
4.4.4 Community Disruption and Alteration of Surface Transportation Patterns

4.4.4.1 Introduction

The community disruption and alteration of surface transportation patterns section focuses on the potential for the Master Plan alternatives to divide or disrupt existing communities or planned uses surrounding LAX as a result of the alteration of surface transportation patterns or from other related activities such as changes in land use or property acquisition. Section 4.3, *Surface Transportation*, contains more detailed information on changes in circulation as well as a full evaluation of traffic and related impacts. Changes in land use and land acquisition are also addressed in broader context in Section 4.2, *Land Use*, and Section 4.4.2, *Relocation of Residences or Businesses*.

4.4.4.2 General Approach and Methodology

Characterization of the environmental baseline includes a description of existing transportation facilities, circulation patterns, and patterns of land use within the study area. The study area includes communities in proximity to LAX potentially disrupted or divided by physical changes in surface transportation patterns or changes in land use due to implementation of the proposed Master Plan alternatives. The study area therefore includes the communities of Westchester, Playa del Rey, and the northern portion of the City of El Segundo. While the LAX Expressway borders areas in the City of Inglewood, this facility is proposed within existing rights-of-way and would not intrude into Inglewood or interfere with access to community services.

The potential for the project to divide or disrupt existing or planned development was assessed by comparing the existing surface transportation patterns and land use with proposed changes in surface transportation patterns and land use that would occur under the Master Plan alternatives. The analysis determines whether the project's proposed changes would divide or isolate existing neighborhoods, or significantly increase access time to community services, recreation areas, residences, or businesses.

4.4.4.3 Affected Environment/Environmental Baseline

Six primary north/south arterials serve the study area:

- ◆ Sepulveda Boulevard
- ◆ Vista del Mar
- ◆ Pershing Drive
- ◆ Lincoln Boulevard
- ◆ Aviation Boulevard
- ◆ La Cienega Boulevard

And there are five major east/west arterials that serve the study area:

- ◆ Manchester Avenue
- ◆ Westchester Parkway
- ◆ Century Boulevard
- ◆ Arbor Vitae Street
- ◆ Imperial Highway

The following local streets in the study area have been closed for security purposes following the events of September 11, 2001: Sandpiper Street (between Pershing Drive and Vista del Mar); and, relative to streets south of Westchester Parkway, Georgetown Avenue, McClean Way and a portion of Northside Parkway.

Figure F4.4.4-1, Essential Neighborhood and Community Serving Uses, shows the libraries, parks, schools, and other essential uses within the study area. There are two libraries, eight parks and recreational facilities, and 12 schools within the study area. Access to these uses is primarily along the major transportation corridors or via local surface streets. Detailed descriptions of these facilities are

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contained within Section 4.26.3, *Parks and Recreation*; Section 4.26.4, *Libraries*; and Section 4.27, *Schools*.

Land uses and patterns of community activity are well established and distinct in Westchester, Playa del Rey, and El Segundo. Current patterns of land use are shown in Section 4.2, *Land Use*, Figure F4.2-8, Existing Off-Airport Land Uses in the Study Area. Each community contains a mix of public facilities and neighborhood-serving uses. In El Segundo, residential development is limited to areas west of Sepulveda Boulevard, with neighborhood retail uses, schools, parks, and the library all closely located. Both the Westchester and Playa del Rey communities also support their own mix of neighborhood uses and facilities. Sepulveda and Lincoln Boulevards physically divide Westchester north of and adjacent to LAX. These residential areas, west of Lincoln and both east and west of Sepulveda, each have convenient access to most neighborhood services and facilities nearby and do not require frequent automobile trips across the major surrounding arterials for these services. For example, residents to the east of Sepulveda generally prefer to use their own parks, schools, and neighborhood retail uses rather than those west of Sepulveda.

4.4.4.4 Thresholds of Significance

4.4.4.4.1 CEQA Thresholds of Significance

A significant community disruption impact from alteration of surface transportation patterns would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in the following future condition:

- ◆ Physically divide or substantially disrupt an established community or orderly planned development, particularly if access to community services and facilities, recreational areas, residences, or businesses is significantly compromised.

