lot located east of Vista del Mar Boulevard, next to the El Segundo Blue Butterfly Habitat Restoration Area. The Westchester Golf Course and Carl E. Nielson Youth Park are located on LAX property. The Westchester Golf Course, a public facility leased by LAWA, is within the proposed Westchester Southside project area. Carl E. Nielsen Youth Park, a private facility leased by LAWA, is on the northeast corner of the LAX property. The park occupies approximately seven acres, and includes a soccer field and two baseball diamonds that are used for organized youth sports.

Within the Westchester/Playa del Rey communities, the parkland acreage in combination with the Westchester Golf Course currently provides approximately 2.3 acres of parkland per 1,000 population. Based on the city's adopted standards, this is a deficit of approximately 1.7 acres per 1,000 population or approximately 82 acres.

City of El Segundo

The City of El Segundo's park and recreation inventory totals approximately 213 acres, including private recreational facilities. City public park and recreational facilities total 91 acres, including ten public parks, three school sites, a utility transmission corridor, a golf driving range, a recreational facility, and a beach area.

El Segundo's General Plan Open Space and Recreation Element sets forth a standard parkland ratio of 5 acres per 1,000 population. The City of El Segundo, with a ratio of 5.7 acres per 1,000 population, is currently meeting its adopted standard.⁹⁹² Although the City of El Segundo does not have developer fees for parkland improvement or development, the city has adopted standards for new non-residential development to provide recreational facilities for the daytime employee population.⁹⁹³

The only City of El Segundo park within the parks and recreation study area is Imperial Strip, a 7.35-acre passive open space corridor consisting of cultivated lawn, trees, and benches, which serve to buffer the city from LAX. This open space corridor is on the southern boundary of LAX between Imperial Highway, Imperial Avenue, Hillcrest Street, and Center Street. This area is frequently used by the public to observe

⁹⁸⁸ Part of the City of Los Angeles Public Recreation Plan, a portion of the Service Systems Element of the Los Angeles General Plan, January 1979, p. IV-4.

⁹⁸⁹ City of Los Angeles, Public Recreation Plan Background/Implementation Report, January 1979, p. IV-3.

⁹⁹⁰ City of Los Angeles, Los Angeles Citywide General Plan Framework Draft EIR, January 19, 1995.

⁹⁹¹ City of Los Angeles, Los Angeles Citywide General Plan Framework Draft EIR, January 19, 1995.

⁹⁹² Faulk, Jim, Director, Recreation and Parks Department, City of El Segundo, Letter, January 23, 1998.

⁹⁹³ Faulk, Jim, Director, Recreation and Parks Department, City of El Segundo, Letter, January 23, 1998.

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aircraft activities at LAX and take in long-range views of Santa Monica Bay and areas of the Los Angeles basin.

City of Inglewood

The City of Inglewood has ten parks with a total of 86.6 acres. Ashwood Park, a 1.3-acre park located between I-405 and Ash Avenue, is the only City of Inglewood park or recreation area within the study area. Ashwood Park contains a wading pool, basketball court, volleyball court, tennis court, and picnic area. The Inglewood standard for parks is one acre per 1,000 residents.⁹⁹⁴ The current ratio is 0.8 acres of parkland per 1,000 residents, a deficit of 0.2 acres per 1,000 residents.⁹⁹⁵ There is no developer fee program for city park development.

4.26.3.4 Thresholds of Significance

4.26.3.4.1 CEQA Thresholds of Significance

A significant impact on parks and recreation areas 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 these conditions:

- ◆ Directly generate a substantial increase in the population of the project area that creates or exacerbates deficiencies in parkland as determined by the applicable ordinances and/or adopted standards.
- ◆ Directly results in the need for new parks or recreational facilities due to degradation or acquisition of parkland or substantially alters existing parks or recreational facilities so that it would decrease the use of the park or recreational facility.

