Los Angeles International Airport

AIRFIELD & TERMINAL
MODERNIZATION PROJECT

Notice of Preparation and Initial Study

April 4, 2019

Lead Agency:

Los Angeles World Airports

Los Angeles City File No. NP-19-001-AD

Prepared by:

CDM Smith

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California Environmental Quality Act (CEQA)

NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT

DATE: April 4, 2019

TO: Office of Planning and Research –
State Clearinghouse,
Responsible or Trustee Agency, and
Interested Parties

FROM: City of Los Angeles
Los Angeles World Airports
6053 Century Boulevard, Suite 1050
Los Angeles, California 90045

PROJECT NAME: Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project

PROJECT LOCATION/ADDRESS: The project site is located at LAX, which is situated within the western portion of the City of Los Angeles, an incorporated city within Los Angeles County (see **Figure 1**). The project would include a number of improvements at LAX within the north and south airfields, Central Terminal Area (CTA), and portions of airport property situated east of Sepulveda Boulevard both north and south of Century Boulevard. The north airfield improvements would be situated south of Runway 6L-24 R and between Pershing Drive on the west and Sepulveda Boulevard on the east. The south airfield improvements would be situated east of Sepulveda Boulevard and west of Aviation Boulevard, at Taxiway C. The terminal and landside improvements would generally be bound by Terminal 1 to the west, Airport Boulevard to the east, the approximate location where Lincoln Boulevard merges with Sepulveda Boulevard to the north, and the LAX south airfield to the south, as shown in **Figure 2**.

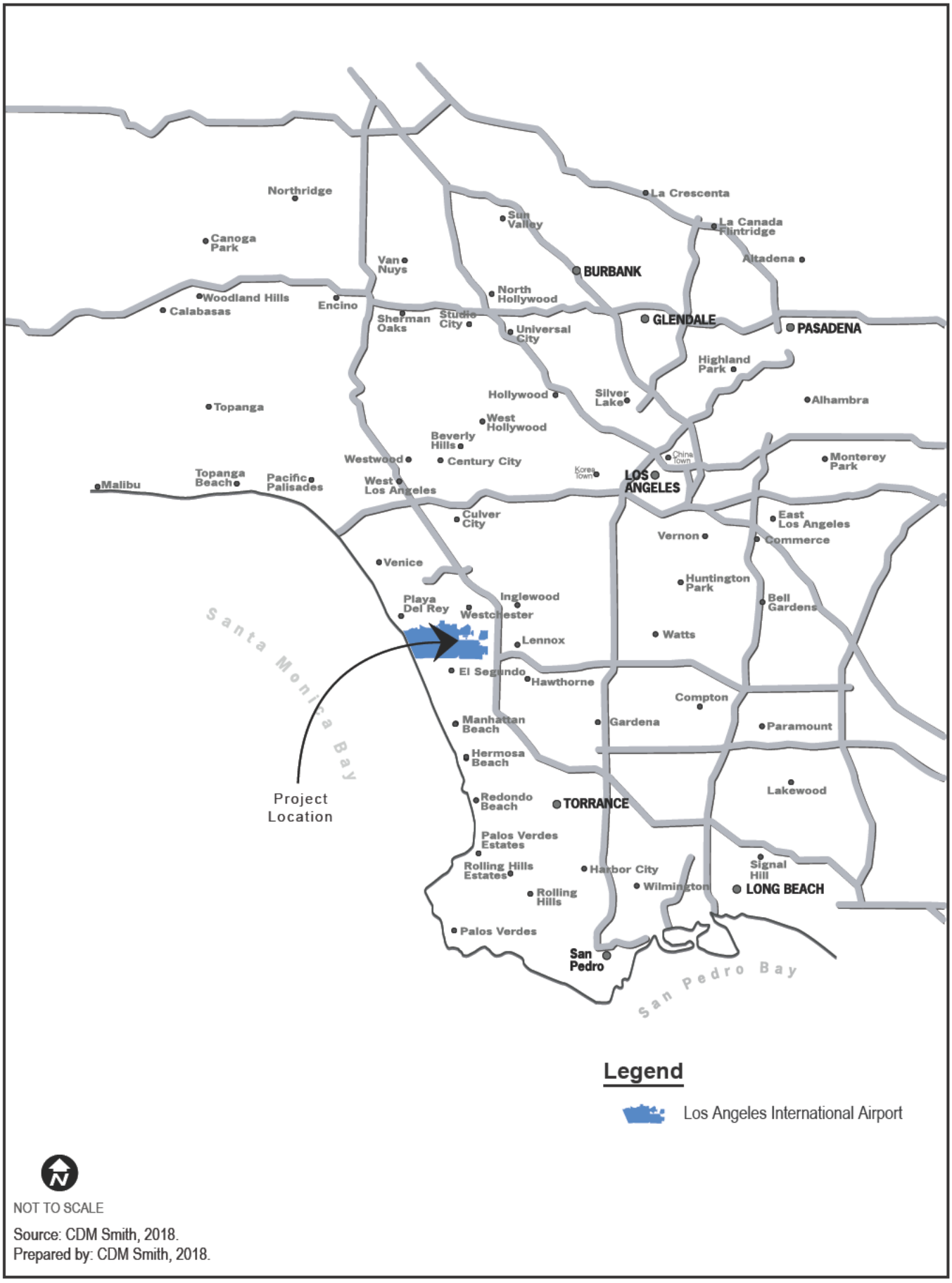
COMMUNITY PLANNING AREA: LAX Plan, Westchester-Playa del Rey Community Plan

COUNCIL DISTRICT: 11

DUE DATE FOR PUBLIC COMMENTS: May 6, 2019

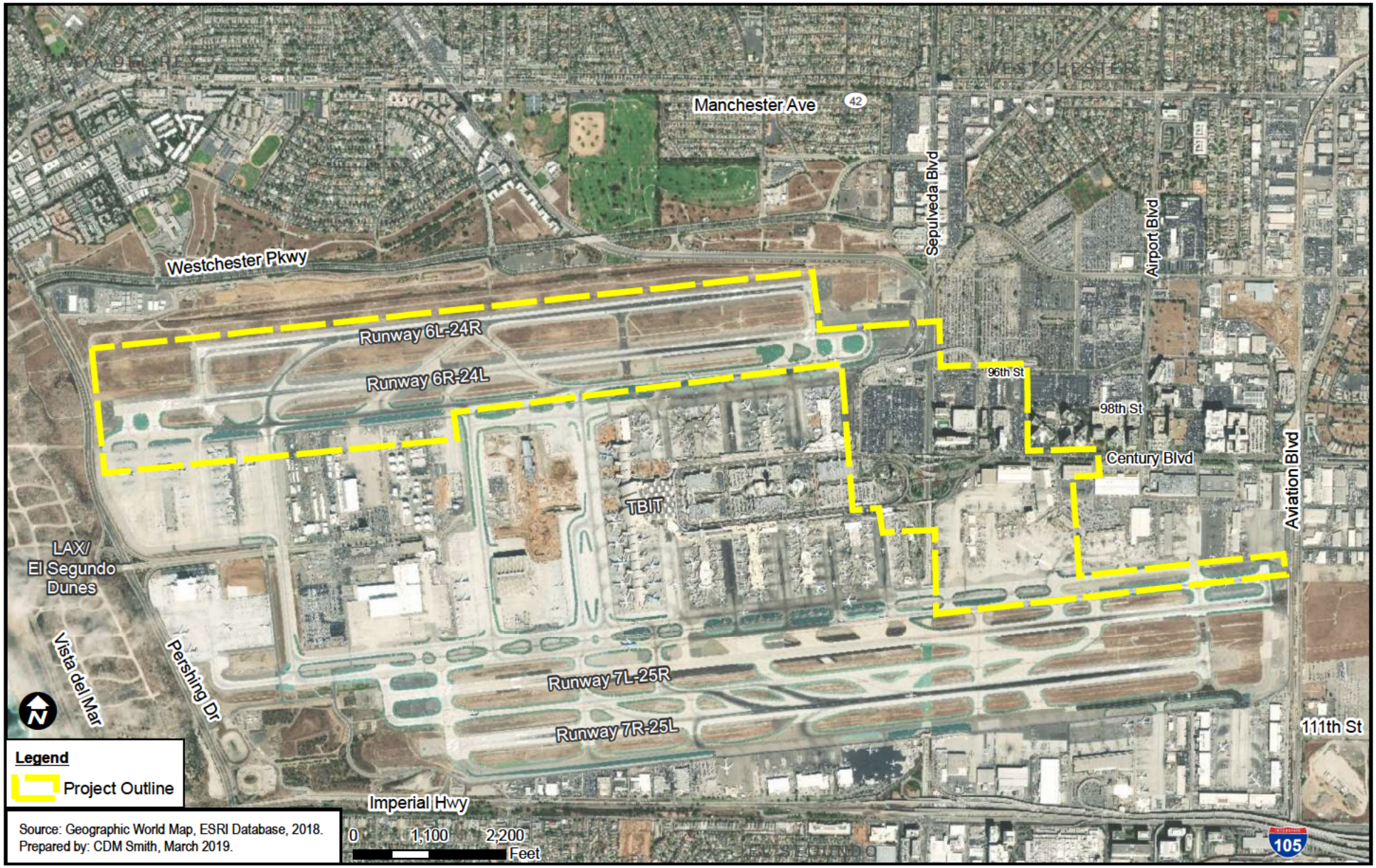
The Los Angeles World Airports (LAWA), a propriety department of the City of Los Angeles (City), will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below (proposed project). LAWA, as the Lead Agency, must prepare and distribute a Notice of Preparation (NOP) after it decides to prepare an EIR. LAWA, through the NOP, solicits participation in determining the scope of the EIR from responsible public agencies (those which may have discretionary approval authority over the proposed project or an aspect of it), trustee agencies (agencies with jurisdiction over a natural resource held in public trust that the project may affect), and from local governments, regional agencies, private individuals, and organizations which may wish to respond to information provided in the NOP about the proposed project.

LAWA requests comments as to the scope and content of the EIR. Scoping meetings will be held during the 30-day NOP review period to receive input from responsible agencies, trustee agencies, and the public as to the scope and content of the EIR. No decisions about whether to approve or disapprove the proposed project will be made at the scoping meetings.



Source: CDM Smith, 2018.
Prepared by: CDM Smith, 2018.

LAX Airfield and Terminal Modernization Project	Regional Location	Figure 1



LAX Airfield and Terminal Modernization Project	Project Location	Figure **2**

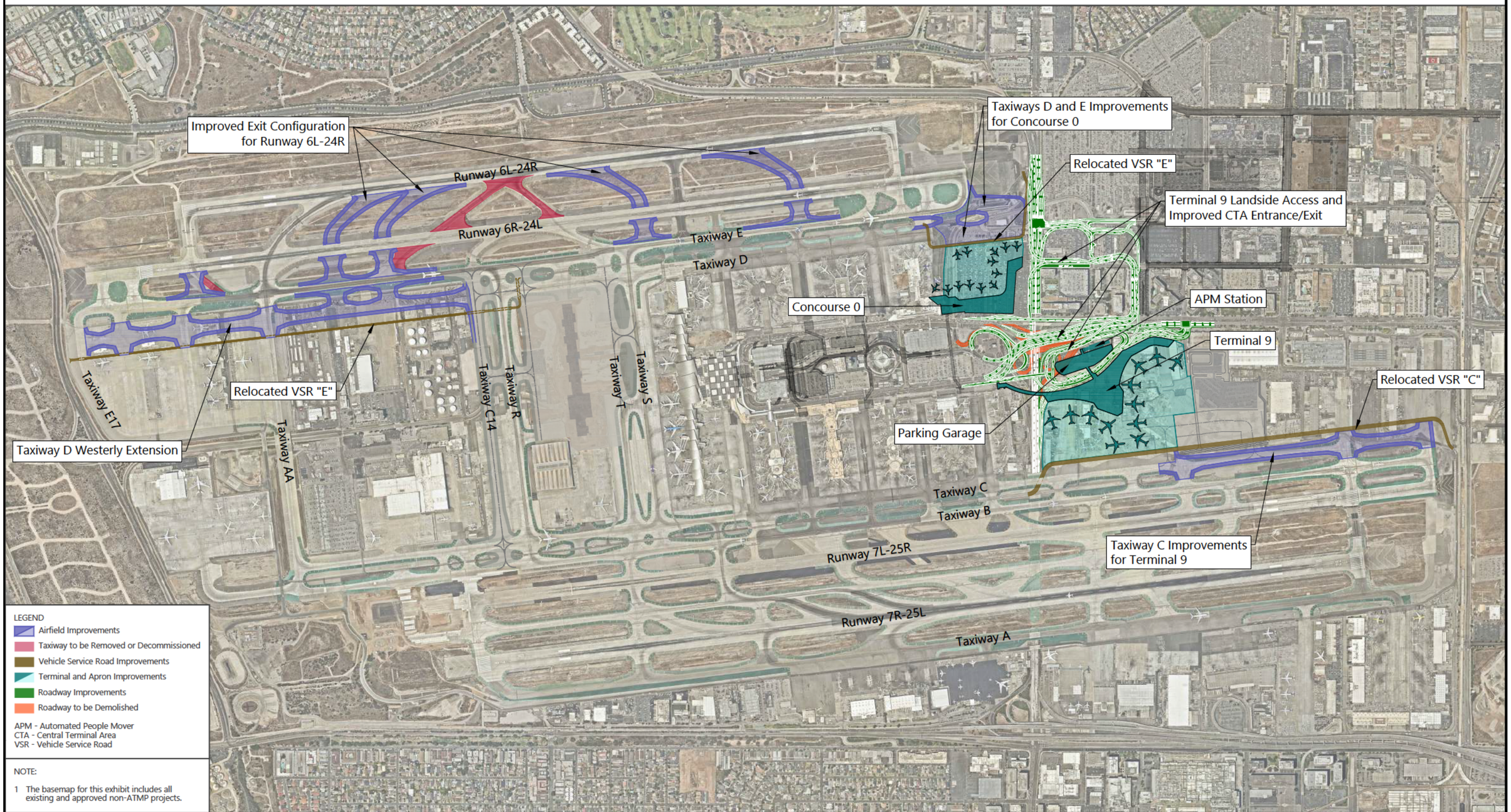
The project description, a list of agencies and City entities which may be required to take actions associated with the proposed project, and the environmental resources that may be affected by the proposed project are identified below. Also included below are the date, time, and location of the scoping meetings. The scoping meetings will be conducted in an open house format.

A copy of the Initial Study prepared for the proposed project is available during the 30-day NOP review period at LAWA's website at http://www.lawa.org/ATMP and at the locations listed below:

Los Angeles World Airports 6053 Century Boulevard, Suite 1050 Los Angeles, CA 90045	City of Los Angeles Office of the City Clerk 200 N. Spring Street, Room 360 Los Angeles, CA 90012	Westchester-Loyola Village Branch Library 7114 W. Manchester Avenue Los Angeles, CA 90045
Playa Vista Branch Library 6400 Playa Vista Drive Los Angeles, CA 90094	Inglewood Public Library 101 W. Manchester Boulevard Inglewood, CA 90301	El Segundo Public Library 111 W. Mariposa Avenue El Segundo, CA 90245
Culver City Library 4975 Overland Avenue Culver City, CA 90230	Hawthorne Library 12700 Grevillea Avenue Hawthorne, CA 90250	Lennox Library 4359 Lennox Boulevard Lennox, CA 90304

PROJECT DESCRIPTION: LAWA proposes to implement airfield, terminal, and landside roadway improvements at LAX as part of LAWA's continuing commitment to maintain LAX as a world-class airport. The proposed project consists of several primary elements including airfield improvements that would enhance efficiency and safety within the north airfield, new terminal facilities to upgrade passenger processing capabilities and enhance the customer experience, and an improved system of roadways to better access the CTA and reduce congestion.

Project elements associated with the proposed project are shown in **Figure 3** and **Figure 4**. The airfield improvements would occur within the north airfield and would include the westerly extension of Taxiway D in the western portion of the north airfield, the reconfiguration of runway exits from Runway 6L-24R, and enabling projects associated with these improvements. The terminal improvements would include the construction of Concourse 0 as an easterly extension of Terminal 1; construction of Terminal 9, a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection, improvements and modifications to existing taxiways near Concourse 0 and Terminal 9 to facilitate aircraft access to and from the gates at those facilities, and enabling projects associated with these improvements. The landside improvements would be comprised of new arrival and departure roadways and a parking garage to support Terminal 9, an added station on the previously-approved LAX Automated People Mover (APM) line with a pedestrian connection to Terminal 9, a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard, new roadway segments that would improve vehicle access into and out of the LAX CTA, and enabling projects related to these improvements.



Source: Ricondo & Associates,Inc., 2018.
Prepared by: CDM Smith, December 2018.