The above CEQA threshold is modified from language contained in both the CEQA Guidelines, Appendix G, and FAA Order 5050.4A. FAA Order 5050.4A, *Airport Environmental Handbook*, indicates that an action that would, among other things, alter surface transportation patterns, divide or disrupt established communities, or disrupt orderly planned development, be evaluated for related social impacts.

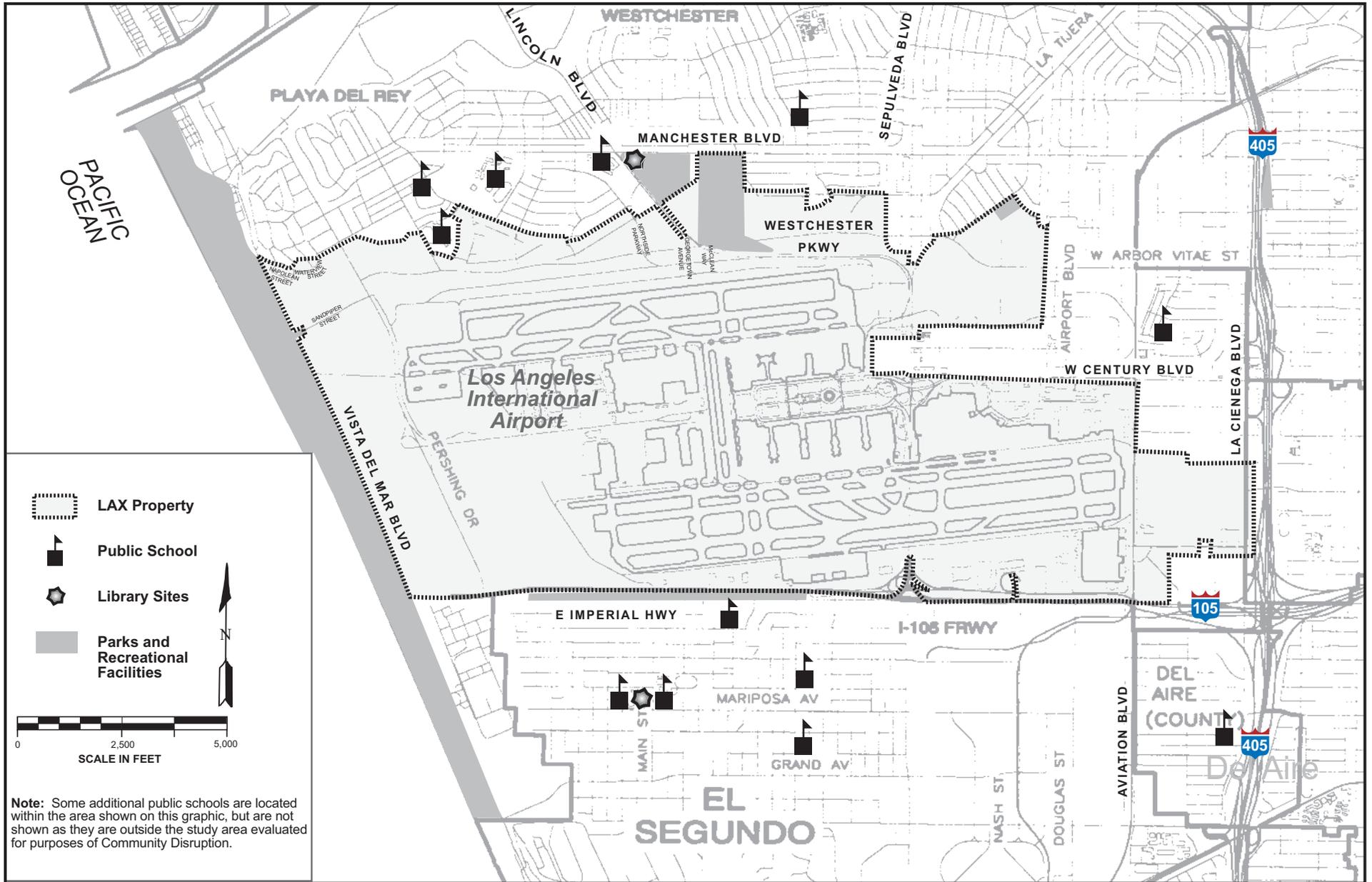
4.4.4.4.2 Federal Standards

Federal standards pertaining to alteration of surface transportation patterns are incorporated within the CEQA threshold of significance defined above. Section 47(e)(3) of FAA Order 5050.4A, *Airport Environmental Handbook*, requires that the potential for community disruption due to the proposed action be addressed. Section 47(e)(3)(c) states that associated disruption "shall not be considered significant unless there is a noticeable increase in congestion or access time to community facilities, recreation areas, or places of residence or business or other disruption that cannot be prevented or minimized."

