5 Other CEQA Considerations

5.1 Growth-Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines states that the assessment of growth-inducing impacts in the EIR must describe the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Growth-inducing projects include those that would remove obstacles to population growth or cause an increase in the population such that existing community service facilities are taxed, requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also note that characteristics of projects that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively be discussed. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The Project site vicinity is already developed with an airport, and residential, commercial, industrial, community-serving, and airport support uses. In addition, the Project site was previously developed and contains pre-existing infrastructure such as roads, electricity, and sewage lines. New infrastructure developed as part of the proposed Project would serve the Project site exclusively, and would not remove impediments to growth. Therefore, the proposed Project would not remove obstacles to population growth.

As analyzed in Section 4.11, Population, Housing, and Employment, the proposed Project would generate direct employment on the Project site. The sum of direct employment generated by the proposed Project at buildout is approximately 7,111 net new employees. Based on projections maintained by the Southern California Association of Governments (SCAG), this increase in net new employees represents 0.37 percent of the projected total employment in the City of Los Angeles. As a result, the proposed Project's total employment impact falls within the projected employment for the City of Los Angeles. It is also within the forecasted employment growth over the 2010-2022 period for the City of Los Angeles (88,552). The proposed Project's total employment accounts for eight percent of the 2010-2022 employment growth forecast in the Subregion and cumulative employment represents five percent of the 2022 employment in the Subregion. Although the proposed Project would foster economic growth, this growth is within projected employment for the region.

The proposed Project does not include housing. No direct population or housing would be generated as a result of the proposed Project and therefore no direct population or housing impacts would occur. The proposed Project is not anticipated to foster additional housing indirectly in the surrounding environment. The sum of direct employment generated by the proposed Project at buildout is approximately 7,111 net new employees. According to the 2012 US Census American Community Survey, the City of Los Angeles had a total of 96,846 vacant housing units, of which 37,694 were available for rent and 7,084 were available for sale in 2012. Using a conservative estimate that all of the 7,111 net new employees would be moving into the Project site vicinity (as opposed to living there already), the City of Los Angeles has sufficient housing for rent and sale to accommodate the proposed Project employees. Additionally, as analyzed in Sections 4.12, Public Services, and 4.15, Utilities and Services, the proposed Project would not induce population or employment growth that would tax existing public services and utilities or require construction of new facilities. The proposed Project would

therefore not induce indirect housing growth or increase the population in the Project site vicinity such that existing community service facilities are taxed, requiring construction of new facilities that could cause significant environmental effects.

5.2 Irreversible Environmental Changes

According to CEQA Guidelines Section 15126.2(c), an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of the proposed project. As stated in CEQA Guidelines Section 15126.2(c):

> "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Construction of the proposed Project would involve consumption of renewable and non-renewable resources for building materials. Irreversible adverse environmental changes would occur upon implementation of the proposed Project. Construction and operation of the proposed Project would require energy resources such as electricity, natural gas, and various transportation related fuels (fuels for construction equipment and machinery, and transportation fuel for construction workers) including the supply of electricity during construction as well as new lighting during the life of the proposed Project. This would represent a loss of non-renewable resources, which are generally not retrievable.

5.3 Unavoidable Significant Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. Following is a summary of the impacts associated with the proposed project that were concluded to be significant and unavoidable. These impacts are also described in detail in Chapter 4 Impact Analysis of this Draft EIR.

5.3.1 Air Quality

As analyzed in Section 4.2, construction related volatile organic compound (VOC) emissions would be significant. Operational related VOC emissions as well as oxides of nitrogen (NOx) emissions would also be significant. The proposed Project will be developed in compliance with all statutory requirements to preclude significant impacts on air quality to the extent feasible. In addition, implementation of LAX Master Plan Commitments LAX-AQ-1, LAX-AQ-2, LAX-AQ-3 and LAX-AQ-4 and the Project Design Features (Section 4.2.3.3.2) would ensure that impacts relative to ambient air quality, human health risk and most of the criteria pollutant regional mass emissions (except construction VOC emissions and operational VOC and NOx emissions) associated with the proposed Project would be less than significant. The proposed Project already incorporates all technically feasible air quality mitigations measures to reduce construction and operational related VOC and NO_X emissions which include use of Tier 4

engines in construction equipment, compliance with SCAQMD Rule 1113 to limits VOC emissions from architectural coatings and consumer products and the implementation of a transportation demand management (TDM) program to promote non-auto travel. No further feasible mitigation measures are available and therefore no Project-specific mitigation measures are included for the proposed Project. This would be considered a significant and unavoidable impact.