LAX Airfield and Terminal Modernization Project	LAX Airfield and Terminal Modernization Project Elements	Figure 3

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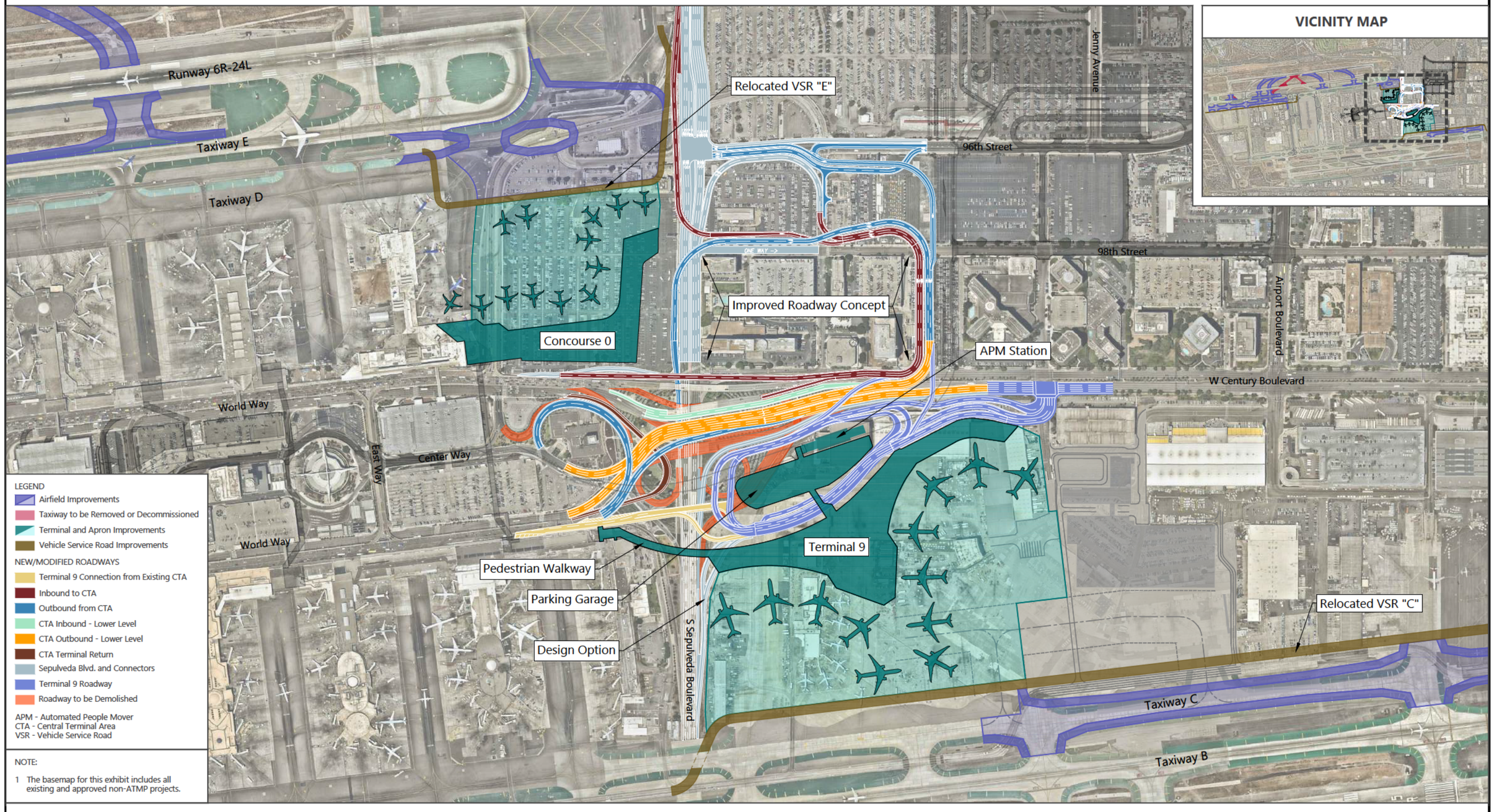

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

LAX Airfield and Terminal Modernization Project

LAX Airfield and Terminal Modernization Project Landside Element Details

Figure
4

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NECESSARY APPROVALS: LAWA has principal responsibility for approving the proposed project. Agencies and City entities which may be required to take actions associated with the proposed project include, but may not be limited to, the following:

- U.S. Department of Transportation Federal Aviation Administration (FAA)
- California Department of Transportation (Caltrans)
- South Coast Air Quality Management District (SCAQMD)
- LAWA Board of Airport Commissioners
- City of Los Angeles City Council
- City of Los Angeles – various departments
- Los Angeles County Airport Land Use Commission
- Other Federal, State, or local approvals, permits, or actions as may be determined necessary

ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED: Impacts related to air quality (including human health risk), cultural resources (historical resources), energy, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, transportation, and utilities and service systems, and their related cumulative impacts have been found to be potentially significant and will be analyzed in an EIR prepared for the proposed project. However, as outlined in the Initial Study, several individual topics within these resource areas would not result in potentially significant impacts and are not planned for further analysis in the EIR. The Initial Study found that the proposed project would have no impact, or less than significant impacts, on all other environmental resources (i.e., aesthetics, agriculture and forestry resources, biological resources, cultural resources [archaeological resources], geology and soils, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire). As such, these resource areas will not be discussed in detail in the EIR.

PUBLIC SCOPING MEETING DATES AND LOCATION: Two public scoping meetings in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the Draft EIR. LAWA encourages all interested individuals and organizations to attend one of these meetings. The location, dates, and times of the public scoping meetings for this project are as follows:

Saturday, April 13, 2019, 10:00 a.m. to 12:00 p.m.
Flight Path Museum & Learning Center
6661 W. Imperial Highway, Los Angeles, CA 90045

Wednesday, April 17, 2019, 6:00 p.m. to 8:00 p.m.
Westchester Senior Citizen Center
8740 Lincoln Boulevard, Los Angeles, CA 90045

Arrive any time to speak one-on-one with City staff and project consultants.

NEXT STEPS: LAWA is requesting input during the NOP 30-day public review period from interested agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the EIR. In the future, public agencies receiving this notice may use the EIR prepared by LAWA when considering their permits or other approvals for the proposed project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the EIR.
2. State whether they are a responsible or trustee agency for the project, explain why and note the specific project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

LAWA welcomes all comments regarding potential environmental impacts of the project and the issues to be addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written comments must be submitted to the contact and office noted below no later than 5:00 p.m. on Monday, May 6, 2019.** Written comments will also be accepted at the scoping meetings described above. The Draft EIR will analyze the significant adverse impacts from the proposed project, identify feasible potential mitigation measures, and analyze potentially feasible alternatives to the proposed project that could reduce or avoid identified significant impacts while still achieving most of the basic project objectives.

Please direct your comments to:

Evelyn Quintanilla
Los Angeles World Airports
P.O. Box 92216
Los Angeles, California 90009-2216
(800) 919-3766

Comments can also be submitted on LAWA's website at http://www.lawa.org/ATMP.

Signature: 

Evelyn Quintanilla
Title: Chief of Airport Planning II
Date: April 1, 2019

LOS ANGELES INTERNATIONAL AIRPORT

AIRFIELD AND TERMINAL MODERNIZATION PROJECT INITIAL STUDY

1. INTRODUCTION

Los Angeles World Airports (LAWA) is the lead agency for the Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project (referred to hereafter as the proposed project). The proposed project includes airfield, terminal, and landside roadway improvements at LAX as part of LAWA's continuing commitment to maintain LAX as a world-class airport. The proposed project consists of several primary elements including airfield improvements to enhance efficiency and safety within the north airfield, new terminal facilities to upgrade passenger processing capabilities and enhance the customer experience, and an improved system of roadways to better access the Central Terminal Area (CTA) and reduce congestion.

The airfield improvements would occur within the north airfield and would include the westerly extension of Taxiway D in the western portion of the north airfield, the reconfiguration of runway exits from Runway 6L-24R, and enabling projects associated with these improvements. The terminal improvements would include the construction of Concourse 0 as an easterly extension of Terminal 1, construction of Terminal 9, a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection, improvements and modifications to existing taxiways near Concourse 0 and Terminal 9 to facilitate aircraft access to and from the gates at those facilities, and enabling projects associated with these improvements. The landside improvements would be comprised of new arrival and departure roadways and a parking garage to support Terminal 9, an added station on the previously-approved LAX Automated People Mover (APM) line with a pedestrian connection to Terminal 9, a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard, new roadway segments that would improve vehicle access into and out of the LAX CTA, and enabling projects related to these improvements. Each of these project elements is described in greater detail below.

2. PROJECT LOCATION AND SURROUNDING LAND USES

2.1 Regional Setting

As shown in Figure 1, the project site is located within the City of Los Angeles, at LAX on LAWA property. The project site is located within the LAX Plan area of the City of Los Angeles, which is in the County of Los Angeles. LAX is the primary airport for the greater Los Angeles area, encompassing approximately 3,800 acres, and is situated at the western edge of the City of Los Angeles.

In the LAX vicinity, the community of Westchester is located to the north, the City of El Segundo is to the south, the City of Inglewood and unincorporated portions of Los Angeles County are to the east, and the Pacific Ocean lies to the west. Regional access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405 or I-405), which runs north-south and is located east of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

2.2 Local Setting and Land Uses

The proposed project improvement areas (hereafter referred to as the project site) are located within the northern and eastern portions of LAX (Figure 2). These areas consist of highly-developed land within and adjacent to a busy international airport. The land use setting around the project site is characterized by airport operations with commercial uses along Sepulveda Boulevard and Century Boulevard, and commercial uses, a Los Angeles Community College District educational facility,[1] and vehicle parking (surface and structured parking) along 96th Street, 98th Street, and Vicksburg Avenue. West of the project area are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

The proposed airfield improvements are situated within a portion of the airport that includes paved airfield areas, airfield access roadways, remote gates, and other aviation-related uses, such as maintenance facilities and fuel storage facilities. The Concourse 0 site is occupied by a surface vehicle parking lot (Park One) and a groundwater remediation system to address past contamination beneath the site. The Terminal 9 site encompasses existing cargo and maintenance facilities, the LAX Records Retention Building, and an American Eagle commuter facility. The proposed landside improvements would be located in proximity to several hotels (Hyatt Regency Los Angeles, H Hotel/Homewood Suites, Courtyard by Marriott), surface and structured parking facilities, the Los Angeles College Aircraft School, and other commercial uses. Also within the project improvement area is the entrance to LAX, located at World Way and Sepulveda Boulevard.

The Los Angeles International Airport Plan (LAX Plan), the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the project site as Airport Airside and Airport Landside.[2,3] The corresponding LAX Specific Plan designates this area as LAX Zone: Airport Airside Subarea and LAX Zone: Airport Landside Subarea.[4]

3. PROJECT DESCRIPTION

3.1 Project Elements

The main elements of the proposed project include airfield improvements, concourse and terminal improvements, and landside roadway improvements. Figure 3 and Figure 4 delineate the nature and locations of the overall improvements, and the following sections provide details regarding each of the main elements, including the proposed improvements and their associated enabling projects. Enabling projects refer to existing uses located in or near the proposed improvement areas that would need to be

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1 The Los Angeles Community College District property is improved with two airplane hangars that West Los Angeles College currently uses for the warehousing of movie set props and for instruction to support its Film/Television Production Crafts program. Per the West Los Angeles College Fall 2018, Winter 2019, and Spring 2019 course schedules, only one course per quarter currently takes place at the facility. Film Production 110-Set Dressing Crafts is offered two days per week for eight weeks during Fall 2018 and Spring 2019, as indicated at http://www.wlac.edu/WLAC/media/documents/new-sis/Fall.pdf and http://www.wlac.edu/WLAC/media/documents/new-sis/Spring.pdf), and VOC ED 097CE-Blueprint for Customer Service, a one week vocational education course, is offered in Winter 2019, as indicated at http://www.wlac.edu/WLAC/media/documents/new-sis/Winter.pdf.

2 City of Los Angeles, Department of City Planning, *LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

3 Airports are generally divided into landside and airside areas. Landside areas are accessible to the public and include roadway networks, parking lots, rental car operations, and public transportation facilities. Airside areas are restricted areas with access only to authorized personnel and ticketed passengers that have undergone security screening; airside areas include passenger handling facilities, runways, taxiways, apron areas and service roads.

4 City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

removed and/or relocated to accommodate the proposed improvements. In some cases, the removal or relocation of uses that currently exist within the project site is already planned and/or approved to occur independently from the proposed project; these removals and relocations would occur prior to and/or separately from the proposed project. The projects that have independent utility from the proposed project are noted as such in the descriptions of the enabling projects provided below.

3.1.1 Airfield Elements

The improvements associated with the airfield elements of the proposed project include the westerly extension of Taxiway D in the western portion of the north airfield, and the reconfiguration of runway exits from Runway 6L-24R in the north airfield. Details of those improvements are provided below. (Additional airfield improvements would be required to accommodate the terminal improvements. These airfield improvements are described in Section 3.1.2.)

3.1.1.1 Taxiway D Extension West

3.1.1.1.1 Characteristics

The north airfield has two runways: Runway 6L-24R, which is the outboard runway (i.e., farthest from the CTA) and Runway 6R-24L, which is the inboard runway (i.e., closest to the CTA). There are two parallel taxiways south of Runway 6R-24L, including Taxiway E, which is south of Runway 6R-24, and Taxiway D, which is south of Taxiway E. Taxiway E extends the full length of the Runway 6R-24L; however, Taxiway D only extends along the eastern two-thirds of Runway 6R-24. As such, arriving and departing aircraft on the north airfield that are taxiing in an east-west direction are limited to a single taxiway (Taxiway E) while in the western portion of the airfield, which hinders the efficient movement of aircraft, particularly during peak times of aircraft activity.

As shown on **Figure 5**,[5] the proposed Taxiway D Extension West includes an extension of Taxiway D from Taxiway C14 to Taxiway E17. Federal Aviation Administration (FAA) design standards for airport runways and taxiways take into consideration the size of aircraft that may be operating on the runway or taxiway relative to providing adequate distance from other aircraft and other movement activity occurring nearby. Aircraft size is defined by the FAA in terms of Airplane Design Group (ADG). Examples of ADG sizes of aircraft that are common to LAX include the Boeing 737 and Airbus A320, which are ADG III; the Boeing 757 and 767, which are ADG IV; the Boeing 747, 777, and 787, which are ADG V; and the Airbus A380, which is ADG VI. The proposed westerly extension of Taxiway D is designed with ADG VI separation from Taxiway E, and the accompanying new vehicle service road proposed south of the Taxiway D extension is designed at ADG VI separation from Taxiway D. The location and design of the proposed taxiway extension would improve airfield efficiency by segregating eastbound and westbound taxiing aircraft on Taxiways D and E. With the proposed improvements, ADG VI aircraft could use the Taxiway D extension instead of Taxiway E to avoid operational restrictions during ADG VI arrival and departure operations on Runway 6R-24L.

3.1.1.1.2 Enabling Projects

Demolition and relocation of existing facilities to enable the taxiway extension are considered to be enabling projects for the proposed taxiway extension. **Figure 6** and **Figure 7** depict the enabling projects identified for the Taxiway D Extension West element of the project. The airfield enabling projects consist of the following:

- Removal of Vehicle Service Road E between Taxiway E17 and Taxiway R.

[5] Figures in this portion of the Initial Study are provided at the end of the text (following Section 5).

- Removal of the passenger holding areas for west remote gates #228, #229, #230, and #231 (Note: The affected west remote gates and associated aircraft parking positions, described below, would be replaced by the new gates associated with development of Concourse 0 and Terminal 9 described in Section 3.1.2).
- Removal of west remote gate aircraft parking positions.
- Removal of remain overnight (RON) aircraft parking positions.
- Removal of the ground support equipment (GSE) staging area immediately west of Taxiway AA.
- Removal of LAWA maintenance facilities situated in the northern portion of the LAWA maintenance yard, including two buildings, a service area, a storage area, and an auto vehicle parking area.
- Removal of some FedEx facilities, including an aircraft parking position, aircraft apron area, a hazardous materials storage shed, and a GSE staging area.
- Removal of or modifications to FedEx's workshop.
- Relocation of aircraft fueling system infrastructure located at the north end of the LAX Fuel Farm.
- Removal of LAWA's airfield busing and parking facilities.[6]
- Removal and relocation of Southwest Airlines' GSE/vehicle maintenance facility and garage.