4.4.4.5 Master Plan Commitments

No Master Plan commitments for community disruption and alteration of surface transportation patterns are proposed. However, the following Master Plan commitments from other environmental disciplines are relevant to this analysis.

- ◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D).**
- ◆ **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).**
- ◆ **RBR-1. Residential and Business Relocation Program (Alternatives A, B, C, and D).**
- ◆ **ST-8. Limited Short-Term Lane Closures (Alternative D).**
- ◆ **ST-9. Construction Deliveries (Alternatives A, B, C, and D).**
- ◆ **ST-10. Designated Truck Routes (Alternatives A, B, and C).**



**LAX Master Plan
Final EIS/EIR**

**Essential Neighborhood
and Community Serving Uses**

Figure
F4.4.4-1

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- ◆ ST-11. Stockpile Locations (Alternatives A, B, and C).
- ◆ ST-12. Designated Truck Delivery Hours (Alternatives A, B, C, and D).
- ◆ ST-13. Construction Employee Parking Locations (Alternatives A, B, and C).
- ◆ ST-14. Construction Employee Shift Hours (Alternatives A, B, C, and D).
- ◆ ST-15. Separation of Construction Traffic (Alternatives A, B, and C).
- ◆ ST-16. Designed Haul Routes (Alternatives A, B, C, and D).
- ◆ ST-17. Maintenance of Haul Routes (Alternatives A, B, C, and D).
- ◆ ST-18. Construction Traffic Management Plan (Alternatives A, B, C, and D).
- ◆ ST-19. Closure Restrictions of Existing Roadways (Alternatives A, B, C, and D).
- ◆ ST-20. Stockpile Locations (Alternative D).
- ◆ ST-21. Construction Employee Parking Locations (Alternative D).
- ◆ ST-22. Designated Truck Routes (Alternative D).

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

4.4.4.6 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 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.

4.4.4.6.1 No Action/No Project Alternative

The No Action/No Project Alternative, described in Chapter 3, *Alternatives*, contains various features that are especially pertinent to the analysis of impacts from community disruption and alteration of surface transportation patterns. These project components include transportation facilities and proposed property acquisition.

Under the No Action/No Project Alternative, development would be limited to minor independent improvements that are currently approved or in the planning stages. No major airport-related transportation changes or improvements would occur. Acquisition of the Manchester Square and Belford residential areas would take place through LAWA's real estate acquisition program for the Aircraft Noise Mitigation Program (ANMP). Chapter 3, *Alternatives*, provides a figure depicting the Belford and Manchester Square neighborhoods, which are affected by acquisition under the No Action/No Project Alternative. A temporary division and disruption of these neighborhoods with phased acquisition and clearing of properties would occur until the area would be vacant. These areas are largely surrounded by commercial and industrial uses and are isolated from other residential neighborhoods. The conversion of this area from residential use to an undeveloped condition would not divide or disrupt existing land uses or planned development; nor would it compromise access to community services, facilities, recreational areas, residences, or businesses.

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Development would also include the approved 4.5 MSF LAX Northside project and the 1.2 MSF Continental City project. Since roadways are already in place for both of these approved projects, access to community services and other neighborhood amenities would not be compromised. During construction of LAX Northside, construction traffic would result in additional traffic congestion which has the potential to temporarily compromise access to community services, businesses, and other neighborhood amenities in portions of the Westchester community.