5.3.2 Noise

As analyzed in Section 4.10, Noise, construction activities in Area 3, Area 12A East, and Area 13 would increase the daytime noise levels at nearby noise-sensitive uses by more than 5.0 dBA Leq. The proposed Project will be developed in compliance with all statutory requirements to preclude significant impacts on construction noise. In addition, implementation of LAX Master Plan Commitments MM-N-7, MM-N-8, MM-N-9, and MM-N-10 and Project Design Features would ensure that impacts relative to construction noise associated with the proposed Project would be minimized. However, construction of the proposed Project within limited Areas would result in significant noise impacts (Area 3, Area 12A East, and Area 13). Therefore, the following additional mitigation measures shall be implemented:

- **MM-N (NSP)-1:** A temporary, continuous and impermeable minimum ten-foot high sound barrier wall shall be erected between the proposed Project construction area and adjacent off-site sensitive noise receptors wherever construction activities are within 250 feet of the noise sensitive receptors and there are no intervening buildings or existing sound walls between the construction area and the noise sensitive receptors.
- **MM-N (NSP)-2:** Construction equipment shall be shut off during idling within 250 feet of noise sensitive receptors.
- **MM-N (NSP)-3:** Power construction equipment shall be equipped with noise shielding and muffling devices that achieve a minimum 5 dBA reduction in construction equipment related noise. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.
- **MM-N (NSP)-4:** Stationary source equipment that is flexible with regard to relocation (such as generators and compressors) shall be located at the greatest distance possible from sensitive land uses and unnecessary idling of equipment shall be prohibited.
- **MM-N (NSP)-5:** Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

Implementation of these mitigation measures is estimated to reduce noise levels from construction activities by 5.0 dBA to 12 dBA depending on specific location and construction activity. Construction activities result in noise increases over ambient conditions ranging from 4 dBA to 9 dBA in Area 3; 7 dBA to 10 dBA in Area 12A East; and 4 dBA to 19 dBA in Area 13.Therefore, assuming the most conservative (minimum) reduction of 5 dBA from implementation of the mitigation measures and assuming the maximum construction noise increase over ambient conditions for each Area, the net increase related to construction activities would be 4 dBA in Area 3; 5 dBA in Area 12A East; and 14 dBA in Area 13. Given the significance threshold of 5 dBA increase, construction noise impacts would be reduced to less than significant levels during all construction phases in Area 3. However, significant temporary construction related impacts would remain in Area 12A East and Area 13 even after implementation of all feasible mitigation measures. No further feasible mitigation measures

under LAWA's control are available. This would be considered a significant and unavoidable short-term impact for construction of the proposed Project.

5.3.3 Traffic

As analyzed in Section 4.14, Traffic, the proposed Project would have significant impacts on Existing with Project and the Future with Project traffic. The Existing with Project Conditions, before mitigation, are expected to generate significant traffic impacts at 11 intersections during either the morning or afternoon peak hours. The Future with Project analysis shows that before mitigation, the proposed Project would have significant traffic impacts at 18 intersections during either the morning or afternoon peak hours.

The traffic mitigation program associated with the proposed Project consists of the following four components:

- Implementation of a transportation demand management (TDM) program for the Project site to promote peak period trip reduction;
- Transportation Systems Management (TSM) improvements consisting primarily of right-turn detector systems at key intersections within the Study Area. TSM improvements may also include installation of detection loops, signal controller upgrades, and closed circuit television (CCTV) cameras;
- Transit system improvements, including the provision of new buses to increase public transit service along a key corridor within the Study Area and the dedication of space for a potential future transit station on the Project site; and
- Specific intersection improvements.