3.1.1.2 Runway 6L-24R Exits

3.1.1.2.1 Characteristics

Aircraft arriving at LAX typically land on the outboard runways, while departing aircraft typically use the inboard runways. This is done to reduce noise impacts on communities to the north and south of LAX (aircraft takeoffs are noisier than landings and, therefore, are directed to the inboard runways where they are farther away from the communities than would otherwise occur on the outboard runways). As such, aircraft arriving on the outboard runway must cross the inboard runway in order to reach their gate. Presently there are two exits from Runway 6L-24R that cross the inboard runway (6R-24L) in areas defined as "high-energy zones," which is the portion of a runway where departing aircraft are still on the ground moving at a high speed before lifting into the air.[7]

As shown on **Figure 8**, the proposed project includes the construction of new acute-angled exits on Runway 6L-24R that would cross Runway 6R-24L outside the high-energy zones. The improvements include two new exits for West Flow conditions (i.e., for Runway 24R when aircraft are arriving in a westward direction, which is the majority of time at LAX) and two new exits for East Flow conditions (i.e., for Runway 6L when aircraft are arriving in an eastward direction). The construction of new exits that would cross outside the high-energy zones would be accompanied by the removal or decommissioning of the existing exits that cross the high-energy zones (i.e., Existing Taxiways Y and Z). The new West Flow exits on Runway 24R would be located between Taxiways AA and the to-be-demolished Taxiway Z, and the new East Flow exits on Runway 6L would be located east and west of Taxiway W. In conjunction with the safety benefits of relocating runway exits outside of the high-energy zone, the new acute-angled exits would include crossings that are perpendicular to Runway 6R-24L, as opposed to the existing exits that cross Runway 6R-24L at an acute angle. Perpendicular crossings have safety benefits by providing pilots

[6] Although these facilities presently exist within the project site, they are anticipated to be removed in conjunction with LAWA's recent purchase of electric airfield buses, which will replace the buses that currently park at the site; the electric buses will be located elsewhere at LAX. As such, the removal of the existing airfield busing and parking facilities will occur separate from, and independent of, the proposed project.

[7] The high-energy zone represents the approximate location of the West Flow and East Flow middle-third of the runway, based on departure declared distances.

in arriving aircraft a better line of vision, allowing them to look down Runway 6R-24L for possible departing aircraft.

Overall, implementation of the new Runway 6L-24R exits would have the following effects on airfield safety and efficiency:

- The Taxiway Z and Y runway crossings would be removed from the Runway 6R-24L high-energy zone
- The proposed acute-angle exit taxiway geometry would facilitate pilot visibility (with standard angle [i.e., 90-degree] intersections) when crossing Runway 6R-24L
- The proposed acute-angle exit taxiway geometry would better utilize the space available for aircraft holding between the north airfield runways to accommodate large aircraft
- The locations of the new acute-angled taxiways would support the narrowbody fleet operating at LAX
- The proximity of the West Flow exits to one another would provide operational flexibility and redundancy when exits are occupied during peak arrival or departure periods

3.1.1.2.2 Enabling Projects

Figure 9 depicts the enabling projects for the new Runway 6L-24R exits, all of which pertain to relocation of existing navigational aids situated near the east end of the runway. The enabling projects include:

- Relocation of the Runway 24R Precision Approach Path Indicator (PAPI)[8]
- Relocation of the Runway 24L PAPI
- Relocation of an Automated Surface Observing System (ASOS)[9]
- Relocation of a wind sock

3.1.2 Terminal Area Elements

The proposed terminal area elements consist of the following:

- Construction of Concourse 0, which would be an easterly extension of existing Terminal 1
- Construction of Terminal 9, which would be a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection
- Improvements and modifications to existing taxiways located near Concourse 0 and Terminal 9 that would facilitate aircraft access to and from the gates at those facilities

Development of Terminal 9 would include landside access improvements (i.e., arrival and departure curbs for drop-off and pick-up of passengers, a parking garage, an added station on the previously-approved LAX APM line, and improvements to nearby roadways), which are described later in this section under Landside Elements. No landside access is proposed for Concourse 0.

3.1.2.1 Concourse 0

3.1.2.1.1 Characteristics

As shown on **Figure 10**, Concourse 0 is planned as an 11-gate concourse facility that would attach and extend to the east of Terminal 1. The two westernmost gates at Concourse 0 would replace the two

[8] A Precision Approach Path Indicator consists of runway lights that inform pilots of the correct approach path.

[9] An Automated Surface Observing System consists of a weather station on the airfield that provides the Air Traffic Control Tower with real-time data regarding wind speed and wind direction.

easternmost existing gates at Terminal 1. The resulting net increase of nine new gates, along with the new gates associated with Terminal 9, would serve to replace existing remote gates that would be eliminated by the proposed westerly extension of Taxiway D (see Section 3.1.1.1.2 above).

Concourse 0 would consist of at least four levels with a total floor area of approximately 745,000 square feet. As an option, Concourse 0 may include additional levels, which could accommodate approximately 318,000 square feet of office space that could be used for administrative purposes. It should be noted that design of Concourse 0 has only been formulated at a conceptual level and the total building area requirement may be refined during more detailed project design development. To account for the possibility that such design refinements may lead to additional building floor area, and in order to provide a conservative impacts analysis that includes such additional area, a 20 percent increase in total building area was assumed. **Figure 11** and **Figure 12** provide conceptual views of the proposed Concourse 0 from the landside and airside, respectively (the conceptual views do not include the optional office levels). **Table 1** provides a breakdown of the floor area associated with various functions within Concourse 0. **Figure 13** and **Figure 14** provide section views of Concourse 0 that illustrate passenger flows.

Table 1
Concourse 0 Total Building Area

Facility	Total Area (sf)[1]
Airline Facilities	296,900
Department of Homeland Security	155,700
Commercial Program	79,800
Ancillary (loading dock, storage) maintenance closets, etc.)	5,700
Building Services	54,600
Circulation	152,000
Total Facility Area	**744,700**
Optional Office Levels	**318,000**
Total Facility Area with Optional Levels	**1,062,700**
Potential 20 Percent Increase During Design Refinement	**212,540**
Grand Total	**1,275,240**

Source: Los Angeles World Airports, February 2019.

Notes:
sf – Square Feet

[1] Numbers rounded to the nearest 100.

Concourse 0 would serve both domestic and international flights. International operations would be supported with sterile circulation for international arrivals, a fully contained Customs and Border Protection (CBP) Facility Inspection Service (FIS) area, international baggage claim, and a sterile bus drop-off platform for passenger busing operations, if needed. Passengers arriving at or departing from Concourse 0 would process or transfer through Terminal 1 and/or Terminal 1.5. There would be no curbside access at Concourse 0 (i.e., no drop-off or pick-up curb for passengers). Pedestrian access at Concourse 0 would be provided through Terminal 1 on both the arrivals level and the departures level and through a vertical circulation core (i.e., multi-level elevator/escalator/stairway system) at the interface between Concourse 0 and Terminal 1 that would connect to an APM station via a pedestrian bridge (see Figures 13 and 14). The APM station is part of the previously-approved LAX Landside Access Modernization Program (LAMP) APM system. Construction of the vertical circulation core and pedestrian bridge would be coordinated with the APM station.

In conjunction with construction of the passenger structure building and aircraft gates, development of Concourse 0 would include construction of an aircraft parking apron, including two remain overnight (RON) parking positions, and the easterly extension of Taxiway D as an ADG V taxiway as well as the easterly extension of Taxiway E as an unrestricted ADG V/restricted ADG VI taxiway. At the eastern ends of Taxiways D and E would be a paved area that could be used for aircraft pushbacks for the northeastern gate at Concourse 0 and could also be used to temporarily hold departing aircraft waiting to access Runway 6R-24L for takeoff.

3.1.2.1.2 Enabling Projects

As shown on **Figure 15**, the enabling projects for Concourse 0 include the following (numbers in parentheses below correspond to Figure 15):

- Removal of Park One surface parking lot (1).
- Removal of LAX Police Headquarters and vehicle parking (2).[10]
- Reconfiguration of an airside vehicle service road and removal of Security Post 3 (3).
- Removal of portions of 96th Street and Alverstone Avenue (4).
- Removal of a building and vehicle parking area (5) adjacent to the 96th Street Bridge.
- Removal of vehicle parking area on northwest corner of 96th Street and Alverstone Avenue (6).

The 96th Street Bridge (A) and the Reliant Medical Center (B) will be removed independently from the Airfield and Terminal Modernization Project, and prior to construction of Concourse 0, as part of the previously-approved LAX Landside Access Modernization Program.

3.1.2.2 Terminal 9

3.1.2.2.1 Characteristics

As shown on **Figure 16**, Terminal 9 is planned as a 12-gate international and domestic terminal facility with capability to support ADG VI operations.[11] The new gates associated with Terminal 9, along with the gates associated with Concourse 0, would serve to replace existing west remote gates that would be eliminated by the proposed westerly extension of Taxiway D (see Section 3.1.1.1.2 above). Terminal 9 would be a 1,178,000 square-foot, independently operating, four-level facility that has a central passenger processing core and a concourse that extends to the west of the core and a concourse that extends to the east of the core. All of the necessary passenger processing functions would be provided within Terminal 9. (The total building area requirement may be refined during project design. Like Concourse 0 described above, the design of Terminal 9 has only been formulated at a conceptual level and the total building area requirement may be refined during more detailed project design development. To account for the possibility that such design refinements may lead to additional building floor area, and to provide a conservative impacts analysis that includes such additional area, a 20 percent increase in total building area was assumed. **Figure 17** and **Figure 18** provide conceptual views of the proposed Terminal 9 from the landside and airside, respectively. **Table 2** provides a breakdown of the floor area associated with various functions within Terminal 9. **Figure 19** provides a section view of Terminal 9 that illustrates

[10] A new Airport Police Facility is currently under construction in LAX Northside and is anticipated to be completed by early- to mid-2021. The subject facility has independent utility from the currently proposed project. Based on the timing of the new Airport Police Facility, it is possible, if not likely, that the existing LAX Police Headquarters and vehicle parking located within the project site will be vacated prior to development of the proposed project.

[11] Terminal 9 is being planned to accommodate primarily widebody aircraft (i.e., ADGs IV, V, and VI aircraft) such as those used for international travel. It could also be designed to instead accommodate up to 18 narrowbody aircraft (ADG III aircraft), such as those often used for domestic flights, or could be a combination of widebody gates and narrowbody gates.

passenger flows. International operations would be supported by a fully contained CBP FIS area with an international baggage claim.

Table 2
Terminal 9 Total Building Area

Facility	Total Area (sf)[1]
Airline Facilities	307,700
Department of Homeland Security	215,600
Commercial Program	95,600
Ancillary (loading dock, storage, maintenance closets, etc.)	10,800
Building Services	94,100
Circulation	454,200
Terminal Subtotal	1,178,000
Automated People Mover Station	49,500
Total Facility Area	**1,227,500**
20 Percent Design Contingency	**245,500**
Grand Total	**1,473,000**
Related Facilities	
Bridges and tunnel associated with connections to Terminal 8, Parking Garage, and APM	**44,100**

Source: Los Angeles World Airports, February 2019.

Notes:
APM – Automated People Mover
sf – Square Feet

[1] Numbers rounded to the nearest 100.

In addition to the passenger building, Terminal 9 would also include an aircraft parking apron and a taxilane connecting the terminal to the airfield. Other related airfield improvements that would support Terminal 9 include the relocation of Vehicle Service Road C and the easterly extension of Taxilane C from Taxiway C3 to Taxiway B1.

Landside access to Terminal 9 would be provided by new roadway segments north of the terminal, construction of a nearby station on the previously-approved LAX APM, and construction of a pedestrian corridor over Sepulveda Boulevard that would connect with Terminals 8 and 9. A pedestrian walkway would link the APM station and the new terminal; access to a new parking garage would be provided by a bridge, a tunnel, or a combination of both. These improvements are further described below under Landside Elements.

3.1.2.2.2 Enabling Projects

As shown on **Figure 20**, the enabling projects for Terminal 9 include the following (numbers in parentheses below correspond to Figure 20):

- Removal of the American Eagle Commuter Terminal (1).[12]

[12] Operations at the American Eagle Commuter Terminal are planned to be relocated to the Midfield Satellite Concourse (MSC) South Concourse, which is a separate terminal project having independent utility that was previously identified in the MSC Environmental Impact Report (City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Midfield Satellite Concourse* [SCH No. 2013021020], June 2014.)

- Removal of RON and maintenance aircraft parking areas at the western edge of the Terminal 9 site (2).
- Removal of the Delta Air Lines GSE building (3).
- Removal of the LAX Records Retention Building (4).
- Removal of the Mercury Air Cargo Group facility (5).
- Removal of a ground equipment maintenance/storage area (6).
- Removal of aircraft maintenance support buildings (7).
- Removal of cargo buildings (8).
- Removal of Air Freight Building #8 (9).
- Removal of existing Vehicle Service Road C (10) east of Sepulveda Boulevard (see Figure 20).
- Removal of RON, cargo, and maintenance aircraft parking areas (11).

The existing Delta Air Lines Hangar Complex (A) will be removed and replaced independently from the Airfield and Terminal Modernization Project, and prior to construction of Terminal 9, as part of the previously-approved LAX Landside Access Modernization Program.

3.1.3 Landside Elements

3.1.3.1 Characteristics

As shown on **Figure 21**, the landside improvement plan is comprised of new arrival and departure roadways and a nearby parking garage to support the Terminal 9 passenger facility, along with new roadway segments that would improve vehicle access to, and egress from, the existing CTA. The landside improvement plan would also include construction of a seventh station at Terminal 9 on the previously-approved LAX APM line, as well as construction of a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard.

The Terminal 9 roadways would include an upper level roadway for arrivals and a lower level roadway for departures. The roadways would also provide connections to a proposed Terminal 9 parking garage and would be integrated with the previously-approved LAMP roadway improvements, which will provide access to the future Intermodal Transportation Facility (ITF) West to be constructed as part of LAMP. The proposed new roadway improvements for the CTA would provide the following benefits:

- Creation of a common entry point east of Sepulveda Boulevard for all vehicles entering the CTA (including Terminal 9).
- Improvement to traffic flow into and out of the CTA.
- Rerouting of exiting CTA vehicles to southbound Sepulveda Boulevard via a new grade-separated ramp north of Century Boulevard to extend merging zone and vehicle queuing area.
- Establishment of new CTA access routes from Sepulveda Boulevard to encourage increased utilization of the future ITF West.
- Grade-separated movement for southbound Sepulveda Boulevard traffic accessing airport facilities.
- Simplified roadway configuration and maximized distances for driver wayfinding and decision-making to multiple destinations.

The proposed roadway system would improve overall access to and from the CTA and the future ITF West, and would serve Terminal 9, with a combination of segments that are elevated or at grade, with

connecting ramps. **Figure 22** through **Figure 25** provide 3D visualizations of various areas of the roadway system to illustrate these physical relationships.

A roadway system design option to be considered for the proposed project would include two exit ramps from northbound Sepulveda Boulevard, north of the Sepulveda Boulevard tunnel, that would connect directly to the curbside at Terminal 9; one exit ramp would lead to the arrivals level curb and the other ramp would lead to the departures level curb. **Figure 26** shows the location of these design option ramps.

3.1.3.2 Enabling Projects

As shown on **Figure 27**, the enabling projects for the landside elements would include the following (numbers in parentheses below correspond to Figure 27):

- Acquisition of the Los Angeles Community College District property (1), with removal of structures along the southern edge of the property and at the northwest corner of the property being necessary to develop the proposed roadway improvements.
- Acquisition of the commercial parking lot located north of Los Angeles Community College District property (2).
- Acquisition of the property located east of the Los Angeles Department of Water and Power (LADWP parcel), which is currently used for commercial parking (3).
- Relocation/reconfiguration of the LAX Taxi Staging Lot from the south side of W. 96th Street to the north side of W. 98th Street (4).
- Acquisition of the southern two-thirds (approximately) of the LADWP parcel located on the east side of Vicksburg Avenue, with the affected area currently being used for parking (5).[13]

3.1.4 Utilities

Implementation of the proposed project would include the provision of utilities to serve the proposed facilities, including domestic water, fire water, reclaimed water, electrical and communication systems, natural gas and fuel systems, and stormwater and wastewater systems.

Construction of the proposed project would include demolition, reconstruction, and construction of new roadways or facilities within and near the CTA. Utilities would be extended to serve the proposed buildings and would be sized for the anticipated demand loads and expected lifetimes of the facilities. Most of the existing utility main lines are located within roadway rights-of-way, providing relatively free access for maintenance, repair, or upgrades to service. Within the CTA, however, the major drainage facilities that provide direct connections from the buildings to the city storm drains and sewer systems lie under the airfield and are not located within the roadways. Some of the utilities are private facilities owned by LAWA and some are provided by the respective public utility services. LAWA typically provides the physical infrastructure for utilities (conduits, pipe, duct banks, etc.) whether they are private or public. The operating authority typically provides the supply infrastructure (such as high voltage or low voltage cable), or the utility commodity (such as water and gas, etc.). LAWA provides drainage infrastructure from LAWA properties in the CTA to the appropriate public main infrastructure such as major storm drains or wastewater sewers.

LADWP supplies water and power to the airport. This service also includes fire water and reclaimed water (provided by separate systems). Sempra Energy supplies natural gas. Telephone and internet services in the airport area are supplied by a variety of technology providers.

[13] The LADWP electrical substation would not be acquired or affected by the proposed project.

3.2 Construction

Implementation of the various elements of the project that are described above would generally begin with undertaking the enabling projects, followed by construction of the proposed element improvements. In some cases, there would be overlap between the enabling project and the proposed improvements, such as when completion of certain enabling projects would allow the initial phases of development to proceed, while completion of other enabling projects is only needed for the latter phases of development. The project description in the Draft EIR will provide more details on the timing of construction.