These thresholds are utilized because they address the concerns for parks and recreation areas potentially directly affected by the proposed Master Plan build alternatives. The first threshold is a modification of a threshold in the *Draft L.A. CEQA Thresholds Guide*, which states that the "demand for recreation and park services anticipated at the time of project buildout" be "compared to the expected level of service available."⁹⁹⁶ In the following analysis, demand is based on whether the public park or recreational facilities would serve the surrounding population as determined through adopted ordinances and standards. Assessment of demand for recreational facilities is based on increases in employees, airport users or changes in population resulting directly from project development. The second threshold was derived from Appendix G of the State CEQA Guidelines, which states that a project would have a significant impact on parks if it results in the "need for new or physically altered" facilities and/or results in "substantial physical deterioration of the facility." Physical deterioration in this analysis includes acquisition, decreased access, or a change in the use of a park or recreational facility.

4.26.3.4.2 Federal Standards

The FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis. Environmental effects on parks and other resources associated with acquisition, noise, access, and other indirect effects are, however, addressed pursuant to federal standards in Section 4.8, *Department of Transportation Act, Section 4(f)*.

⁹⁹⁴ Parcels, Lori, Planning Manager, City of Inglewood, Letter, January 20, 1998.

⁹⁹⁵ City of Inglewood, Community Development and Housing Department, Open Space Element, Inglewood General Plan, December 1995.

⁹⁹⁶ City of Los Angeles, Draft L.A. CEQA Thresholds Guide, Section J.4. Recreation and Parks, J.4-3, May 14, 1998.

4.26.3.5 Master Plan Commitments

No Master Plan commitments for parks and recreation are proposed. However, the following Master Plan commitments from other environmental disciplines 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).
- ◆ ST-18. Construction Traffic Management Plan (Alternatives A, B, C, and D).

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

4.26.3.6 Environmental Consequences

4.26.3.6.1 No Action/No Project Alternative

Project Development

The No Action/No Project Alternative (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of parks and recreation impacts. Some of these features are increases in passenger activity and property acquisition. The No Action/No Project Alternative would not result in any physical alteration to Carl E. Nielson Youth Park.

Service Effects

Although projected increases in passengers may increase demand for public park and recreation areas due to possible daytime or lunchtime use by visitors to the airport, any increase is expected to be small. Furthermore, there would be a reduction in demand from employment with a projected decline in on-airport employees under the No Action/No Project Alternative. Moreover, there would be reduced local demand on parks associated with the ongoing voluntary relocation of 4,987 residents under LAWA's existing Aircraft Noise Mitigation Program (ANMP) (see Section 4.4.2, *Relocation of Residences or Businesses*). There are no public parks within the LAWA ANMP acquisition areas.

LAX Northside Project

Approximately 4.5 million square feet (MSF) of commercial and research/development uses would be constructed on 358-acres under the LAX Northside project. Although no residential uses are proposed, the *LAX North Side Development Project Final EIR* indicated that the project would increase the use of public parks and recreational facilities in the Westchester/Playa del Rey area due to daytime or lunchtime employee use. Consistent with the conclusions in the *LAX North Side Development Project Final EIR*, incidental increases in daytime employee demand for public parks and recreational facilities would be minimal and demand would be offset by the construction of a 2.3-mile bikeway.⁹⁹⁷

Continental City

At buildout, approximately 3.1 MSF of the Continental City site would be developed with office and retail uses. No residential uses and no associated park and recreation demand would result from the development of the Continental City site under the No Action/No Project Alternative. Furthermore, the Continental City project includes a proposal for a 1.9-acre park, referred to as the Central Green,⁹⁹⁸ in the center of the proposed building towers to serve employees and visitors. The *Continental City EIR* did not include an analysis of parks and recreational facilities as the *Continental City Initial Study* determined that impacts would not be significant.

⁹⁹⁷ City of Los Angeles, Department of Airports, Final Environmental Impact Report LAX North Side Development Project, p. IV-102, April 1993.