For the Existing with Project with Mitigation conditions, the proposed traffic mitigation program would mitigate eight of the 11 peak hour impacted intersections. Residual significant impacts after the implementation of the traffic mitigation program would remain at three study intersections, including:

29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 westbound ramps north of Imperial Highway (morning and afternoon peak hour)

The improvement proposed at the intersection of Sepulveda Boulevard & La Tijera Boulevard will add sufficient additional capacity at this intersection to mitigate the Project impact. However, the credit available for that improvement would be shared between the Tom Bradley International Terminal (TBIT) Project and the proposed Project. It is conservatively assumed that a significant impact remains at this intersection.

For the Future with Project with Mitigation conditions, 84 of the 108 study intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. Seven of the study intersections in the morning peak hour and 24 of the study intersection in the afternoon peak hour are projected to operate at LOS E or LOS F.

The proposed traffic mitigation program would mitigate 14 of the 18 impacted intersections to below a level of significance.

Residual significant impacts after the implementation of the traffic mitigation program would remain at four study intersections, including:

8. Lincoln Boulevard & Jefferson Boulevard;

29. Sepulveda Boulevard & La Tijera Boulevard;

30. Sepulveda Boulevard & Westchester Parkway;

33. Sepulveda Boulevard & I-105 westbound ramps north of Imperial Highway.

As discussed above, implementation of some of the physical improvements can have secondary impacts such as loss of curb parking, relocation of bus stops, or impacts to pedestrian and bicycle facilities.

The proposed Project would significantly impact between 11 and 18 intersections before mitigation, depending on analysis year, when compared to Existing or Future without Project Conditions. The proposed traffic mitigation program would reduce all impacts below the threshold of significance with three exceptions under 2012 conditions and four exceptions under 2022 conditions. No other feasible mitigation measures are available to reduce the impacts at these four intersections as discussed below:

- **Intersection #8 – Lincoln Boulevard & Jefferson Boulevard (Year 2022).** The significant impact at this location remains during the afternoon peak hour in 2022. This intersection is partially mitigated by the TDM program and the additional bus service on Big Blue Bus Line 3 or Rapid 3, which travels on Lincoln Boulevard. As this intersection is bordered on the west by protected wetlands, there is no further space for expansion to the roadway. It should be noted that this intersection will continue to operate at LOS C under Future with Project conditions, which is generally considered very good for urban areas.
- **Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard (Years 2012 & 2022).** The proposed physical improvement at this location is sufficient to mitigate the impact of the proposed Project alone below the level of significance during the afternoon peak hour in 2012. However, should the improvement be shared between the Thomas Bradley International Terminal and the proposed Project, the V/C credit it provides would not be sufficient to mitigate the impacts of both developments and thus a significant impact at this location would remain during the afternoon peak hour in 2012. The physical improvement is insufficient to mitigate the proposed Project impact during the afternoon peak hour in 2022. There is no further space for expansion of the roadway.
- **Intersection #30 – Sepulveda Boulevard & Westchester Parkway (Years 2012 & 2022).** The significant impact at this location remains during the afternoon peak hour in 2012 and 2022. This intersection is partially mitigated by the TDM program. As there are existing structures built up to the property lines on all four corners, there is no further right of way for expansion of the roadway.
- **Intersection #33 – Sepulveda Boulevard & I-105 westbound ramps north of Imperial Highway (Years 2012 & 2022).** The significant impact at this location remains during the morning and afternoon peak hours in 2012 and 2022. This intersection is partially mitigated by the TDM program. The freeway off-ramp from I-105 westbound to Sepulveda Boulevard northbound was widened from two lanes to three lanes in year 2010. There is no further space for expansion of the roadway due to the proximity to I-105, LAX, and the Sepulveda Boulevard tunnel.