3.3 LAWA Design and Construction Practices

The proposed project would be designed and constructed in accordance with LAWA's Sustainable Design and Construction Policy, which requires that the new building be designed to achieve the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) Silver certification.[14] LEED® Silver certification requires a project to be designed in a manner to save energy, water, and other resources, and to generate less waste and support human health. In addition, the proposed project would be required to be constructed in accordance with the Los Angeles Green Building Code (LAGBC), which is based on the California Green Building Code (CALGreen).[15,16]

4. NECESSARY APPROVALS

The City of Los Angeles has principal responsibility for approving the proposed project. Agencies and City entities which may be required to take actions associated with the CEQA approval for the proposed project include, but may not be limited to, the following:

Federal

- FAA[17]

State

- Department of Transportation (Caltrans)

Regional

- South Coast Air Quality Management District (SCAQMD)

Local

- LAWA Board of Airport Commissioners
- City of Los Angeles City Council, including Council Committees and City Commissions
- City of Los Angeles – various departments

[14] City of Los Angeles, Los Angeles World Airports, *LAWA Sustainable Design and Construction Policy*, September 7, 2017.

[15] City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, *Green Building Code*, as amended.

[16] 24 California Code of Regulations, Part 11, California Building Standards Commission, *2016 California Green Building Standards Code (CALGreen)*. Available: https://codes.iccsafe.org/content/document/657?site_type=public.

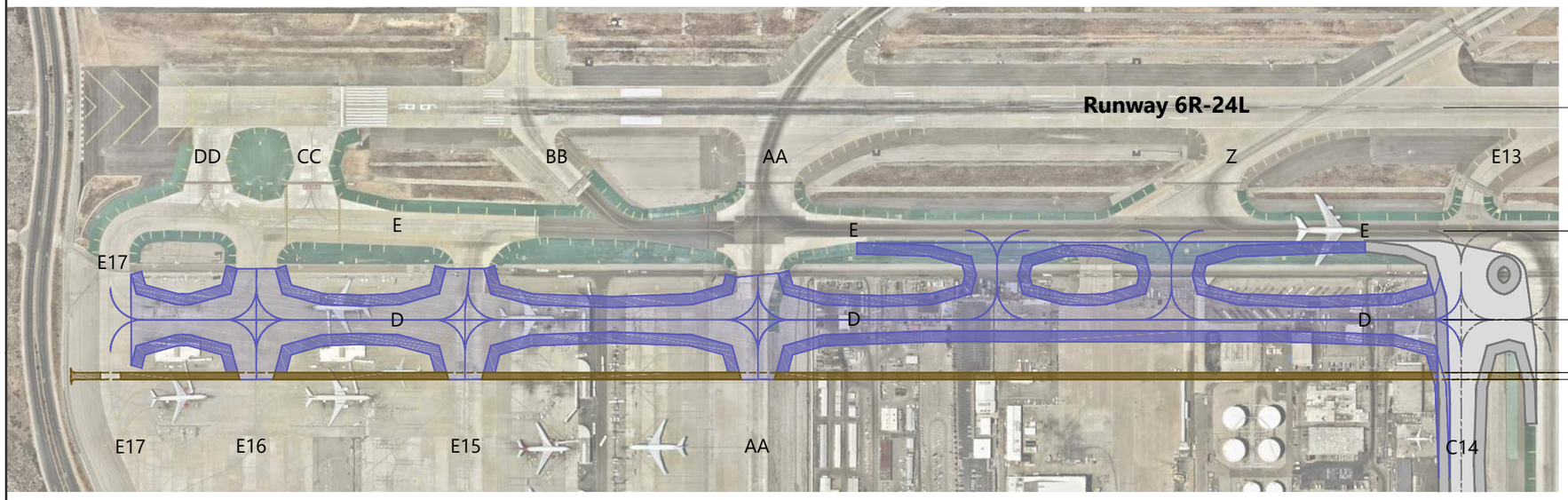
[17] While FAA is not a state agency for purposes of CEQA review, the proposed project would require FAA approval of Form 7460-1 (Notice of Proposed Construction or Alteration) and an amendment to the LAX Airport Layout Plan pursuant to the grant assurances LAWA has given to the FAA.

- Los Angeles County Airport Land Use Commission
- Other Federal, State, or local approvals, permits, or actions may be necessary

5. DOCUMENTS REFERENCED

Documents cited in the NOP/Initial Study are available for public inspection at the following address:

Los Angeles World Airports
6053 Century Boulevard, Suite 1050
Los Angeles, California 90045



LEGEND
- Proposed ATMP Airfield Improvement
- Proposed Vehicle Service Road Improvement
- Approved Airfield Improvement not part of ATMP

ADG - Airplane Design Group
FOMO - Fixed or Moveable Object

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

0 500 ft

LAX Airfield and Terminal Modernization Project

Taxiway D Extension West

Figure
5

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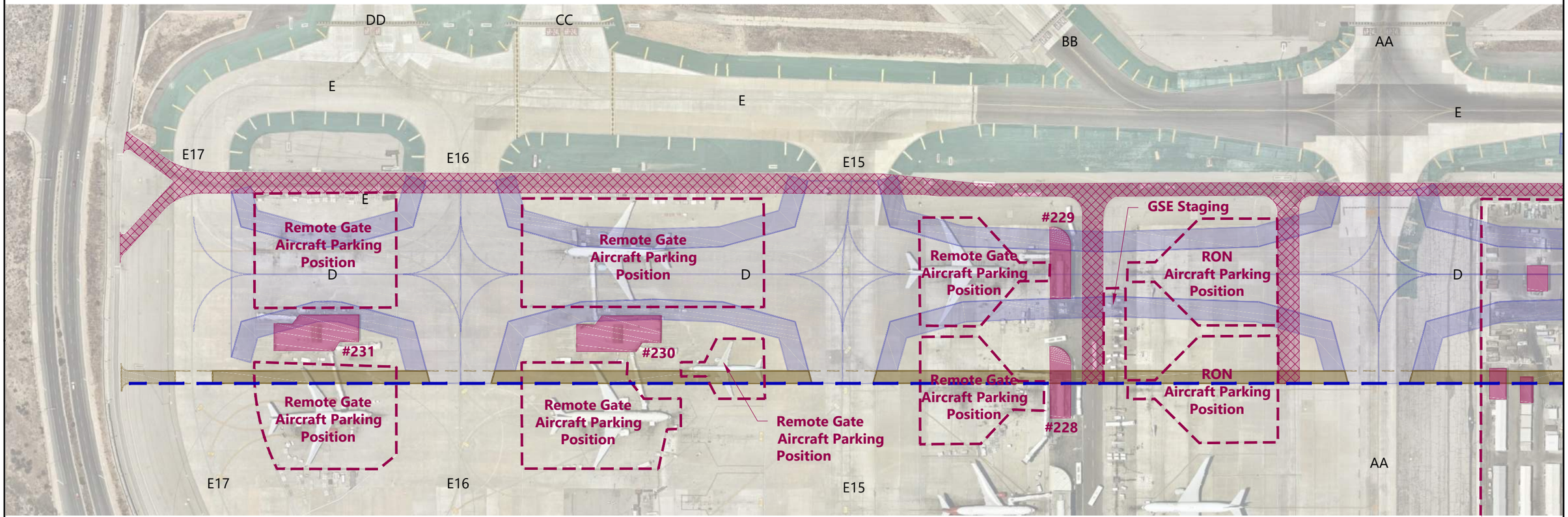

LEGEND
- Proposed ATMP Airfield Improvement
- Displaced Facility
- Displaced Facility - Building
- Displaced Facility - Vehicle Service Road
- Project Extents

GSE - Ground Support Equipment
RON - Remain Overnight

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

0 200 ft

LAX Airfield and Terminal Modernization Project

Taxiway D Extension West Enabling Projects (Westerly Projects)

Figure **6**

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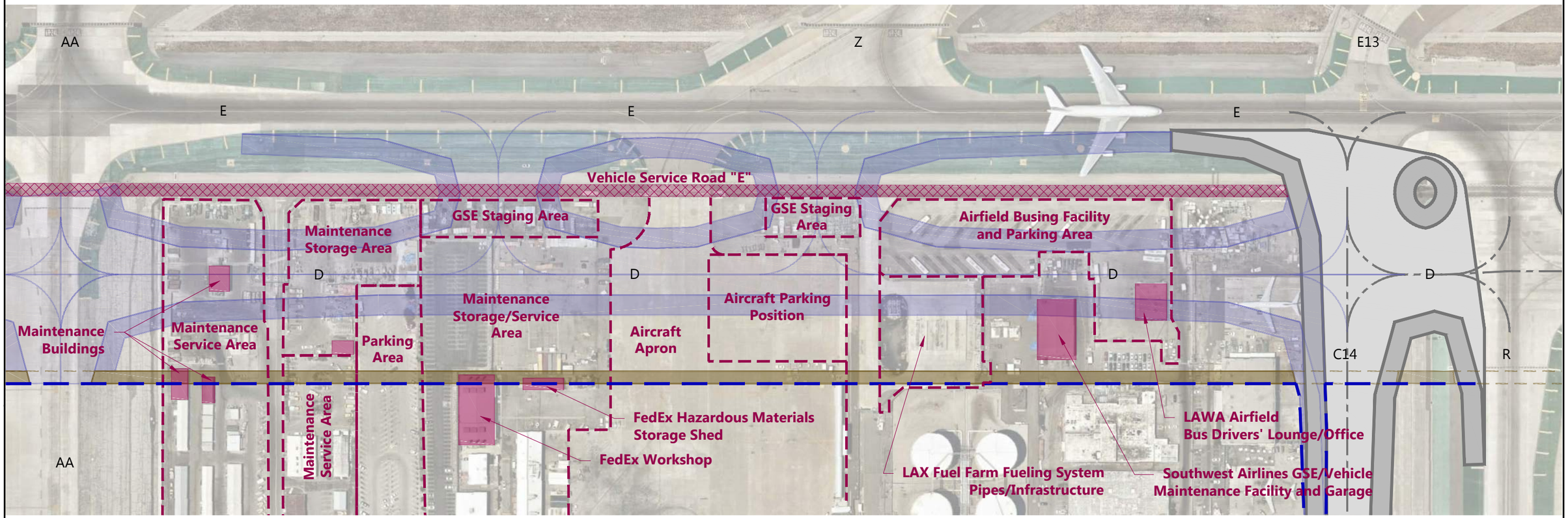

LEGEND

- Proposed ATMP Airfield Improvement
- Proposed Vehicle Service Road Improvement
- Approved Airfield Improvement not part of ATMP
- Displaced Facility
- Displaced Facility - Building
- Displaced Facility - Vehicle Service Road
- Project Extents

GSE - Ground Support Equipment
LAWA - Los Angeles World Airports
LAX - Los Angeles International Airport

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, March 2019.

0 200 ft

LAX Airfield and Terminal Modernization Project

Taxiway D Extension West Enabling Projects (Easterly Projects)

Figure 7

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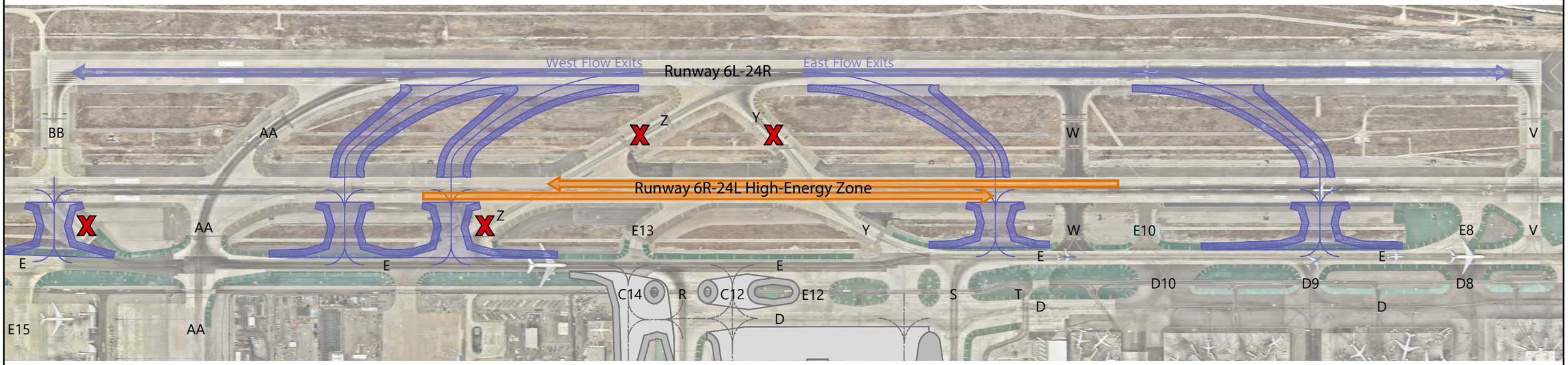

LEGEND

- Proposed ATMP Airfield Improvement
- Removed or Decommissioned Taxiway
- Runway 6R-24L High-Energy Zone (Approximate location of the West Flow and East Flow middle-third of the runway based on departure declared distances.)
- Approved Airfield Improvement not part of ATMP

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, October 2018.

0 600 ft

LAX Airfield and Terminal Modernization Project

Runway 6L-24R Exits

Figure 8

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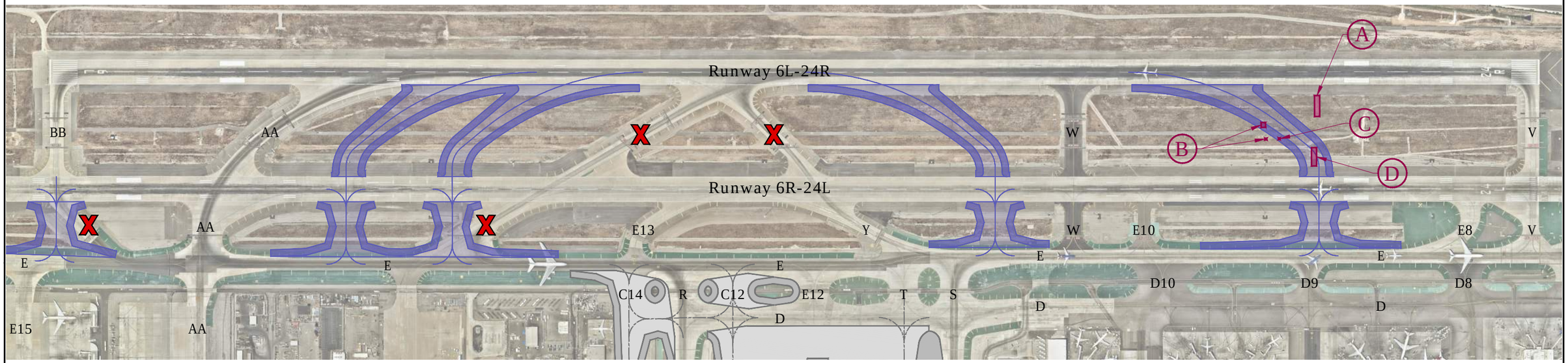

Enabling Projects (Relocation of):

- (A) Runway 24R PAPI
- (B) ASOS
- (C) Wind Sock
- (D) Runway 24L PAPI

LEGEND

- Proposed ATMP Airfield Improvement
- X Removed or Decommissioned Taxiway
- Displaced Facility (Enabling Projects)
- Approved Airfield Improvement not part of ATMP

ASOS - Automated Surface Observing System
PAPI - Precision Approach Path Indicator

Source: Ricondo & Associates, Inc., 2019.
Prepared by: CDM Smith, March 2019.