4.4.4.6.2 Alternatives A, B, and C

Alternatives A, B, and C, described in Chapter 3, *Alternatives*, contain various features that are especially pertinent to the analysis of impacts from community disruption and alteration of surface transportation patterns. Project components most relevant to this analysis include major roadway improvements and proposed land acquisition. As further described in Section 4.3, *Surface Transportation*, and shown on Figures F3-8, F3-10, and F3-12, respectively, the following major transportation improvements are proposed:

- ◆ A new Ring Road
- ◆ LAX Expressway
- ◆ MTA Green Line
- ◆ Sepulveda Boulevard
- ◆ I-105

The potential effects of these transportation improvements are discussed below, with a more detailed discussion of community disruption associated with the LAX Expressway provided in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Transportation Facilities - Potential for Community Division or Disruption

Most of the transportation facilities and improvements proposed under the Master Plan alternatives focus on improving circulation and access within and around airport property. Major new transportation facilities, with the exception of the northern portions of the LAX Expressway, are proposed entirely within or on the border of airport property. While there would be changes to the primary north/south arterials, basic circulation patterns associated with Vista del Mar, Sepulveda Boulevard, Aviation Boulevard, and La Cienega Boulevard would be retained. With construction of the ring road and access to the new WTA, Pershing Drive would no longer provide southbound access to Imperial Highway. This change would not be expected to significantly compromise access to facilities, residences, and businesses because alternate north/south access would be available along adjacent Vista del Mar, to the west. Access to Vista del Mar for residents of Westchester/Playa del Rey would be provided by local roadways, with the exception of Sandpiper Street, which has been closed for security purposes.

Regarding major east/west arterials, a change in transportation patterns affecting recreational access would occur along the southwest portion of the ring road. A primarily residential neighborhood in El Segundo would lose access to Imperial Highway from Main Street and California Street. The area affected is bounded by Imperial Avenue to the north, Palm Avenue to the south, Sepulveda Boulevard to the east, and the Hyperion Treatment Plant property to the west. The primary alternate westerly access route for this neighborhood would be Grand Avenue, located 0.85 miles south of Imperial Highway. This change in circulation would not deny access to community services or facilities (no such facilities are located to the west) and it would not restrict bicycle and pedestrian access to the coast. It would, however, increase automobile access time to coastal recreation areas for some residents; it would inconvenience residents who would use Dockweiler Beach State Park or Playa del Rey beach to the west and northwest, rather than the beach at Grand Avenue or those further to the south. To use Grand Avenue rather than Imperial Highway would increase the automobile travel time for these residents by approximately six minutes for areas east of Center Street (estimated affected population 2,250), and by approximately three minutes for areas east of Loma Vista Street (estimated affected population 3,800).²⁴¹ This estimate is based on a driving survey taken during off-peak traffic hours when beach use is expected to be more frequent.²⁴² As a substantial number of residents in this area are already likely to use Grand

²⁴¹ Estimates are based on 1990 U.S. Census of Population and Housing.

²⁴² Survey was taken by PCR Services Corporation on Thursday, April 27, 2000, between 12:00 and 2:00 p.m. Travel time was

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Avenue for beach access, and access time to the beach would be increased by approximately three to six minutes, this impact is considered to be adverse but not significant. Coastal issues associated with this circulation change and other proposals are addressed in Section 4.14, *Coastal Zone Management and Coastal Barriers*. As indicated in Section 4.14, pedestrian access to the coast would not be affected. Bicycle access to the coast would be altered but potential impacts would be reduced to a less than significant level with the implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C).

For the other major east/west arterials, there would be no changes to Manchester Avenue. The only changes to Century Boulevard would be redesigned access to the Century Cargo Complex, so it would still serve as a major approach roadway to LAX. Arbor Vitae Street and Westchester Parkway would be realigned to serve as a portion of the ring road, and east/west travel along this route would be maintained through the intersections with Aviation Boulevard, Airport Boulevard, Sepulveda Boulevard, Lincoln Boulevard, and Pershing Drive.

As proposed under Mitigation Measure MM-ST-4, Add Right-Turn Off-Ramp to Emerson Street (Alternatives A, B, and C), an off-ramp from the ring road for westbound traffic onto northbound Emerson only would be added. This ramp would provide local residents along Emerson Avenue with easier access when driving home from I-405. No "cut through" traffic on Emerson Avenue due to the ramp is expected, since this route would only benefit local inbound traffic approaching from I-405.

As both Westchester/Playa del Rey and El Segundo contain their own essential community services and facilities, and no changes in arterial roadways within these areas are proposed, access to essential services and facilities would not be compromised by alteration of surface transportation patterns under Alternatives A, B, and C. Portions of the LAX Expressway would extend beyond existing and proposed airport boundaries; however, under Alternatives A, B, and C, the majority of the right of way for this facility would be located adjacent to I-405 and would not cause any community division or disruption. The plans for the LAX Expressway and a more detailed discussion of its potential effects on communities are provided in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Compared to Alternatives A, B, and C, the No Action/No Project Alternative would not result in major changes to transportation patterns in the LAX vicinity.