5.4 Reasons Why Project Is Being Proposed, Notwithstanding Unavoidable Significant Impacts

Section 15126.2(b) of the CEQA Guidelines requires that the reasons why the proposed Project is being proposed, notwithstanding unavoidable significant impacts be described. As described in detail in Chapter 2, Project Description, the proposed Project is intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and of LAWA. The objectives of the proposed Project include: balancing the needs of neighborhoods and LAX; meeting rigorous environmental sustainability standards in design, construction, operation, and landscaping; managing vehicle traffic through smart engineering and trip reduction; achieving the best use of the property and fair market value; complying with all applicable zoning, land use, and air traffic regulations; and providing a foundation for other neighborhood improvements and services. Development under the proposed Project is designed to meet the needs of surrounding communities and of LAWA.

In addition, several alternatives to the proposed Project were considered as discussed in Chapter 6, Alternatives. No feasible alternative was identified that would reduce all of the significant unavoidable impacts of the proposed Project, while achieving the proposed Project objectives to the extent of the proposed Project. While the No Project Alternative- Existing Conditions would not result in significant impacts, it would not meet the underlying purpose of the proposed Project, and is not considered a feasible alternative. Additionally, the No Project Alternative- Planned Development would increase environmental impacts when compared to the proposed Project. Notably, the No Project Alternative- Planned Development would allow greater square footage of development, taller buildings in some locations, smaller setbacks, more vehicle trips, and a more limited mix of land uses that does not respond to current community or market needs. As discussed in Chapter 6, the build alternatives (Reduced Density Alternative, Reduced Retail Alternative, and Cargo Alternative), do not achieve the proposed Project objectives to the extent of the proposed Project. The Reduced Density Alternative would not fully meet the proposed Project's objectives related to economic development. The Reduced Retail Alternative would not meet all of the proposed Project's objectives related to community compatibility, urban design guidelines, sustainability, and economic development. The Cargo Alternative would not meet the proposed Project's objectives related to community compatibility, urban design guidelines, sustainability, and economic development.

The proposed Project will replace the 1989 Design Plan and Development Guidelines for LAX Northside that are currently outdated with development standards that do not respond to existing community conditions or needs. The Project site, which was once primarily single-family homes, was acquired by LAWA in part using Federal Aviation Administration (FAA) grants which require the conversion of the Project site to compatible land uses that are economically viable in close proximity to airport operations at LAX. In 1984, 4,500,000 square feet of commercial development was approved on the Project site. In 1989, the Design Plan and Development Guidelines for LAX Northside were prepared to provide additional guidance on development of the Project site. The 1984 entitlements and 1989 Design Plan and Development Guidelines for LAX Northside were subsequently incorporated into later planning documents, including the adopted 2004 LAX Specific Plan. Although the FAA approved the LAX Master Plan in their Record of Decision dated May 20, 2005, no action was taken at that time to approve the LAX

Northside development and thus development of the Project site as permitted in the LAX Specific Plan was not included in the Record of Decision approved by the FAA.

The proposed Project is designed to achieve FAA approval in order to facilitate development that is in conformity with the public necessity, convenience, general welfare and good zoning practice. The proposed Project would update the 1989 Design Plan and Development Guidelines for LAX Northside to reduce the amount of development allowed on the approximately 340 acre Project site to a maximum of 2,320,000 square feet. Introduction of these new uses will provide jobs adjacent to existing residential areas in Westchester. The existing open space at the Westchester Golf Course is preserved, and new areas for civic uses are provided for. Project Design Features provide for siting and design of development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts. Heights are compatible with commercial uses in the Westchester Business District, while buffers, setbacks, and stepbacks ensure compatibility with residences to the north. Pedestrian and bicycle activity is enhanced through the introduction of the Paseo.

In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed any specified environmental constraints, provided that all development and design standards are met. The proposed Project complies with all applicable FAA requirements for height, uses, building materials, lighting, safety, and other features. Additionally, per the FAA grant requirements, the proposed Project only permits uses that are compatible with airport operations to the south. Introduction of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses at the Project site will provide a buffer between residences to the north and airport operations to the south, while meeting community needs for commercial, retail, open space, and community/civic uses. No residential uses are permitted as part of the proposed Project due to airport-related safety requirements. Additionally, the proposed Project is designed to minimize wildlife, birds, lighting, and glare that could create safety hazards in order to protect the general welfare. The proposed Project is therefore in conformity with the public necessity, convenience, and general welfare as it will provide for airport compatible land uses, comply with FAA regulations and grant requirements, and permit land uses that will create a buffer between existing residences and airport operations.