0 600 ft

LAX Airfield and Terminal Modernization Project

Runway 6L-24R Exits Enabling Projects

Figure 9

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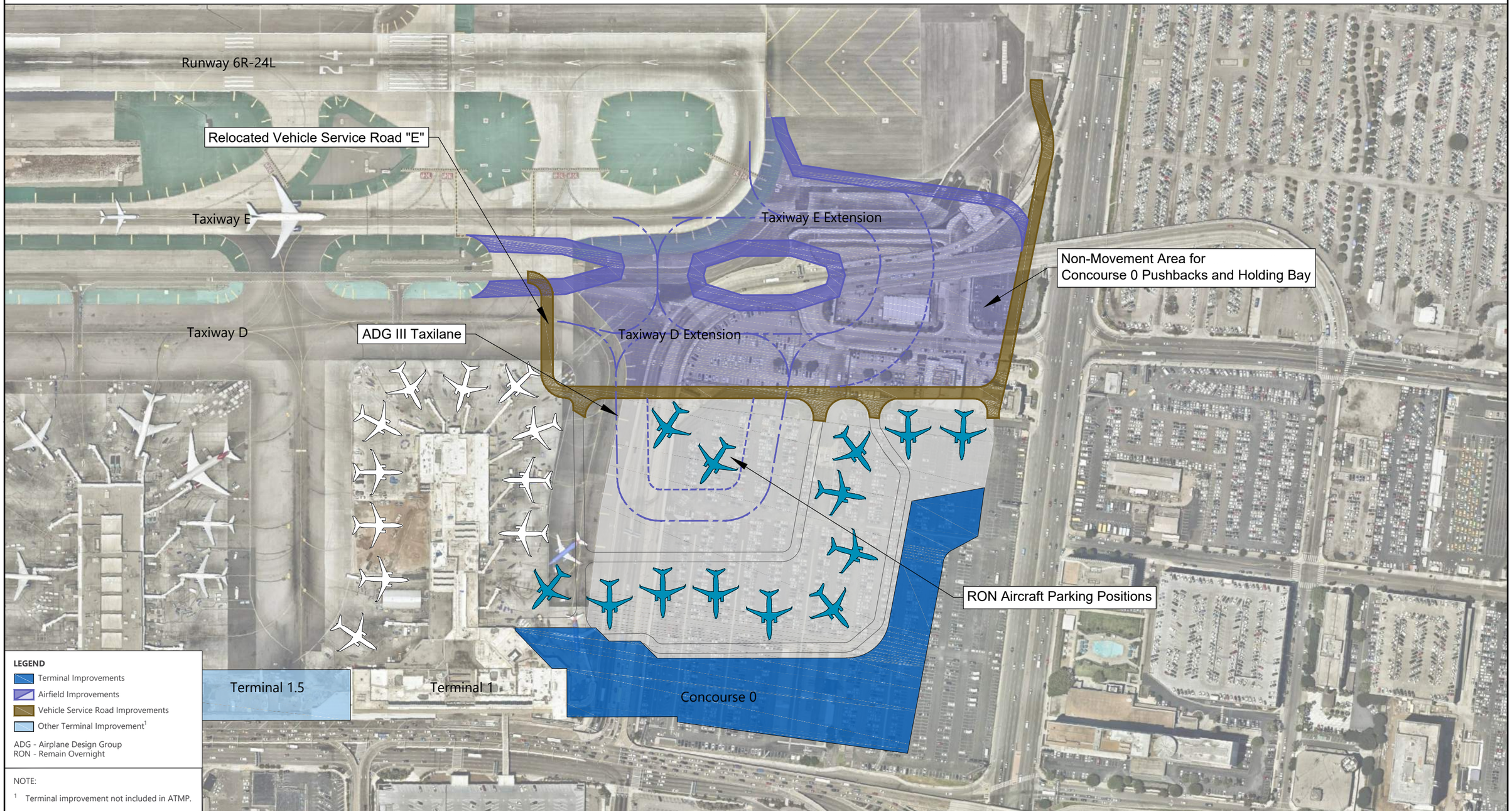

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

LAX Airfield and Terminal Modernization Project	Concourse 0 - Conceptual Site Plan	Figure **10**

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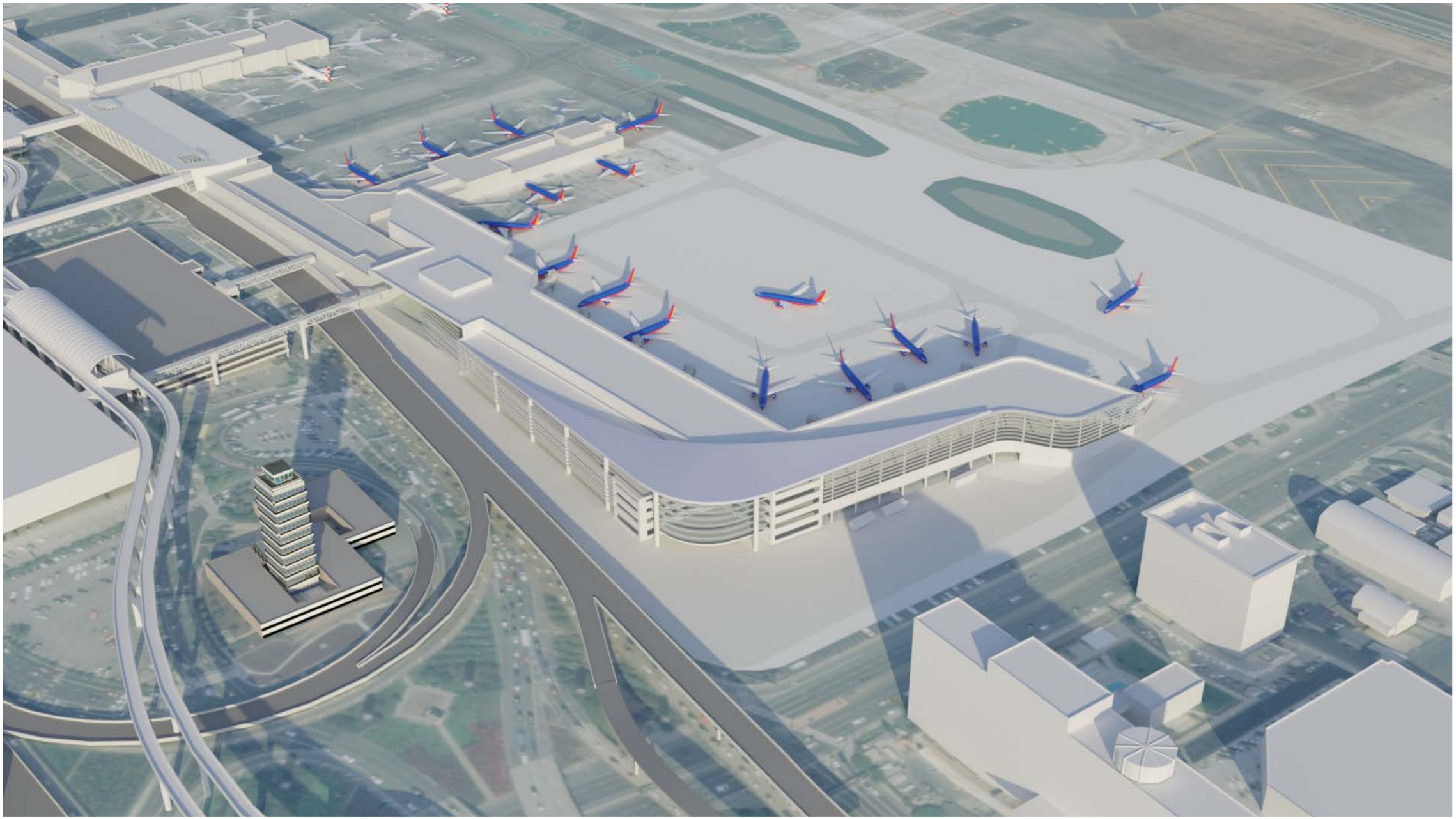

Source: Ricondo & Associates, Inc., 2019.
Prepared by: CDM Smith, March 2019.

Not to Scale

LAX Airfield and Terminal Modernization Project	Concourse 0 Conceptual View – Landside	Figure **11**

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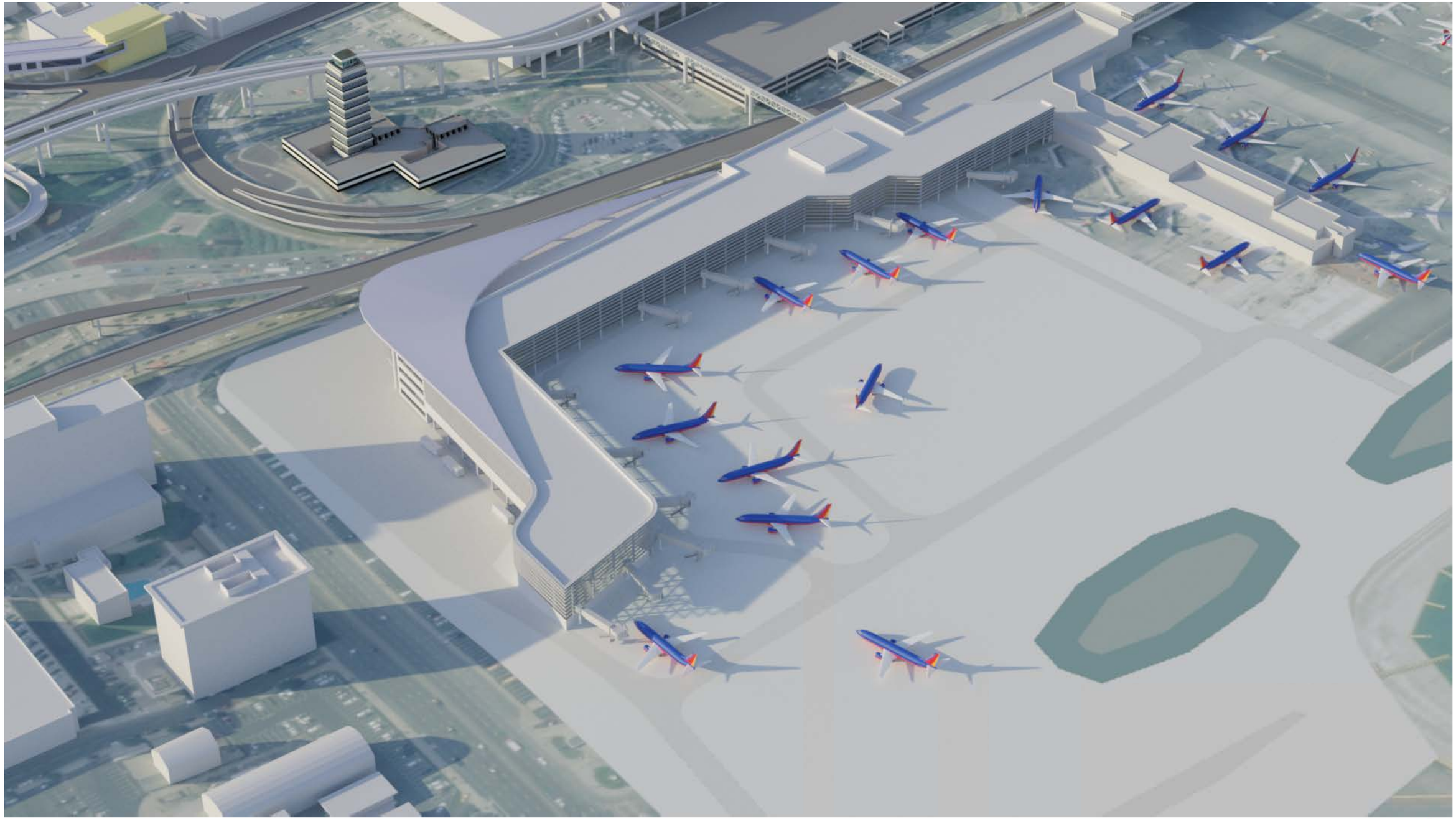

Source: Ricondo & Associates, Inc., 2019.
Prepared by: CDM Smith, March 2019.

Not to Scale

LAX Airfield and Terminal Modernization Project	Concourse 0 Conceptual View – Airside	Figure **12**

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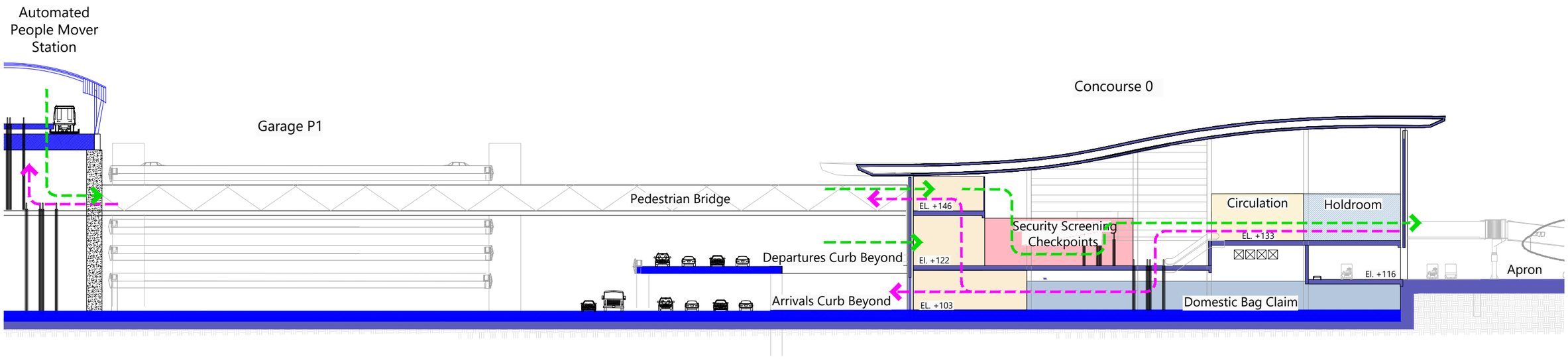

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

Not to Scale

LAX Airfield and Terminal Modernization Project	Concourse 0 Passenger Flows - Departures and Domestic Arrivals	Figure **13**

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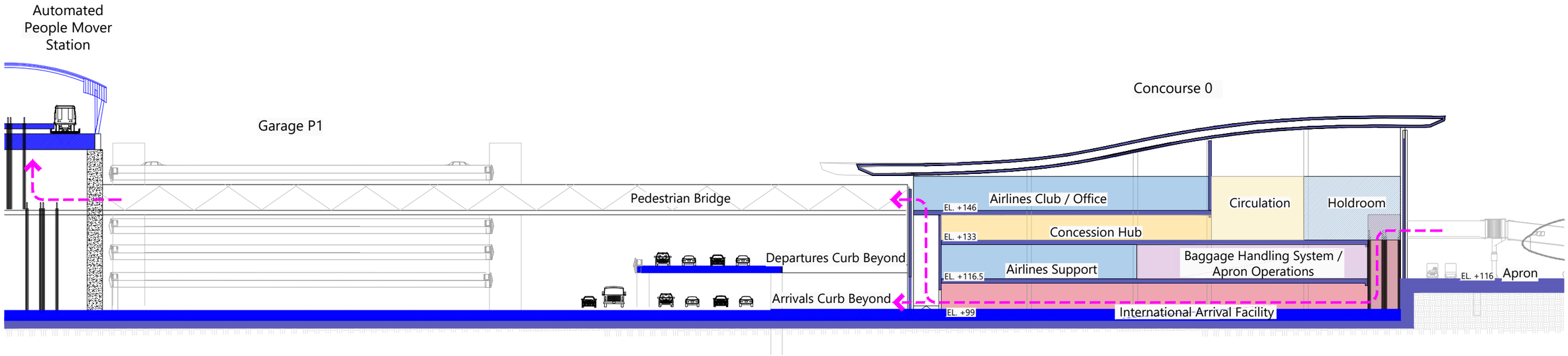

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

Not to Scale

LAX Airfield and Terminal Modernization Project	Concourse 0 Passenger Flows - International Arrivals	Figure **14**

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Enabling Projects

1. Park One LAX*
2. LAX Police Headquarters and Vehicle Parking
3. Vehicle Service Road "E" and Security Post 3
4. 96th Street and Alverstone Avenue
5. Building and Vehicle Parking
6. Vehicle Parking

LAMP Enabling Projects

- (A) Sky Way / 96th Street Bridge*
- (B) Reliant Medical Center*

* Removal of these existing facilities would occur through projects separate from the Airfield and Terminal Modernization Project.

LEGEND

- Displaced Facility
- Displaced Facility - Building
- Project Extents
- LAMP Enabling Project

NOTES:

1 Additional enabling projects, including utilities, may be identified through further analysis.
2 LAMP - Landside Access Modernization Program
LAX - Los Angeles International Airport

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, March 2019.

0 250 ft.