⁹⁹⁸ City of Los Angeles, Draft Environmental Impact Report EIR No. 407-82 SUB Continental City, p. III-29, August 1984.

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Construction

Construction of the LAX Northside project may temporarily impair access to Westchester Park Recreation Center (via Lincoln Boulevard). However, alternate routes or detours would be provided if access is impaired as part of the standard planning and environmental review processes.

4.26.3.6.2 Alternative A - Added Runway North

Project Development

Alternative A (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of parks and recreation impacts. Some of these features are increases in employees, construction, and property acquisition.

Although airport activity and the number of passengers and employees in the study area would increase between 1996 and 2015, no residential development or acquisition of park or recreational facilities is proposed. Both the Westchester Golf Course and Carl E. Nielson Youth Park would be expanded. The implementation of Alternative A would involve acquisition and the relocation of 84 residential units and relocation of 172 residents. Various transportation improvements both on and off the airport property would be implemented with Alternative A, some of which would be adjacent to parks and recreational facilities.

Service Effects

Without any residential development proposed, increases in on-airport employment and passengers, compared to baseline conditions, would increase demand for parks and recreational facilities due to daytime or lunchtime use. However, this increase is not expected to be substantial. Demand for park or recreational facility use from passengers is not considered significant as most visitors to the airport are focused on arriving or departing directly from the immediate area. While there would be an estimated increase in on-airport employment of 11,824 individuals compared to baseline conditions, it is doubtful, based on field observation,⁹⁹⁹ that a meaningful number of these new employees would frequent off-airport parks at lunchtime such that demand would place constraints on these facilities. Due to time limitations, it is expected that such use would not likely involve active sports or require recreational facilities. As a result, impacts on parks and recreational facilities due to increases in on-airport employment would be less than significant.

Accepting that there would be some increased demand for park and recreational facilities, such increases would be more than offset by proposed increases in park and recreational facilities and the reduced local demand associated with residential acquisition. By 2015, Carl E. Nielson Youth Park would be expanded by 5 acres to approximately 12 acres. The expanded park would continue to be used for organized youth sports or other active recreational activities. Additional proposals for new park and recreational facilities are described below under Westchester Southside Project.

The reduced demand for local public park and recreational facilities would correspond to the land acquisition proposed under Alternative A, which would involve the relocation of 84 residential units with an estimated population of 172. As previously stated for the No Action/No Project Alternative, local demand would also be reduced with the relocation of 4,987 residents, independent from the Master Plan, under LAWA's existing acquisition program.

Imperial Highway would be improved by 2005; however, Imperial Strip would not be altered with implementation of any of the alternatives. Furthermore, there would be no changes or access constraints posed to the Westchester Park Recreation Center, Vista del Mar Park, Dockweiler State Beach, or the South Bay Bicycle Trail. Effects on parks and recreational facilities associated with the LAX Expressway and State Route 1 improvements under Alternative A are described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

As further described in Section 4.8, *Department of Transportation Act, Section 4(f)*, within the Section 4(f) study area, park use would not be significantly impacted by noise. As further described in Section 4.14, *Coastal Zone Management and Coastal Barriers*, under Alternatives A, B, and C, bicycle access to

⁹⁹⁹ Field observation of park use in the LAX vicinity was conducted by PCR Services Corporation on September 5, 2000, between 12:00 and 2:00 p.m.

Dockweiler State Beach via Imperial Highway and Westchester Parkway would be temporarily impaired with development of the ring road. However, implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), would ensure that new bicycle lanes would be provided along Imperial Highway and incorporation of a bike path into the Westchester Southside development would maintain and improve access between Sepulveda Boulevard and Dockweiler State Beach along the north side of LAX.