The proposed Project is designed to meet the needs of the City’s existing and future residents and visitors and surrounding residential neighborhoods. The specific mix of uses for the proposed Project was developed through a series of community workshops and consultation with neighboring stakeholders designed to ensure that the proposed Project contains neighborhood-oriented services and meets community needs. The proposed Project includes open space and community and civic uses to meet neighborhood needs and provides for the creation of a Paseo that will run the length of the Project site along Westchester Parkway and provide recreational amenities for the community. Additionally, the proposed Project enhances transit use and mobility options. The Project site is served by local buses and the proposed Project permits the development of a transit station in areas with a Mixed Use-Commercial land use designation.

Although the potential adverse environmental changes of land use projects must be analyzed, disclosed, and mitigated to the extent feasible, the fundamental purpose of land use planning is to support the public health, safety, and welfare while optimizing environmental and economic considerations. Development of the Project site would take advantage of proximity to the LAX North Airfield by allowing airport support uses to be developed south of Westchester Parkway

and adjacent to existing airport uses. Additionally, the proposed Project would allow mixed commercial uses adjacent to the Westchester Business District, supporting revitalization of that area; would require buffer areas near existing residences; and would allow community-serving uses to respond to local needs. Synergies with adjacent uses and direct access between the proposed Project and LAX would not be achieved if the proposed Project is built on an alternative site, or if one of the project alternatives is selected.

The proposed Project could positively contribute to the surrounding area as a vibrant, sustainable mixed-use commercial center that supports the needs of surrounding communities and of LAWA. Accordingly, the proposed Project is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Thus, even though the proposed Project does have significant, unavoidable impacts on air quality, on noise during construction, and on traffic during operations, these impacts are believed to be cumulatively less than if the proposed Project were not undertaken and if planned development would be allowed to occur. Furthermore, the proposed Project would bring the existing design standards up-to-date; respond to current market realities and stakeholder interests; comply with FAA requirements and regulations, including FAA grant requirements; allow the development of the Project site in line with current best-practices in urban design and sustainability; and reinforce the LAX Northside as a buffer area between LAX and the residential neighborhoods to the north by reshaping the topography and introducing compatible development. The proposed Project is therefore in support of public health, safety, and welfare notwithstanding significant, unavoidable impacts.

5.5 Potential Secondary Effects

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed."

The following is a discussion of the potential secondary impacts that could occur as a result of implementation of the proposed mitigation measures, listed by environmental topic for which mitigation is proposed.

5.5.1 Air Quality

As discussed in Section 5.3.1, no additional Project-specific mitigation measures would be implemented. Therefore, there would be no significant adverse secondary impacts.

5.5.2 Noise

Mitigation Measures (MM-) NSP-1 through NSP-5 pertain to construction noise impacts. MM NSP-1 requires a temporary, continuous and impermeable minimum ten-foot high sound barrier wall to be erected between the proposed Project construction area and adjacent off-site sensitive noise receptors wherever construction activities are within 250 feet of the noise sensitive receptors and there are no intervening buildings or existing sound walls between the construction area and the noise sensitive receptors. This mitigation measure would reduce

impacts on nearby sensitive receptors and would not result in any significant adverse secondary impacts.

MM-NSP 2 requires construction equipment to be shut off during idling within 250 feet of noise sensitive receptors. MM-NSP 3 requires that power construction equipment be equipped with noise shielding and muffling devices that achieve a minimum 5 dBA reduction in construction equipment related noise and that all equipment be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated. MM-NSP 4 and 5 require relocation of equipment to the greatest distance possible away from sensitive land uses, prohibit unnecessary idling of equipment, and require loading and unloading of heavy construction materials to be located on-site and away from noise-sensitive uses, to the extent feasible. These mitigation measures would reduce impacts on nearby sensitive receptors and would not result in any significant adverse secondary impacts.