LAX Airfield and Terminal Modernization Project

Concourse 0 Enabling Projects

Figure **15**

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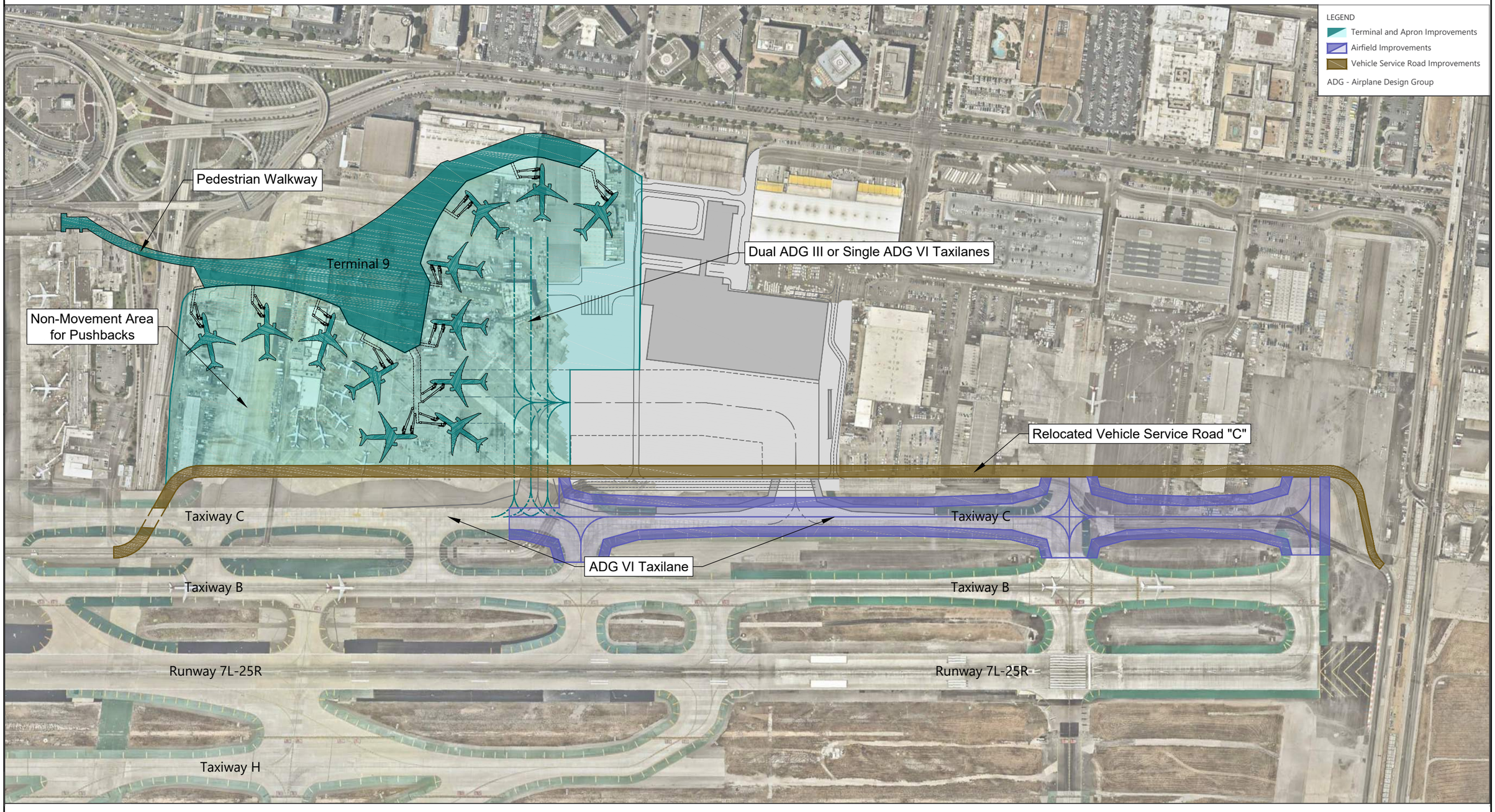

Source: Ricondo & Associates, Inc., 2019.
Prepared by: CDM Smith, February 2019.

LAX Airfield and Terminal Modernization Project	Terminal 9 - Conceptual Site Plan	Figure **16**

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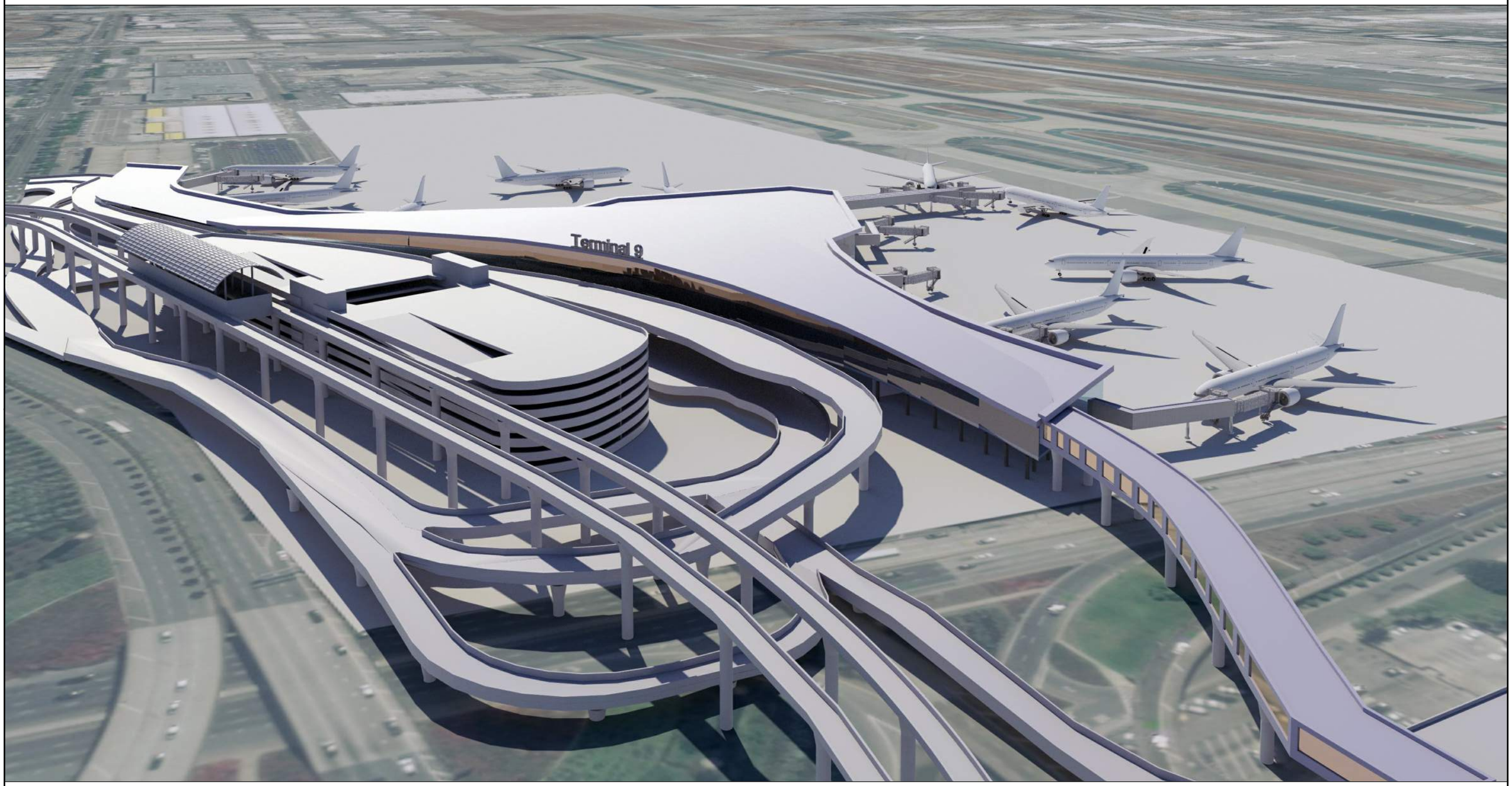

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

Not to Scale

LAX Airfield and Terminal Modernization Project

Terminal 9 Conceptual View – Landside

Figure
17

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Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

Not to Scale

LAX Airfield and Terminal Modernization Project

Terminal 9 Conceptual View - Airside

Figure
18

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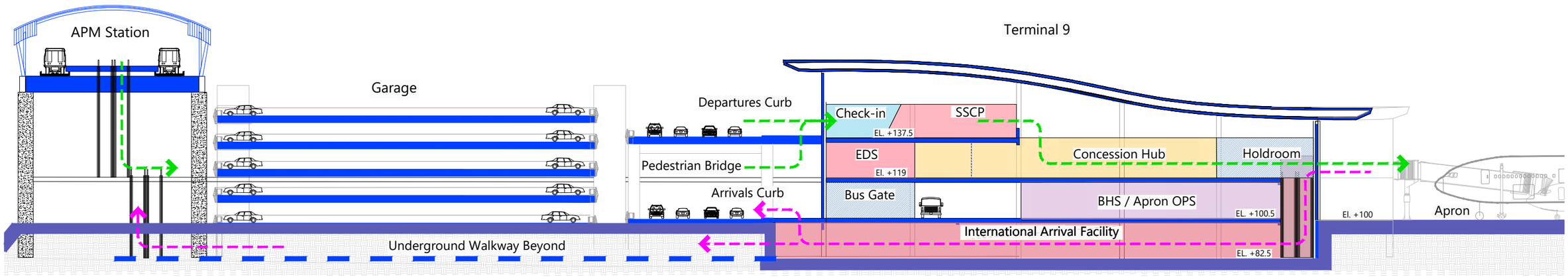

LEGEND

APM - Automated People Mover

BHS - Baggage Handling System

EDS - Explosive Detection System

OPS - Operations

SSCP - Security Screening Checkpoint

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

Not to Scale

LAX Airfield and Terminal Modernization Project

Terminal 9 Passenger Flows

Figure
19

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LEGEND

- Displaced Facility
- Displaced Facility - Building
- Project Extents
- LAMP Enabling Project

GSE - Ground Support Equipment
LAMP - Landside Access Modernization Program
LAX - Los Angeles International Airport

NOTE:

Additional enabling projects, including utilities, may be identified through further analysis.

Enabling Projects

1. American Eagle Commuter Terminal
2. Remain Overnight and Maintenance Aircraft Parking
3. Delta Air Lines GSE Building
4. LAX Records Retention Building
5. Mercury Air Cargo Group
6. Equipment Maintenance/Storage
7. Aircraft Maintenance Support Buildings
8. Cargo Buildings
9. Air Freight Building #8
10. Vehicle Service Road "C"
11. Remain Overnight, Cargo, and Maintenance Aircraft Parking

LAMP Enabling Projects

A. Delta Air Lines Hangar Complex*

* Removal of these existing facilities would occur through projects separate from the Airfield and Terminal Modernization Project.

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, March 2019.

0 400 ft.

LAX Airfield and Terminal Modernization Project

Terminal 9 Enabling Projects

Figure **20**

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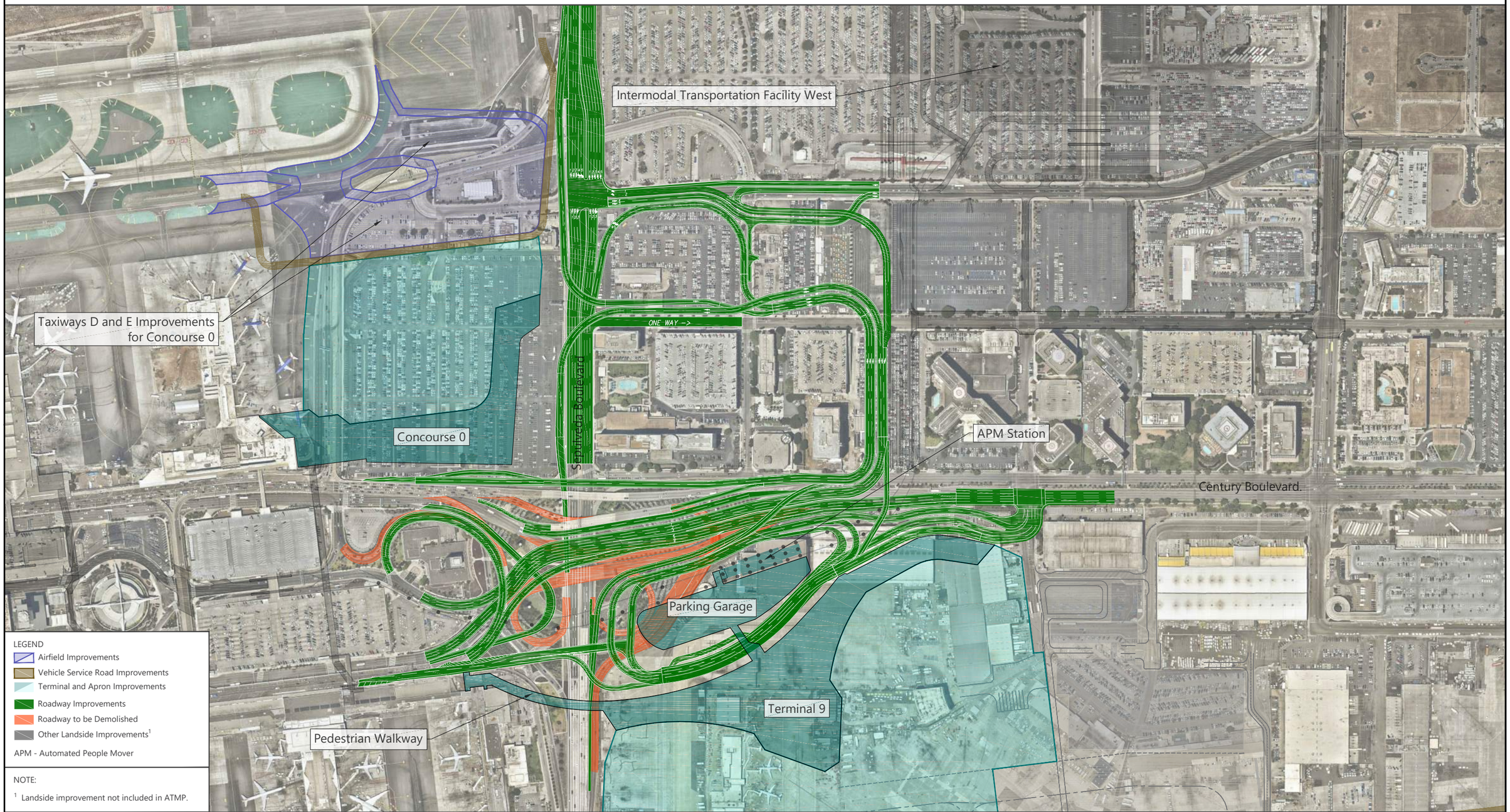

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

LAX Airfield and Terminal Modernization Project	Landside Improvements - Conceptual Plan	Figure **21**

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Source: CDM Smith, 2019.
Prepared by:
CDM Smith, March 2019.

Not to scale

LAX Airfield and Terminal Modernization Project

View Looking North along Sepulveda Boulevard

Figure
22

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Source: CDM Smith, 2019.
Prepared by:
CDM Smith, March 2019.

Not to scale

LAX Airfield and Terminal Modernization Project

View Looking Northwest across Western Portion of T9 (Foreground) and C0 (Background)

Figure
23

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Source: CDM Smith, 2019.
Prepared by:
CDM Smith, March 2019.

Not to scale

LAX Airfield and Terminal Modernization Project

View Looking South along Sepulveda Boulevard

Figure **24**

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Source: CDM Smith, 2019.
Prepared by:
CDM Smith, February 2019.

Not to scale

LAX Airfield and Terminal Modernization Project

View Looking South with Roadway Improvements in Foreground and T9 in Background

Figure
25

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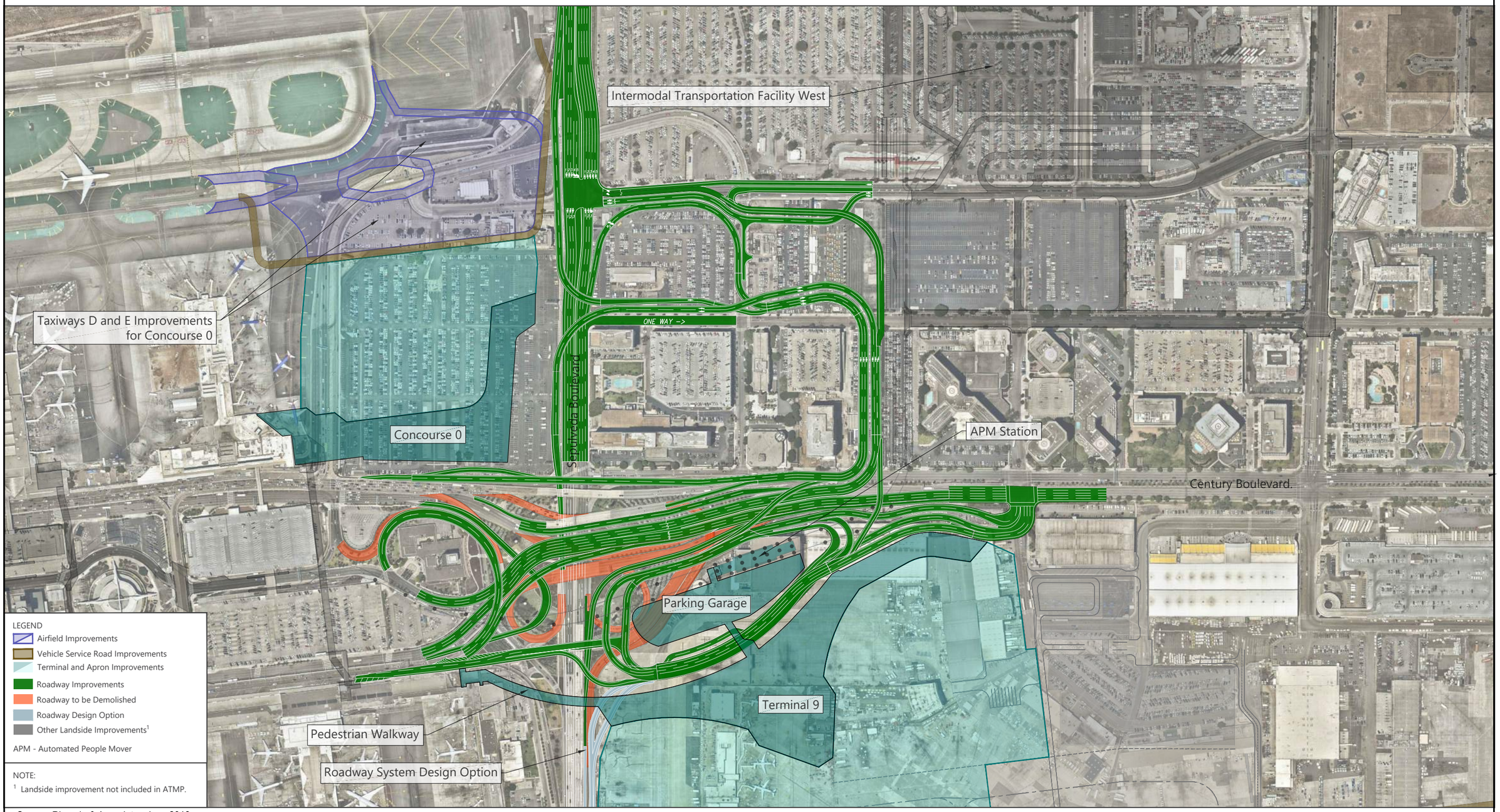

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, March 2019.