Westchester Southside Project

By 2015, the Westchester Southside project would be built out with 2.62 MSF of office, hotel, retail, restaurant, and business park uses. Westchester Southside does not include residential development and, therefore, would have only limited increased demand for parks and recreational facilities from daytime or lunchtime employee use. Development of Westchester Southside includes expansion of the existing Westchester Golf Course by approximately 6 acres and would include 3 new holes. Within the remaining 91 acres of proposed open space, pedestrian and bike paths are proposed along greenbelts and there is potential for development of a public park and/or other recreational facilities. These proposed park improvements would increase the capacity of park and recreational facilities and more than offset the limited increase in demand expected from daytime employee and visitor use. As a result, impacts from Westchester Southside on parks and recreation are considered to be less than significant.

In conclusion, although Alternative A would increase park and recreational facility use with new employees and visitors to the area, this demand is not considered to be substantial and is not expected to have an adverse effect on park and recreational facilities. Furthermore, increases in demand would be more than offset through new and expanded park and recreational facilities proposed for Carl E. Nielson Youth Park, the Westchester Golf Course, and other areas within Westchester Southside. As a result, potential impacts to park recreational facilities would be less than significant. Potential impacts associated with Alternative A are consistent with those of the No Action/No Project Alternative; although Alternative A would, in comparison, provide more park amenities through the expansion of Carl E. Nielson Youth Park and the Westchester Golf Course.

Construction

Construction activities would occur throughout the airport vicinity on an ongoing basis through 2015. Construction of transportation facilities and other improvements in proximity to park and recreational facilities are not expected to restrict access to area parks and recreation areas. A possible exception would be construction associated with the expansion of Carl E. Nielson Youth Park; although, it is expected that LAWA would time the construction of these improvements so they would minimally interfere with youth sports. As described in Section 4.1, *Noise*, construction noise impacts would occur at Imperial Strip, just south of Imperial Highway in the City of El Segundo. However, Imperial Strip serves as a buffer between the airport and the City of El Segundo and much of its use is for viewing aircraft. Furthermore, construction noise at Imperial Strip would be temporary. Therefore, construction noise impacts at Imperial Strip relative to park use are considered less than significant. Construction of the Westchester Southside Development may temporarily impair access to Westchester Park Recreation Center (via Lincoln Boulevard). However, implementation of Master Plan Commitment ST-18, Construction Traffic Management Plan (Alternatives A, B, C, and D) would ensure that alternate routes or detours would be provided if access is impaired. Furthermore, as the focus of construction would be largely on airport property and within immediately adjacent acquisition areas, there would be no significant impacts on Vista del Mar Park, Dockweiler State Beach, or the South Bay Bicycle Trail. (See Section 4.20, *Construction Impacts*, for additional information.)

4.26.3.6.3 Alternative B - Added Runway South

Project Development

With implementation of Alternative B, Master Plan features influencing demand for parks and recreational facilities would be similar to Alternative A, with no acquisition of parkland, relocation of the same 84 residential units, and equivalent expansion of recreational facilities.

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Service Effects

Increases in on-airport employment and proposals for 11 acres of new and expanded park facilities (i.e., Carl E. Nielson Youth Park and Westchester Golf Course) would be equivalent to those described for Alternative A, relative to the baseline conditions. Consistent with conclusions for Alternative A, impacts on park and recreational facilities would be considered less than significant, with incidental increases in demand from employees and visitors more than offset by new and expanded recreational facilities. Alternative B would provide greater park and recreational amenities than the No Action/No Project Alternative.

As further described in Section 4.8, *Department of Transportation Act, Section 4(f)*, within the Section 4(f) study area, no parks would be significantly impacted by noise. Impacts on bikeways, as further discussed in Section 4.14, *Coastal Zone Management and Coastal Barriers*, would be avoided through implementation of Master Plan Commitment LU-3 and incorporation of a bike path into the Westchester Southside development.

Westchester Southside Project

The Westchester Southside development proposal's effects on parks and recreational facilities would be equivalent to those described for Alternative A. Consistent with conclusions for Alternative A, proposed park improvements would increase the capacity of park and recreational facilities and more than offset the limited increase in demand expected from daytime employee and visitor use. As a result, impacts from Westchester Southside on parks and recreation are considered to be less than significant.