5.5.3 Traffic

As described in Section 5.3.3, the traffic mitigation program associated with the proposed Project consists of the following four components:

- Implementation of a transportation demand management (TDM) program for the Project site to promote peak period trip reduction;
- Transportation Systems Management (TSM) improvements consisting primarily of right-turn detector systems at key intersections within the Study Area. TSM improvements may also include installation of detection loops, signal controller upgrades, and closed circuit television (CCTV) cameras;
- Transit system improvements, including the provision of new buses to increase public transit service along a key corridor within the Study Area and the dedication of space for a potential future transit station on the Project site; and
- Specific intersection improvements.

The TDM, TSM, and transit system improvements would reduce traffic impacts and would not result in any physical impacts. Specific intersection improvements would result in physical and secondary impacts, as discussed here.

Specific physical intersection improvements such as adding turn lanes were identified at seven study intersections:

- **Intersection #12 – Lincoln Boulevard & Manchester Avenue (City of Los Angeles).** Add a second left-turn lane for the eastbound and westbound approaches. This could be accomplished by restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, two through lanes, and one right-turn lane. This improvement could be completed within the existing right-of-way. This improvement was originally proposed in the LAX Specific Plan Amendment Study (SPAS), and credit for its implementation would be shared with the proposed Project.
- **Intersection #28 – Sepulveda Boulevard & Manchester Avenue (City of Los Angeles).** Add a westbound right-turn lane and a westbound left-turn lane. The right-turn lane could be implemented by removing parking on the north side of Manchester Avenue to accommodate the lane in the existing right-of-way. The left-turn lane could be striped in alongside the existing left-turn lane without affecting any other lanes. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane.

- **Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard (City of Los Angeles).** Add a second westbound left-turn lane. This could be accomplished by removing parking on the north side of La Tijera Boulevard between Sepulveda Boulevard and Sepulveda Eastway. The existing through lane and shared through/right-turn lane could then be shifted to the north to accommodate the second westbound left-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This mitigation could be completed within the existing right-of-way. This improvement was originally proposed for the Thomas Bradley International Terminal project, and credit for its implementation would be shared with the proposed Project.
- **Intersection #34 – Sepulveda Boulevard & Imperial Highway (City of Los Angeles).** Add a second westbound right-turn lane. This would involve restriping the westbound approach to convert an existing through lane to a right-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and two right-turn lanes. This improvement could be completed in the existing right-of-way.
- **Intersection #46 – Airport Boulevard & Manchester Avenue (City of Los Angeles).** Add a second eastbound and westbound left-turn lane, and a southbound right-turn lane. Adding the eastbound and westbound left-turn lanes would involve restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. In order to maintain at least 26 feet of receiving width for the new double left-turn lanes, the northbound and southbound lanes would need to be shifted and reconfigured as well. Adding the southbound right-turn lane would involve widening the southbound approach and shifting the sidewalk to the west. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The southbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. The eastbound and westbound left-turn lanes could be added within the existing right-of-way. The southbound right-turn lane would require widening the roadway by approximately eight feet to accommodate the additional lane.
- **Intersection #57 – Aviation Boulevard & Arbor Vitae Street (City of Los Angeles).** Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane. This improvement was originally proposed for the Thomas Bradley International Terminal project, and credit for its implementation would be shared with the proposed Project.
- **Intersection #58 – La Cienega Boulevard & Arbor Vitae Street (City of Los Angeles).** Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk or by the provision of additional right-of-way from the adjacent LAWA-owned property to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane.

The physical improvements proposed above are feasible and would serve to improve operating conditions at the seven identified intersections. Should LADOT and/or LAWA determine that some or all of the improvements described above not be implemented due to the inability to acquire right-of-way, community opposition, or any other reason, the impacts at those locations would remain significant and unavoidable. Additionally, the intersection improvements proposed at three (#12, #29 #57) of these locations were previously included as mitigation measures for other LAWA projects (LAX Specific Plan Amendment Study, Thomas Bradley International Terminal Project) and the cost of these improvements will be shared by the proposed Project and the LAWA projects referenced above. The available V/C credit resulting from each improvement will also be shared by these projects.