Acquisition - Potential Division or Disruption or Loss of Access to Essential Community Services

Acquisition under Alternatives A, B, and C generally involves commercial and industrial uses that border or are close to airport property, or residential uses at the extreme southern edge of neighborhoods in the Westchester community. Property acquisition maps and maps depicting Alternatives A, B, and C are provided in Chapter 3, *Alternatives*. The pattern of proposed acquisition, which primarily expands the airport along its current boundaries, would not divide or substantially disrupt existing land uses or planned development. Although residences and roadways would be acquired just north of the proposed ring road, local streets would be re-routed, through circulation would be maintained, and no residential properties would be isolated from existing neighborhoods. The area between Century Boulevard, 96th Street, Aviation Boulevard, and Sepulveda Boulevard primarily contains airport-dependent commercial and industrial facilities that are currently close to the airport and compatible with airport land use. All of the major access roads to these properties and businesses would be maintained. The Westchester Branch Library, which was located northeast of the airport at 8946 Sepulveda Eastway on a parcel proposed for acquisition, closed on March 29, 2003, and was replaced with the new Westchester-Loyola Village Branch Library on the site of the former Loyola Village Branch Library, as discussed in detail in Section 4.26.4, *Libraries*.

As further described in Section 4.2, *Land Use*, Alternatives A, B, and C each involve acquisition within the Westchester Business District, an area generally bounded by Manchester Avenue to the north, Sepulveda Westway to the west, Sepulveda Eastway to the east, and Lincoln Boulevard to the south. Acquisition of commercial uses within the area generally south of 89th Street and north of Lincoln Boulevard would range from 3.93 acres under Alternative B to 6.74 acres under Alternative A. While the

estimated using posted speed limits and the most likely travel routes expected from the affected residential areas to the coast via both Imperial Highway and Grand Avenue.

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vast majority of affected businesses would be airport-related or office uses, community serving retail uses such as a drug store, office supply store, bank, fast food restaurant, beauty shop and bar may also be acquired, depending upon the alternative. As further discussed in Section 4.4.2, *Relocation of Residences or Businesses* (subsection 4.4.2.5), under Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), LAWA would implement a business relocation plan to provide all affected businesses with an array of relocation assistance that would meet and exceed requirements under state and federal law. The relocation plan would include special assistance to businesses in finding relocation sites within nearby Westchester Southside and surrounding communities. As further described in Section 4.2, *Land Use* (subsection 4.2.6), the pattern of acquisition within the Westchester Business District would not divide the community and, while certain community serving uses might be lost, there would be more than adequate relocation space available within Westchester Southside as well as through vacancies in the immediate area. Furthermore, many of the services that would be affected, such as the bank, beauty shop, and office supply store, are also available nearby and within the Westchester Business District.

Given the maintenance of or improved circulation along the major roadways surrounding the airport, the re-routing of local streets in areas where acquisition is proposed, the closure and replacement at another site of the Westchester Branch Library, and minimal changes to the Westchester Business District, access to community services and facilities, recreational areas, residences, or businesses would not be significantly compromised by acquisition and proposed airport improvements.

Similar to Alternatives A, B, and C, the No Action/No Project Alternative would not result in significant community disruption or loss of access to community services and facilities, although there would be a temporary disruption of neighborhoods during phased acquisition and clearing of properties.

Construction

During the construction for the proposed project, several improvements would take place along the primary arterials and roadways surrounding the airport. During this period, there would be potential for temporary detours and congestion to compromise access to community facilities, services, residences, and businesses. However, implementation of Master Plan Commitments C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-18, Construction Traffic Management Plan (Alternatives A, B, C, and D), would minimize the potential for impacts associated with community disruption from changes in transportation circulation patterns during construction. However, temporary construction-related traffic impacts would be significant and unavoidable even with implementation of Master Plan Commitments C-1, and ST-9 through ST-19. Therefore, the potential for temporary impacts associated with community disruption of adjacent communities during construction would be significant. In comparison to Alternatives A, B, and C, the No Action/No Project Alternative would most likely not require temporary detours; however, traffic congestion from the development of LAX Northside has the potential to temporarily compromise access in portions of the Westchester community.