Construction

Impacts to parks and recreation areas resulting from construction activities would be similar to Alternative A. Therefore, as described for Alternative A, impacts due to construction are considered less than significant.

4.26.3.6.4 Alternative C - No Additional Runway

With implementation of Alternative C, Master Plan features influencing demand for parks and recreational facilities would be similar to Alternatives A and B with the primary difference focusing on changes in on-airport employees, and acquisition activities, and the provision of park and recreational amenities would be equivalent.

Project Development

Other than the difference in on-airport employment, there are no other components under Alternative C that would change previously identified effects on park and recreational facilities. The proposals for new and expanded park facilities in this alternative are the same as described above under Alternative A.

Service Effects

There would be an increase of 6,421 on-airport employees compared to baseline conditions and the same 172 residents would be relocated under Alternative C. This net increase in demand (compared to baseline conditions) would not alter the conclusions reached under Alternatives A and B regarding impacts on park and recreational facilities.

As previously stated, the increase in demand on park and recreational facilities associated with employees and visitors is not expected to be substantial, and with the proposed new and expanded facilities, impacts would be less than significant.

Compared to the No Action/No Project Alternative, Alternative C would have more beneficial effects with greater provision of recreational amenities.

As further described in Section 4.8, *Department of Transportation Act, Section 4(f)*, within the Section 4(f) study area, park use would not be significantly impacted by noise. Impacts on bikeways, as further discussed in Section 4.14, *Coastal Zone Management and Coastal Barriers*, would be avoided through implementation of Master Plan Commitment LU-3 and incorporation of a bike path into the Westchester Southside development.

Westchester Southside Project

The Westchester Southside development proposal's effects on parks and recreational facilities would be equivalent to those described for Alternatives A and B. Consistent with conclusions for Alternatives A and B, proposed park improvements would increase the capacity of park and recreational facilities and more than offset the limited increase in demand expected from daytime employee and visitor use. As a result, impacts from Westchester Southside on parks and recreation areas are considered to be less than significant.

Construction

Impacts to parks and recreation areas resulting from construction activities would be similar to Alternatives A and B. Therefore, as described for Alternatives A and B, impacts due to construction are considered less than significant.

4.26.3.6.5 Alternative D - Enhanced Safety and Security Plan

Project Development

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives*. The features of Alternative D that are relevant to the analysis of parks and recreation are summarized herein. Under Alternative D, no residential development or acquisition of park or recreational facilities is proposed. The Westchester Golf Course would be expanded by 6 acres, with the addition of 3 holes. Alternative D does not propose acquisition or relocation of residences.¹⁰⁰⁰ Under Alternative D, no changes to Carl E. Nielson Youth Park would occur.

Service Effects

Although no residential development is proposed, increases in passenger activity may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by a decrease of 9,261 on-airport employees that would occur under Alternative D.¹⁰⁰¹ Furthermore, expansion of the Westchester Golf Course and provision of a bikeway and other recreational amenities within LAX Northside would offset the potential demand for parks and recreation that could occur from passengers. Local demand would also be reduced with the relocation of 4,987 residents, independent from the Master Plan, under LAWA's existing acquisition program. As a result, impacts on parks and recreational facilities due to changes in passenger activity would be less than significant.

Access to public parks or recreation areas within the study area would not be impaired with implementation of Alternative D. As described in Section 4.14, *Coastal Zone Management and Coastal Barriers*, Alternative D would not inhibit bicycle access to Dockweiler State Beach. Furthermore, implementation of Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D), as further described in Section 4.2, *Land Use* (subsection 4.2.5), would support incorporation of bicycle paths and lanes as part of the Master Plan circulation system.

As further described in Section 4.8, *Department of Transportation Act, Section 4(f)*, within the Section 4(f) study area, park use would not be significantly impacted by noise.