Implementation of these proposed physical improvements would result in the following secondary impacts:

- **Intersection #28 – Sepulveda Boulevard & Manchester Avenue.** The improvement would result in the loss of three short-term parking spaces and one regular parking space on the north side of Manchester Avenue east of Sepulveda Boulevard.
- **Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard.** The improvement would result in the loss of three parking spaces on the north side of La Tijera Boulevard east of Sepulveda Boulevard. Also, the proposed westbound shared through/right-turn lane would align with the curb lane on the west side of the intersection, potentially affecting operation of the existing bus stop on the north side of La Tijera Boulevard west of Sepulveda Boulevard.
- **Intersection #34 – Sepulveda Boulevard & Imperial Highway.** The improvement currently has a bicycle lane striped between the existing westbound through lanes and right-turn lane. This bicycle lane would need to be shifted to the south to accommodate the additional westbound right-turn lane.
- **Intersection #46 – Airport Boulevard & Manchester Avenue.** The improvement would require the acquisition of right-of-way and widening of the west side of Airport Boulevard north of Manchester Avenue. This would increase the pedestrian crossing distance across the north leg of the intersection by eight feet. Additionally, the northbound and southbound lanes would need to be restriped to allow for adequate double left-turn receiving width, which would subsequently result in lane offsets of between two feet and three feet for northbound traffic across the intersection. This shift could also result in the loss of approximately 150 feet of curb parking (approximately six spaces) on the east side of Airport Boulevard north of Manchester Avenue.
- **Intersection #57 – Aviation Boulevard & Arbor Vitae Street.** The improvement would require the acquisition of right-of-way and widening of the south side of Arbor Vitae Street. This would increase the pedestrian crossing distance across the west leg of the intersection by eight feet.
- **Intersection #58 – La Cienega Boulevard & Arbor Vitae Stree**t. The improvement would require the acquisition of right-of-way and widening of the south side of Arbor Vitae Street. This would increase the pedestrian crossing distance across the west leg of the intersection by eight feet.

These secondary impacts on parking and pedestrian and bicycle facilities would not be substantial and are not significant for this reason.

5.6 Impacts Found Not to Be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. The following is a discussion of impacts found not to be significant, listed by environmental topic. This analysis was included in the Initial Study prepared for the proposed Project which is included as Appendix A in this Draft EIR.

5.6.1 Agricultural and Forestry Resources

Potential impacts to Agricultural and Forestery Resources were determined not to be significant. The Project site was previously developed with residential uses and is currently surrounded by airport-related, commercial, and residential uses. There are no agricultural resources, zoning,

or operations within the vicinity of the Project site, including prime or unique farmlands or farmlands of statewide or local importance. Further, there are no Williamson Act contracts in effect within the Project site vicinity. The Project site is zoned LAX (Los Angeles International Airport Zone) pursuant to the LAX Specific Plan. Section 11.E of the LAX Specific Plan requires projects within the LAX Northside Sub-Area to comply with the 1989 Design Plan and Development Guidelines for LAX Northside, which does not allow agricultural land uses. In addition, no forest or timberland resources exist at the Project site or in its vicinity. As a result, no impacts to unique farmlands, farmlands of statewide or local importance, forest, and timberland resources would occur. Therefore, impacts to Agricultural and Forestry Resources were not further analyzed in this EIR.

5.6.2 Mineral Resources

The City of Los Angeles General Plan Framework EIR indicates the Project site is not within an area containing significant mineral deposits. The Project site does not contain any actively mined mineral or timber resources, nor does it contain any new, active producer, active injector, dry holes, or geothermal wells. The Project site is not currently used for oil extraction or refining processes. The City of Los Angeles General Plan Conservation Element does not identify any local plan containing extraction zones near the Project site and the Safety Element does not include the Project site within an Oil Field and Oil Drilling Areas map.

There are no actively mined resources on the Project site. In addition, the Project site is not located in an area delineated on the City of Los Angeles Oil Field and Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element. Therefore, no impacts related to mineral resources would occur.