4.4.4.6.3 Alternative D - Enhanced Safety and Security Plan

Transportation Facilities - Potential for Community Division or Disruption

A complete description of the transportation facilities associated with Alternative D is provided in Chapter 3, *Alternatives*, and is shown on Figure F3-14.

In contrast to Alternatives A, B, and C, Alternative D would not include the development of a ring road, the LAX Expressway, or the extension of the MTA Green Line onto airport property. As a result, there would be no permanent re-routing of primary north/south arterials, no limitations placed on access to Imperial Highway from El Segundo, and no closure of Pershing Drive to southbound traffic.

The GTC would be located in an area generally bounded by Arbor Vitae Street to the north, La Cienega Boulevard to the east, Century Boulevard to the south, and Aviation Boulevard to the west (also known as Manchester Square). Internal vehicle circulation in the GTC would be fully separated from the existing public road system. Vehicles would access the GTC from eastbound Century Boulevard, northbound Aviation Boulevard, southbound La Cienega Boulevard, westbound Imperial Highway, or 111th Street. All vehicles except those directly accessing the GTC from Century Boulevard would use a 10-lane,

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north/south airport access road adjacent to the east side of Aviation Boulevard. Freeway access immediately east of the GTC would occur at I-405.

The ITC would be located in an area generally bounded by Aviation Boulevard to the west, Imperial Highway to the south, and 111th Street to the north (also known as the Continental City property). The proposed APM would connect the CTA, GTC, RAC, and ITC. As shown on Figure F3-14, Alternative D - 2015 Enhanced Safety and Security Plan, in Chapter 3, *Alternatives*, the proposed route of the APM would generally follow the alignment of Aviation Boulevard, Century Boulevard, 98th Street, and, for a short distance, Sepulveda Boulevard. Exterior vehicle access to the ITC would be provided from Aviation Boulevard and Imperial Highway. Freeway access immediately south of the ITC would occur at I-405.

The addition of these major new transportation facilities would not change the basic circulation patterns of the existing north/south or east/west circulation system in the project area. The proposed GTC and ITC sites are located away from sensitive residential uses and neighborhood services and would not divide or disrupt adjacent communities due to changes in land use. Access to the GTC and ITC would be provided from major arterials and freeways, as described above. These changes in circulation would not deny access to community services or facilities and would, therefore, be less than significant.

Alternative D would include changes to airport-related circulation that would not occur under the No Action/No Project Alternative. However, Alternative D would not result in major changes to transportation patterns in the LAX vicinity.

Acquisition - Potential Division or Disruption or Loss of Access to Essential Community Services

Areas proposed for acquisition under Alternative D are shown on Figure F3-19, 2015 Alternative D-Proposed Property Acquisition Areas, in Chapter 3, *Alternatives*. Compared to Alternatives A, B, and C, the area of acquisition proposed under Alternative D would be reduced and would not include any public facilities or community-serving uses. Furthermore, acquisition under Alternative D is not expected to include residential uses.²⁴³ Similar to the other build alternatives, displaced businesses would receive relocation assistance from LAWA under a business relocation plan, described in Master Plan Commitment RBR-1. Also similar to the other build alternatives, the pattern of acquisition would primarily occur along the existing airport boundaries and would not divide or substantially disrupt existing land uses or planned development. In addition, through circulation would be maintained during acquisition.

The greatest contiguous area of acquisition under Alternative D (represented as MP Area B, parcels 3, 4, 5, 11, 12, 13, 14, 15, 16, 17, 18, and shown on Figure F3-1419, 2015 Alternative D-Proposed Property Acquisition Areas), is generally bounded by 98th Street, 96th Street, Airport Boulevard and Sepulveda Boulevard. Approximately 32 acres of existing office, institutional, parking, and rental car uses would be acquired and developed as rental car facilities (i.e., the RAC). Since the development of rental car facilities along the perimeter of the current airport boundaries would be similar to and compatible with existing commercial and industrial uses in the area, through access would be maintained, and no essential community-serving facilities would be acquired, acquisition along 98th Street would not result in the loss of access to essential community services nor result in division or disruption to the community. Compared to Alternatives A, B, and C, acquisition under Alternative D would not result in the closure of Airport Boulevard, or the loss of this north/south access to businesses along 98th Street. In addition, under Alternative D fewer properties would be acquired along 98th Street and, therefore, fewer businesses would be temporarily disrupted during acquisition and relocation. Furthermore, in contrast to the other build alternatives, Alternative D would not involve acquisition within the Westchester Business District.