¹⁰⁰⁰ Although no residential acquisition is proposed under Alternative D, if surface transportation mitigation measure MM-ST-13, Create A New Interchange at I-405 and Lennox Boulevard (Alternative D), recommending a new interchange at I-405 and Lennox Boulevard is carried forward, it is possible that 9 to 12 homes may need to be acquired. Also, if ANMP land acquisition for Manchester Square cannot be completed by the time the Master Plan is approved, the City of Los Angeles will use the most appropriate and practical measures available (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan. These measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. This would be the case for the majority of the build alternatives (i.e., Alternatives B, C, and D), the only exception being Alternative A where no new development within Manchester Square is proposed.

¹⁰⁰¹ The decline in employment in spite of increasing aviation activity reflects productivity increases (i.e., producing more economic output per worker within manufacturing industries related to LAX that would outpace increases in employment).

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LAX Northside Project

Similar to the No Action/No Project Alternative, approximately 4.5 MSF of commercial and research/development uses would be constructed on 340-acres under the LAX Northside project. Although no residential uses are proposed, the *LAX North Side Development Project Final EIR* indicated that the project would increase the use of public parks and recreational facilities in the Westchester/Playa del Rey area due to daytime or lunchtime employee use. Consistent with the conclusions in the *LAX North Side Development Project Final EIR*, incidental increases in daytime employee demand for public parks and recreational facilities would be minimal and demand would be offset by the construction of a 2.3-mile bikeway.¹⁰⁰² Demand would also be offset by a 6 acre expansion of the Westchester Golf Course. As a result, impacts on parks and recreational facilities from development of LAX Northside would be less than significant.

Construction

The extent and duration of construction would be reduced under Alternative D when compared to the other build alternatives. Construction of transportation facilities and other improvements in proximity to park and recreational facilities are not expected to restrict access to area parks and recreation areas.

As shown in Figure F4.1-10, Potential Construction Noise Impacts - Alternative D, in Section 4.1, *Noise* (subsection 4.1.6.4.3), construction noise impacts would occur at a small portion of Imperial Strip, just south of Imperial Highway in the City of El Segundo. However, Imperial Strip serves as a buffer between the airport and the City of El Segundo and much of its use is for viewing aircraft, rather than quiet activities. Furthermore, construction noise at Imperial Strip would be temporary and additive to a currently noisy environment. Therefore, construction noise impacts at Imperial Strip relative to park use are considered less than significant.

Construction of the LAX Northside project may temporarily impair access to Westchester Park Recreation Center (via Lincoln Boulevard). However, Master Plan Commitment ST-18, Construction Traffic Management Plan (Alternatives A, B, C, and D), would provide alternate routes or detours if access is impaired. Therefore, potential impacts to the Westchester Park Recreation Center would be less than significant.

As the focus of construction would be largely on airport property and within immediately adjacent acquisition areas, there would be no significant impacts on Vista del Mar Park, Dockweiler State Beach, or the South Bay Bicycle Trail (see Section 4.20, *Construction Impacts* (subsection 4.20.6.3), for additional information).

4.26.3.7 Cumulative Impacts

When considering cumulative impacts to parks and recreation associated with the No Action/No Project Alternative and Alternatives A, B, C, or D, in combination with other past, present, and probable future projects, as discussed under subsection 4.26.3.3, *Affected Environment/Environmental Baseline*, there are deficiencies in parkland relative to community goals in the Cities of Los Angeles and Inglewood and a surplus of parkland in the City of El Segundo. Under baseline conditions, there are 76 acres of parkland on LAX property between the 69-acre Westchester Golf Course and the 7-acre Carl E. Nielson Youth Park. Beyond the parks and recreation study area, the City of Los Angeles has an overall deficit of parkland, and the supply of parkland varies from surplus to deficit conditions in other jurisdictions in the region.