LAX Airfield and Terminal Modernization Project

Landside Improvements - Roadway System Design Option

Figure
26

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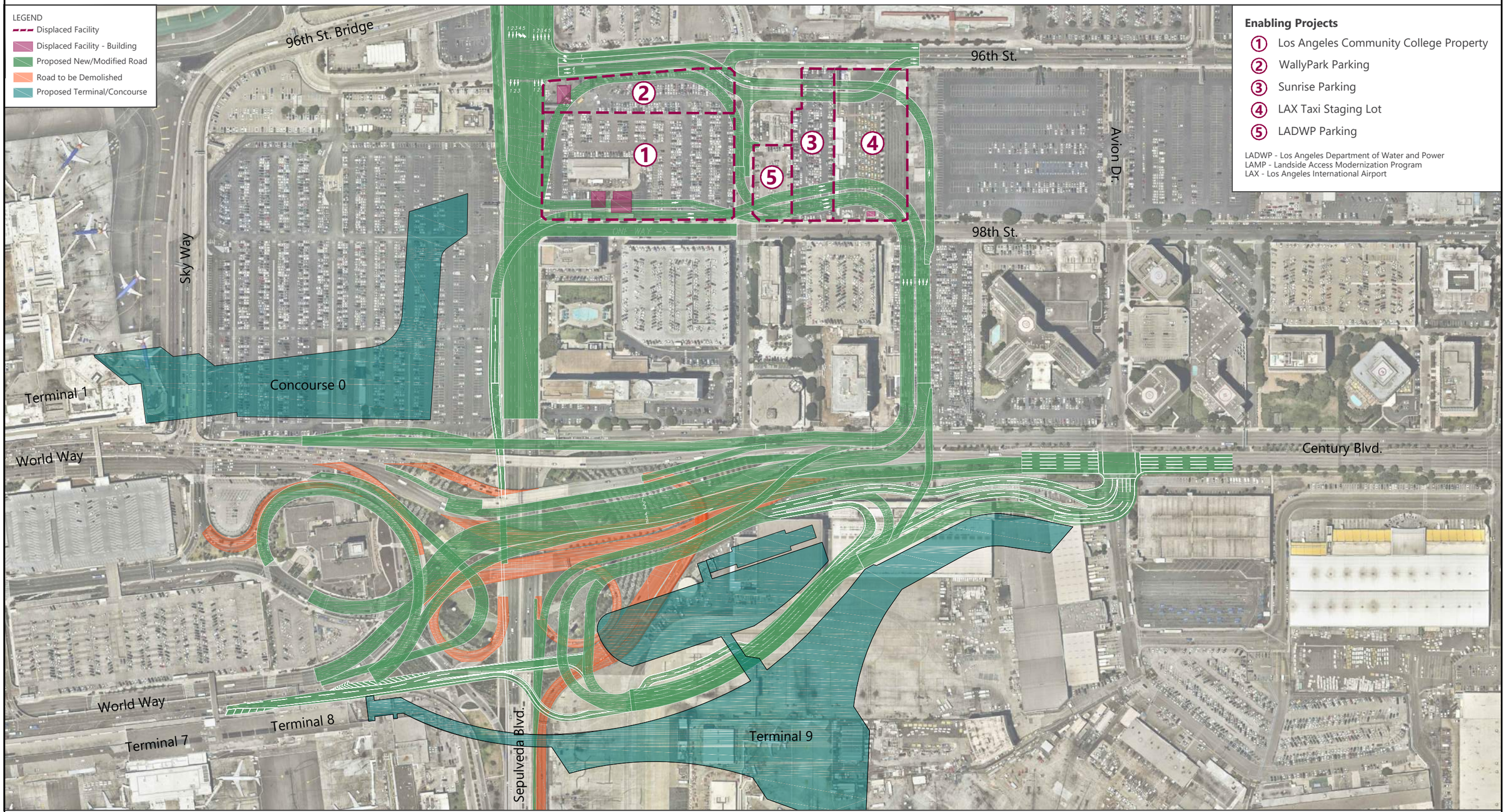

Source: Ricondo & Associates, Inc., 2018.
Prepared by: CDM Smith, December 2018.

LAX Airfield and Terminal Modernization Project	Landside Improvements - Enabling Projects	Figure **27**

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY Los Angeles World Airports (LAWA)	**COUNCIL DISTRICT** Council District 11	**DATE** April 4, 2019
RESPONSIBLE AGENCIES South Coast Air Quality Management District, California Department of Transportation (Caltrans)		
PROJECT TITLE/NO. Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project		**CASE NO.** **NP-19-001-AD**
PREVIOUS ACTIONS CASE NO.	☐ **DOES have significant changes from previous actions.** ☐ **DOES NOT have significant changes from previous actions.**	

PROJECT DESCRIPTION:

LAWA proposes to implement airfield, terminal, and landside roadway improvements at LAX as part of LAWA's continuing commitment to maintain LAX as a world-class airport. The proposed project consists of several primary elements including airfield improvements that would enhance efficiency and safety within the north airfield, new terminal facilities to upgrade passenger processing capabilities and enhance the customer experience, and an improved system of roadways to better access the CTA and reduce congestion. Project elements associated with the proposed project are shown in Figures 3 and 4. The airfield improvements would occur within the north airfield and would include the westerly extension of Taxiway D in the western portion of the north airfield, the reconfiguration of runway exits from Runway 6L-24R, and enabling projects associated with these improvements. The terminal improvements would include the construction of Concourse 0 as an easterly extension of Terminal 1; construction of Terminal 9, a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection, improvements and modifications to existing taxiways near Concourse 0 and Terminal 9 to facilitate aircraft access to and from the gates at those facilities, and enabling projects associated with these improvements. The landside improvements would be comprised of new arrival and departure roadways and a parking garage to support Terminal 9, an added station on the previously-approved LAX Automated People Mover line with a pedestrian connection to Terminal 9, a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard, new roadway segments that would improve vehicle access into and out of the LAX CTA, and enabling projects related to these improvements. In conjunction with providing landside access to Terminal 9.

ENVIRONMENTAL SETTING:

The proposed project improvement areas are located within the northern and eastern portions of LAX. These areas consist of highly-developed land within and adjacent to a busy international airport. The land use setting around the project site is characterized by airport operations with commercial uses along Sepulveda Boulevard and Century Boulevard, and commercial uses, a Los Angeles Community College District educational facility, and vehicle parking (surface and structured parking) along 96th Street, 98th Street, and Vicksburg Avenue. West of the project area are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean. The proposed airfield improvements are situated within a portion of the airport that includes paved airfield areas, airfield access roadways, remote gates, and other aviation-related uses, such as maintenance facilities and fuel storage facilities. The Concourse 0 site is occupied by a surface vehicle parking lot (Park One) and a groundwater remediation system to address past contamination beneath the site. The Terminal 9 site encompasses

existing cargo and maintenance facilities, the LAX Records Retention Building, and an American Eagle commuter facility. The landside improvements would be located in proximity to several hotels (Hyatt Regency Los Angeles, H Hotel/Homewood Suites, Courtyard by Marriott), surface and structured parking facilities, the Los Angeles College Aircraft School, and other commercial uses. Also within the project improvement area is the entrance to LAX, located at World Way and Sepulveda Boulevard.

PROJECT LOCATION

The project site is located within the northern and eastern portions of LAX, south of Westchester Parkway, east of Aviation Boulevard, north of Imperial Highway, and west of Pershing Drive. More specifically, the north airfield improvements would be situated south of Runway 6L-24R and between Pershing Drive on the west and Sepulveda Boulevard on the east. The south airfield improvements would be situated east of Sepulveda Boulevard and west of Aviation Boulevard, at Taxiway C. The terminal and landside improvements would generally be bound by Terminal 1 to the west, Airport Boulevard to the east, the approximate location where Lincoln Boulevard merges with Sepulveda Boulevard to the north, and the LAX south airfield to the south. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County.

PLANNING DISTRICT	**STATUS:**
LAX Plan LAX Specific Plan Westchester-Playa del Rey Community Plan	☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING LAX Zone: Airport Airside Subarea; LAX Zone: Airport Landside Subarea; Commercial C2-2 (acquisition parcels)	☒ **DOES CONFORM TO PLAN**[1]
PLANNED LAND USE & ZONE Airport-related airside and landside uses	☒ **DOES NOT CONFORM TO PLAN**[2] ☐ **NO DISTRICT PLAN**
SURROUNDING LAND USES North – Airport, Open Space, Residential, Recreational, and Commercial East – Airport, Commercial, Industrial, and Multi-Family Residential South – Airport, Commercial, Light Industrial, and Residential West – Airport, Open Space, Recreational	

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

In accordance with Public Resources Code § 21080.3.1, LAWA sent a notification of consultation opportunity to the tribe that requested such notification pursuant to Public Resources Code § 21080.3.1(b)(1). No response from the tribe was received. In addition, LAWA contacted the Gabrielino Tongva Indians of California Tribal Council to discuss the results of the California Native American Heritage Commission's Sacred Lands File record search.[3] Based on discussions with the tribe, there is no information to suggest that there are known sacred resources or other tribal cultural resources that would be affected by the proposed project.

[1] The LAX Airfield and Terminal Modernization Project conforms to existing LAX Plan policies, but the existing LAX Plan and LAX Specific Plan would need to be amended to reflect adjustments to the LAX Specific Plan boundaries and to the Airport Landside Subarea and Airport Airside Subarea boundaries.

[2] The proposed project would require changes to the zoning and land use designations to properties that would be acquired.

[3] Telephone conversation with Robert Dorame, Chairman, Gabrielino Tongva Indians of California Tribal Council, March 7, 2019.

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

E O'Hanlon	Chief of Airport Planning II
SIGNATURE	**TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. These issues will be further analyzed in the EIR to determine if, in fact, the impact is significant. If the impact is determined to be significant in the EIR, the EIR will further determine if feasible mitigation is available that can reduce the impact to less than significant.

☐ Aesthetics	☒ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☒ **Hazards and Hazardous Materials**	☐ Recreation
☒ Air Quality	☐ Hydrology and Water Quality	☒ Transportation
☐ Biological Resources	☒ Land Use and Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ **Energy**	☒ Noise	☐ Wildfire
☐ **Geology and Soils**	☐ Population and Housing	☒ Mandatory Findings of Significance

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency): Initial Study checklist is provided on the following pages.

PROPONENT NAME LAWA – Evelyn Quintanilla	**PHONE NUMBER** (800) 919-3766
PROPONENT ADDRESS 6053 Century Boulevard, Suite 1050, Los Angeles, California 90045	
AGENCY REQUIRING CHECKLIST Los Angeles World Airports	**DATE SUBMITTED** April 4, 2019
PROPOSAL NAME (If Applicable) LAX Airfield and Terminal Modernization Project	

ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Except as provided in Public Resources Code Section 21099, would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state or city-designated scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II.	**AGRICULTURE AND FORESTRY RESOURCES.** Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** Would the project:				
a.	Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	☒	☐	☐	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM_{10}, $PM_{2.5}$, and O_3 precursors [NO_X and VOC]) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?	☒	☐	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	☐	☐	☒	☐
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI.	**ENERGY.** Would the project:				
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐
VII.	**GEOLOGY AND SOILS.** Would the project:				
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
VIII.	**GREENHOUSE GAS EMISSIONS.** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
IX.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
	iv. impede or redirect flood flows?	☐	☐	☐	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XIII.	**NOISE.** Would the project result in:				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐
XIV.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☒	☐
d.	Parks?	☐	☐	☐	☒
e.	Other public facilities?	☐	☐	☐	☒
XVI.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII.	**TRANSPORTATION.** Would the project:				
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b.	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d.	Result in inadequate emergency access?	☐	☐	☒	☐
XVIII.	**TRIBAL CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
	i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐
XIX.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
XX.	**WILDFIRE.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c.	Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Explanation of Checklist Determinations

I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?

No Impact*.* The project site is located primarily within the northern and eastern portions of LAX and is not a prominent feature in any scenic vista. Broad scenic views of the Santa Monica Mountains in the distance beyond LAX are available from some higher elevation locations to the south of LAX, including Interstate 105 (I-105) located approximately 0.60 mile south of the project site. The project site is part of the intervening development visible at a lower elevation between I-105 and the mountains. However, the project site is not visually distinct and does not detract from the mountain views. Moreover, the project site is not within the direct viewshed of north-facing residences in the City of El Segundo. The proposed project would improve northern runway exits and taxiways, which would not be distinguishable from the existing airfield. New elevated structures, including Concourse 0, Terminal 9, and new airport access roadways, would be consistent with surrounding airport-related structures. Thus, from a distance, the proposed project would remain visually indistinct from surrounding development and would not contribute to, or detract from, distant views of or from the Santa Monica Mountains from higher elevations to the south and would not alter existing long-range views of or from the Santa Monica Mountains. The Pacific Ocean is the only other scenic vista in the vicinity of the project site, and the primary vista-related sensitive uses are motorist traveling on Vista del Mar and residences located to the north and south of the airport property. Since the proposed new elevated structures would be located in the eastern/central portion of the airport, westerly views of the Pacific Ocean from residences to the north and south of the airport and from along Vista del Mar would not be affected by the proposed project. Potential views of the Pacific Ocean from elevated floors of hotels and office buildings at the west end of Century Boulevard are currently obstructed by intervening airport facilities. As such, the implementation of the proposed project would have no adverse effect on views of or from the Santa Monica Mountains or Pacific Ocean (i.e., scenic vistas). Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. Implementation of the proposed project would have no impact related to a scenic vista and no further evaluation in the EIR is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state or city-designated scenic highway?

No Impact. The project site consists of highly-developed areas within and adjacent to a busy international airport. The project site is not located adjacent to or within the viewshed of a designated scenic highway. The nearest officially designated state scenic highway is approximately 21 miles northwest of the proposed project site (State Route 2, from approximately 3 miles north of Interstate 201 in La Cañada to the San Bernardino County Line).[18] The nearest eligible state scenic highway (which is not officially designated by the state) is State Route 1,[19] with a southerly starting point at

[18] California Department of Transportation, *California Scenic Highway Mapping System website*, updated September 7, 2011. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

[19] The segment of State Route 1 (a portion of Sepulveda Boulevard) in the vicinity of the proposed elevated structures (at/near the eastern end of the CTA) is not a designated, or eligible for designation, scenic highway.

Lincoln and Venice Boulevards, approximately three miles from the project site, proceeding northwesterly to Point Mugu.[20] The southerly portion of this state-eligible scenic highway is a City-designated scenic highway. Vista del Mar, the nearest City-designated scenic highway, is located approximately 0.4 mile west of the most westerly project improvement site (i.e., Taxiway D extension west).[21] The project site is not visible from the scenic highway-eligible portion of State Route 1 or Vista del Mar. There are no direct views to or from any scenic highways.

The Los Angeles/El Segundo Dunes, which are situated between Pershing Drive and Vista del Mar, are located approximately 375 feet west of the nearest proposed project improvement site (Taxiway D extension west). The Taxiway D extension west would be the only proposed improvement visible from the Dunes; however, the Taxiway D extension west would not substantially alter existing views from within the Dunes. The proposed project would not obstruct any views of the Dunes. The proposed project is not located within the viewshed of any other scenic resources or other locally recognized desirable aesthetic natural feature. Moreover, the project site does not contain any trees, rock outcroppings, or other locally recognized desirable aesthetic natural features within a City-designated scenic highway. The proposed project would not substantially damage scenic resources, including scenic highways.