Similar to the No Action/No Project Alternative, Alternative D would not result in significant community disruption or loss of access to community services and facilities, although there would be a temporary disruption of businesses during acquisition and relocation. As determined in Section 4.4.2, *Relocation of*

²⁴³ 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), is carried forward, it is possible that 9 to 12 homes may need to be acquired. Also, if ANMP land acquisition for the Belford and Manchester Square areas 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.

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Residences or Businesses, the effects of acquisition activities under Alternative D on businesses are considered to be less than significant for all land uses except air freight, which would be less than significant with mitigation.

Construction

During the construction of Alternative D, several improvements would take place along the primary arterials and roadways in the vicinity of the APM alignment, the GTC, and the ITC. During construction, there would be the potential for temporary detours and congestion from construction traffic to compromise access to community facilities, services, residences, and businesses, although haul routes and construction areas would generally be to the south of the Westchester community and north of El Segundo. Implementation of Master Plan Commitments C-1, ST-8, ST-9, ST-12, ST-14, and ST-16 through ST-22 would reduce the potential for impacts associated with community disruption from changes in transportation circulation patterns. These commitments involve establishing a ground transportation/construction coordination office, managing construction traffic, developing a detour plan and designated truck routes, limiting short-term lane closures and imposing closure restrictions on existing roadways. However, temporary construction-related traffic impacts would be significant at Century Boulevard (between Aviation Boulevard and Sepulveda Boulevard) even with implementation of relevant Master Plan commitments. Therefore, the potential for temporary impacts associated with community disruption of adjacent communities during construction work would be significant.

Alternative D would result in greater overall disruption to communities and transportation facilities from construction than the No Action/No Project Alternative. However, under both Alternative D and the No Action/No Project Alternative, increased construction traffic resulting from development of LAX Northside has the potential to temporarily compromise access in portions of the Westchester community. With the implementation of Master Plan commitments identified above in subsection 4.4.4.5, *Master Plan Commitments*, effects on access to community facilities during construction of LAX Northside under Alternative D would be less than significant.

4.4.4.7 Cumulative Impacts

4.4.4.7.1 No Action/No Project Alternative

No sizeable airport-related surface transportation improvements would occur under the No Action/No Project Alternative. As a result, cumulative impacts associated with community disruption would not be notable.

4.4.4.7.2 Alternatives A, B, and C

As discussed earlier in this section, implementation of Alternatives A, B, or C would not result in a change to regional transportation patterns or in the isolation of an existing community. As a result, there would be no significant cumulative impacts for these concerns. However, there would be significant, temporary impacts from construction traffic that, combined with construction of related projects, such as Playa Vista, would represent a significant cumulative impact due to the potential for inhibited access to community facilities.

4.4.4.7.3 Alternative D - Enhanced Safety and Security Plan

Implementation of Alternative D would not result in a change to regional transportation patterns or in the isolation of an existing community. As a result, there would be no significant cumulative impacts for these concerns. There would, however, be significant, temporary impacts from construction traffic that, combined with construction of related projects, such as Playa Vista, would represent a significant cumulative impact due to the potential for inhibited access to community facilities.

4.4.4.8 Mitigation Measures

Implementation of Master Plan Commitments C-1, and ST-9 through ST-19 for Alternatives A, B, and C; and Master Plan Commitments C-1, ST-8, ST-9, ST-12, ST-14, and ST-16 through ST-22 for Alternative D, would help to mitigate construction-related traffic impacts. Mitigation measures from other related projects would also serve as means to reduce construction-traffic related impacts associated with Alternatives A, B, C, and D. However, even with these measures, construction-related traffic associated

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with the build alternatives and in conjunction with other projects in the area would be considered temporarily significant with the potential to inhibit access to community facilities.

4.4.4.9 Level of Significance After Mitigation

Even with implementation of surface transportation mitigation measures and Master Plan commitments, temporary project-related and cumulative impacts associated with community disruption from changes in transportation circulation patterns during construction would remain significant and unavoidable.

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