4.26.3.7.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, there would be a reduction in direct employment generated by LAX due to increases in worker productivity with advances in technology among affected industries. As a result, employment-related demand for parkland would decrease. While passenger activity would increase, associated use of local parks and recreation areas by visitors to LAX is expected to be small. The acquisition of properties and relocation of 4,987 residents from the Manchester Square and Belford areas would substantially reduce local neighborhood demand for parkland. This demand would shift to

¹⁰⁰² City of Los Angeles, Department of Airports, Final Environmental Impact Report LAX North Side Development Project, IV-102, April 1993.

other jurisdictions, which may or may not be faced with parkland deficiencies. Considering the above and the No Action/No Project Alternative's provision of a 2.3-mile bike path within the LAX Northside project and a 1.9-acre park within the Continental City site, the No Action/No Project Alternative's impacts on parkland would be offset or minimal, and would not contribute considerably to cumulative effects associated with other local and regional projects.

4.26.3.7.2 Alternatives A, B, and C

As previously discussed under subsection 4.26.3.3, *Affected Environment/Environmental Baseline*, increases in demand for parkland associated with new employees and visitors at LAX would be small, and would be more than offset through new and expanded park and recreational facilities proposed for Carl E. Nielson Youth Park, the Westchester Golf Course, and areas within the Westchester Southside development.

Although direct impacts on parkland would be less than significant under Alternatives A, B, and C, increases in employment generated by these alternatives would indirectly result in new households that could increase demand for parkland in the region. Depending on the alternative, LAX-related increases in population associated with increases in direct employment could range from 38,017 to 86,806 within the five-county region. This population increase, which represents less than 1 to approximately 2 percent of forecasted population growth for the region from 1996 to 2015, would generate demand for 114 to 258 acres of parkland. Within a ten-mile radius of LAX, population growth associated with new employment at LAX would represent approximately 3 to 5 percent of forecasted growth, generating demand for 21 to 40 acres of parkland. The potential impacts associated with these increases are difficult to predict, although it is clear that a large portion of this demand would be offset in areas where parkland dedication fee ordinances are in place, including the County and City of Los Angeles and numerous other jurisdictions. Within a ten-mile radius of LAX, only two out of 16 jurisdictions, the cities of Compton and Hawthorne, representing less than 5 percent of the area, do not have parkland dedication fee ordinances and are also deficient in parkland. Furthermore, the small increase in growth that might occur within these jurisdictions would only translate to demand for parkland where provisions for parkland are not included with new housing or through environmental review requirements.

In the more immediate LAX vicinity it is expected that independent project effects on parkland would be limited. For instance, the Playa Vista project, one of the few large areas available in the vicinity for residential development, is subject to parkland dedication or fees to offset project demand, and would not contribute to localized cumulative effects. The built-out nature of the surrounding communities is such that new residential development opportunities would be limited to small infill projects.

As Alternative A, B, or C's contribution to demand for parkland would be indirect, very small, and almost entirely covered by parkland dedication fees or special taxes, and the demand from related projects would be similarly offset through development fees, cumulative impacts on parkland are considered less than significant.

4.26.3.7.3 Alternative D - Enhanced Safety and Security Plan

Similar to the No Action/No Project Alternative, employment-related demand for parkland would decrease due to a reduction in direct employment generated by LAX. While passenger activity would increase, use of local park and recreation areas by visitors to LAX is expected to be small and would be offset by proposed recreational facility improvements. The acquisition of residential properties and relocation of 4,987 residents from the Manchester Square and Belford areas would also substantially reduce local demand for parkland. Therefore, the potential impacts of Alternative D on parks and recreation would be fully offset and less than significant, and would not contribute to cumulative effects associated with other local or regional projects.

4.26.3.8 Mitigation Measures

Alternatives A, B, C, and D would not have a significant impact on parks and recreation, therefore, no mitigation is required.

4.26.3 Parks and Recreation (CEQA)

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