Therefore, no impact on scenic resources within a state or City-designated scenic highway, including trees, landscaping, historical buildings, or other locally recognized desirable aesthetic natural features, would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

The potential for the proposed project to result in substantial adverse change in the significance of a historical resource is detailed below in Section V.a.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The project site consists of highly-developed areas within and adjacent to a busy international airport. The proposed project site includes paved airfield areas, landside and airport access roadways, a surface vehicle parking lot (Concourse 0 site), and airport-related structures (cargo and maintenance facilities, LAX Records Retention Building, and American Eagle commuter facility at the Terminal 9 site). The land use setting around the project site is characterized by airport operations, with commercial uses along Century Boulevard. Zoning is addressed in Item XI.b. As stated therein, the existing zoning for the on-airport portions of the project site is LAX Zone; off-site acquisition parcels that are not within the boundaries of the LAX Plan are zoned Commercial (C2-2). Although amendments would be required to parcels within the commercial zone, the proposed project is not inconsistent with the types of land uses allowed within that zone, or with the aesthetic characteristics of allowable land uses. The LAX Design Guidelines[22] establish LAWA's comprehensive vision for the passenger experience at LAX. They are intended to integrate the design of new and existing facilities and to create an improved passenger experience that honors LAX's history and

[20] California Department of Transportation, *California Scenic Highway Mapping System website*, updated September 7, 2011. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

[21] City of Los Angeles, Department of City Planning, *Mobility Plan 2035: An Element of the General Plan*, Appendix B: Inventory of Designated Scenic Highways and Guidelines, as adopted by City Council on September 7, 2016. Available: http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf.

[22] City of Los Angeles, Los Angeles World Airports, *LAX Design Guidelines*, March 24, 2017.

Mid-Century Modern architecture, while providing design guidance for new construction and major renovations as part of the modernization of LAX. The LAX Design Guidelines apply to all LAWA projects at LAX, including the proposed project. The LAX Design Guidelines specifically identify iconic elements within/at the entrance to the CTA (the Theme Building, the "original" [1961] control tower, the "new" [1996] control tower, the light pylons, and the Bradley West International Terminal) and require that new facilities respect these existing iconic elements and not attempt to mimic, repeat, or recreate them. The proposed project would be designed in accordance with the LAX Design Guidelines. Although the proposed new structures (i.e., Concourse 0, Terminal 9, and elevated airport access roadways) would be visually noticeable, these facilities would introduce new, modern features within the CTA that would be consistent with the airport's image as a gateway to the City of Los Angeles. Construction of the proposed project would result in temporary changes to the visual character of the project area, as viewed from surrounding uses and nearby publicly-accessible vantage points. Construction activities would include demolition, site clearing, grading, and building construction. Typical construction equipment would include tractors, backhoes, scrapers, pavers, cranes, pile drivers, and other typical construction equipment. All construction activities near sensitive receptors would incorporate temporary construction barriers to screen construction activities and equipment. These temporary construction barriers, such as various screening, pedestrian canopies, and other appropriate buffer mechanisms, would be placed along the periphery of the construction areas to screen much of the construction activity along major public approach and perimeter roadways, such as Century Boulevard and Sepulveda Boulevard. Following completion of construction, the proposed improvements would be consistent with the aesthetics of the surrounding on- and off-airport land uses in terms of size, massing, and land use type. Further, as discussed above, the proposed project would not conflict with applicable zoning and would be consistent with other regulations governing scenic quality, including the LAX Design Guidelines. As such, there would be no impact and no further evaluation in the EIR is required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is in an urban area with many existing sources of ambient lighting, including street lights, lighting of the airfield and other airport facilities, and adjacent commercial and industrial development. The proposed project would result in the introduction of new structures to the project site, including multi-story terminal and concourse facilities, airfield facilities, and elevated roadway facilities. These new uses would contribute new sources of lighting typical of a modern airport area, which currently contains moderate to high levels of ambient lighting. While the proposed project would introduce new sources of lighting, these introduced sources of lighting would be similar to existing terminal, airfield, and roadway lighting within and adjacent to LAX. The nearest light-sensitive uses that would be affected by these new sources of lighting and glare include hotel buildings along Century Boulevard. In accordance with the LAX Design Guidelines, the proposed project would incorporate various features throughout the new facilities, such as screening, street trees, landscape buffer zones, and other appropriate mechanisms to minimize lighting spillover. The proposed project would also utilize low-reflective materials to minimize any introduced sources of daytime or nighttime glare within the area. The incorporation of these design features would ensure that light spillover and adverse glare impacts from the proposed project components on these light-sensitive uses would be minimized. Furthermore, the proposed project would comply with the LAX Design Guidelines and the Century Boulevard Streetscape Plan[23,24] by incorporating site lighting

[23] City of Los Angeles, *Century Boulevard Streetscape Plan*, May 2018. Available: https://planning.lacity.org/complan/othrplan/OPAREA/CenturyBoulevard.pdf.

[24] City of Los Angeles, Los Angeles World Airports, *LAX Design Guidelines*, March 24, 2017.

elements and other building materials that would contribute to a safe and inviting atmosphere without casting light into the night sky or adjacent properties. The proposed project would also comply with Los Angeles Municipal Code (LAMC) Section 93.0117, which prohibits any stationary exterior light source to cause a residential unit(s) to be either illuminated by more than two foot-candles of lighting intensity or receive direct glare from the light source.[25] Additionally, the operational sources of light and glare associated with the proposed project would comply with LAMC Section 12.50 to avoid hazards to aircrafts by limiting illumination within portions of the project site that fall within an airport hazard area.[26] Adherence to these standard construction practices and regulatory standards would ensure that light and glare impacts that may occur during construction of the proposed project would not adversely affect day or nighttime views in the area.

Construction activities associated with the proposed project would involve nighttime activities that would require lighting of work areas at the construction sites. Construction-related nighttime lighting would include lights on vehicles, perimeter lighting, and safety lighting. Construction equipment would not include large expanses of mirrors or reflective surfaces that could cause daytime glare impacts. The nearest light-sensitive uses that would be affected by proposed nighttime construction activities are hotel buildings along Century Boulevard. Construction of the proposed project would generate similar sources of light compared to existing conditions and would need to adhere to FAA guidance to avoid causing light impacts or glare to aircraft or air traffic controllers. The project site is surrounded by various commercial, light industrial, and airport uses generating sources of light typical of a highly developed area. Construction activities within the CTA would primarily occur during the nighttime hours (between 1 a.m. to 9 a.m.). Although construction activities outside the CTA would primarily occur during daylight hours (7 a.m. to 3 p.m.), some construction activities would occur during the nighttime (between the hours of 3 p.m. and 11 p.m.). However, construction activities would incorporate various buffer mechanisms, such as screened chain link fencing, existing vegetation features, or setbacks within each construction staging area near sensitive land uses, to shield any nighttime light from spilling over onto surrounding uses. As with project operations, construction activities would also be required to comply with LAMC Section 93.0117 and LAMC Section 12.50, which would ensure that light and glare that may occur during construction of the proposed project would not adversely affect day or nighttime views in the area.

Based on the above, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and no further evaluation in the EIR is required.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

[25] City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 3, Section 93.0177, *Outdoor Lighting Affecting Residential Property*.

[26] City of Los Angeles, Los Angeles Municipal Code, Chapter I, Article 2, Section 12.50, *Airport Approach Zoning Regulations*.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is located within a developed airport and is surrounded by airport uses and urbanized areas. There are no agricultural resources or operations at the project site or surrounding areas, including prime or unique farmlands or farmlands of statewide local importance. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas.[27] The proposed project would represent a continuation of the current airport-related uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract.

There are no forest land or timberland resources or operations within the vicinity of the project site, including timberland zoned Timberland Production. The proposed project would be consistent with the current airport-related uses and would not convert forest land or timberland to non-forest. Therefore, no impacts to agricultural or forest land or timberland resources would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

III. AIR QUALITY.

Would the project:

a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM_{10}, $PM_{2.5}$, and O_3 precursors [NO_X and VOC]) under an applicable federal or state ambient air quality standard?

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Air pollutant emissions associated with construction and operation of the proposed project may exceed the SCAQMD CEQA significance thresholds. The EIR will evaluate whether construction or operation of the proposed project would: (1) conflict with or obstruct implementation of the applicable SCAQMD plans; (2) result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM_{10}, $PM_{2.5}$, and O_3 precursors [NO_X and VOC]) under an applicable federal or state ambient air quality standard; and/or (3) expose sensitive receptors to substantial pollutant concentrations. The construction analysis will consider emissions from construction equipment, haul trucks, and construction worker commuting trips; fugitive emissions of volatile organic compounds (VOCs) from architectural coating; and fugitive dust from soil handling, grading, and unpaved roads. The operational analysis will focus on emissions from

[27] City of Los Angeles, Department of City Planning, *Conservation Element of the City of Los Angeles General Plan*, Exhibit B2, SEAs and Other Resources, January 2001.

aircraft, auxiliary power units (APUs),[28] ground support equipment (GSE),[29] vehicle exhaust, and stationary sources (e.g., emergency generators and fixed combustion equipment, such as space and water heaters that would provide warm air and hot water to Concourse 0 and Terminal 9).

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. The use of diesel equipment during construction would generate near-field odors. Diesel equipment emits a distinctive odor that may be considered offensive to certain individuals. The closest sensitive receptors to the project site are hotels to the north and east on the north side of Century Boulevard between Sepulveda Boulevard and Avion Drive. The Hyatt Regency Los Angeles International Airport is located approximately 150 feet east of the proposed Concourse 0 construction area, approximately 450 feet north of the proposed Terminal 9 access roadways/parking garage, and approximately 25 feet from the proposed landside access improvements. The Sheraton Gateway Los Angeles Hotel is located approximately 1,500 feet east of the proposed Concourse 0 construction area, approximately 225 feet north of the proposed Terminal 9 access roadways, and approximately 1,300 feet from the proposed landside access improvements. Finally, the LAX Crowne Plaza Hotel is located approximately 2,100 feet east of the proposed Concourse 0 construction area, approximately 400 feet northeast of the proposed Terminal 9 access roadways, and approximately 700 feet northeast from the proposed landside access improvements. Due to the temporary nature of construction activities, combined with variabilities in wind speed and direction as related to the dispersion of construction emissions and distances to nearby receptors, odors from construction-related diesel exhaust would not affect a substantial number of people. The project site is located at LAX, which is characterized by airport operations, including aircraft operations, passenger processing, and vehicular movement. The proposed project would result in the continuation of airport operations consistent with existing aircraft activity, passenger processing, and vehicular movement at LAX and would not notably change existing odors at or in the vicinity of the project site. Moreover, the proposed project would not result in any other emissions not previously addressed in this Initial Study that would adversely affect a substantial number of people. Therefore, operation of the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and no further analysis in the EIR is required.

IV. BIOLOGICAL RESOURCES.

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site is located in highly-developed areas within LAX that are devoid of biological resources, with the exception of ornamental trees located along the perimeters of the Concourse 0 and Terminal 9 sites, street trees along the landside access roadways, and isolated landscape pockets along airport access roadways at Century and Sepulveda Boulevards. While other areas within the airport boundary contain plant and animal species as well as habitats identified as sensitive, as further

[28] An APU is a small, on-board engine that operates to provide power to an aircraft for lights and ventilation while it is parked at the gate when the main engines are off.

[29] GSE are surface vehicles used to service a flight while an aircraft is parked at a gate, including baggage tugs, lavatory carts, and push-back tractors.

described below, no sensitive plant or animal species have been identified on or near the project site. Therefore, the proposed project would have no impacts to candidate, sensitive, or special status species nor to habitats on which they depend and no further evaluation in the EIR is required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no riparian/wetland areas or wildlife movement corridors at or near the project site. The closest riparian/wetland area is within Argo Channel, approximately 550 feet north of the project site. Therefore, no impacts to any riparian or other sensitive natural community or to any state or federally protected wetlands would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Approximately 80 non-native ornamental trees, ranging in height from approximately 20 feet to 60 feet, are located within the Concourse 0 site, and approximately 100 non-native ornamental trees, ranging in height from approximately 20 feet to 80 feet, are located along the northern perimeter of the Terminal 9 site. Approximately 150 non-native ornamental trees, ranging in height from approximately 20 feet to 60 feet, are located along the landside access roadways (i.e., along 96th Street, 98th Street, Century Boulevard, Vicksburg Avenue, and the entrance of LAX at World Way).[30] The trees associated with the proposed Concourse 0 and Terminal 9 project elements would be removed as part of the proposed project. The street trees associated with proposed landside access improvements may be trimmed and/or removed and replaced. Ornamental trees may be used for nesting by raptors or birds. Removal/trimming of such trees would be conducted in compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513 to protect migratory or nesting birds or raptors. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. With compliance with the Migratory Bird Treaty Act and the California Fish and Game Code, impacts to biological resources would be less than significant and no further evaluation in the EIR is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. There are no native trees, including trees protected by City of Los Angeles Ordinance No. 177404 (i.e., oak trees indigenous to California [excluding Scrub Oak], Southern California Black Walnut, Western Sycamore, or California Bay) at or adjacent to the project site.[31,32] Should ornamental

[30] Glenn Lukos Associates, *Non-Protocol Tree Survey, LAX Airfield and Terminal Modernization Project, Los Angeles, World Airport, Los Angeles County, California*, March 2019.

[31] City of Los Angeles, *Ordinance No. 177,404, Protected Tree Relocation and Replacement*, effective April 23, 2006.

[32] Glenn Lukos Associates, *Non-Protocol Tree Survey, LAX Airfield and Terminal Modernization Project, Los Angeles, World Airport, Los Angeles County, California*, March 2019.

street trees need to be removed, such removal would be subject to permitting requirements for street tree removal under Los Angeles Municipal Code, Chapter VI, Sections 62.169 and 62.170.[33] Removal of ornamental trees that are not within a public right-of-way (e.g., trees on the Park One site or within the northerly portion of the Terminal 9 improvement area south of the W. Century Boulevard right-of-way) would not be subject to the permitting requirements under the City's Municipal Code. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance, and no further evaluation in the EIR is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes the project site. The Dunes Specific Plan Area (i.e., Los Angeles/El Segundo Dunes), a designated Los Angeles County Significant Ecological Area, is located in the western portion of LAX, approximately 375 feet west of the westernmost boundary of the project site (Taxiway D extension west), opposite Pershing Drive. Construction activities for the Taxiway D extension west project element would be entirely on existing paved areas and would not result in any direct or indirect impacts to sensitive habitat/species within the Dunes. As it is 375 feet west of the westernmost boundary of the project site, the Dunes area is well removed from the remainder of the project site and would not be affected by the proposed project. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and no further evaluation in the EIR is required.

V. CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. In conjunction with preparation of the EIR for LAMP, a comprehensive inventory and assessment of historical resources on and near LAWA property within the LAMP study area was completed. The LAMP historic resources study included evaluation of structures to determine if they were listed or eligible for listing as an historic resource under the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument. Structures that are listed or eligible for listing within any of those three categories are considered to be "historically significant" pursuant to Section 15064.5 of the State CEQA Guidelines. Of the historic structures identified in the LAMP evaluation, one resource, the Flying Tiger Line World Headquarters, is located in proximity to the Taxiway D extension west project component, and four are located near the roadway system improvements proposed east of the CTA, including the 1961 Airport Traffic Control Tower, the Aircraft School Property located at 9700 S. Sepulveda Boulevard, the Union Savings and Loan building located at 9800 S. Sepulveda Boulevard, and the McCulloch Building located at 6151 W. Century Boulevard. Although one additional historical resource, specifically the Intermediate Terminal Facilities at 6000-6016 and 6020-6024 Avion Drive, is located at the eastern edge of the proposed Terminal 9 site, this historical resource will be removed in actions that are

[33] City of Los Angeles, Los Angeles Municipal Code, Chapter VI, Article 2, Section 62.169, *Permit Required to Plant in Streets*, and 62.170, *Conditional Permit to Remove or Destroy Trees*.

separate from, and independent of, the proposed project.[34] **Figure 28** delineates the locations of the five subject historical resources and **Table 3** provides basic information about each resource (additional information about each resource is provided in Appendix H, *Historic Resources Technical Report*, of the LAMP Draft EIR).[35,36]

Based on preliminary engineering design plans prepared for the proposed roadway improvements, none of the four historical resources located nearby would be directly impacted by the proposed project. However, given the close proximity of these resources to the proposed roadway improvements, there is the potential for indirect impacts, such as the potential for structural damage from construction-related vibration occurring nearby.

Based on the above, the EIR will evaluate whether the proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5.

Table 3
Eligible Historical Resources within the Historical Resources Areas of Investigation

Map ID No. (Figure 28)	Property	Location	Year Built	NR	CR	LAHCM
1	Flying Tiger Line World Headquarters	West of CTA	1965	Ineligible	Eligible	Eligible
2	1961 Airport Traffic Control Tower[1] 1 World Way	CTA	1961	Ineligible	Ineligible	Eligible
3	Union Savings and Loan 9800 S. Sepulveda Boulevard	Outside CTA	1964	Ineligible	Eligible	Eligible
4	Aircraft School Property 9700 S. Sepulveda Boulevard	Outside CTA	1941–1945	Eligible	Eligible	Eligible
5	The McCulloch Building 6151 W. Century Boulevard	Outside CTA	1964	Eligible	Eligible	Eligible

Source: City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (*SCH 2015021014),* Appendix H, Historic Resources Technical Report, Prepared by Historic Resources Group, September 2016. Available: https://cloud1lawa.app.box.com/s/7ggkdvn7nvbzvesasxnb6a6kr4ytew7d.

Notes: NR = National Register of Historic Places; CR = California Register of Historical Resources; LAHCM = Los Angeles Historic-Cultural Monument.

[1] Due to extensive alteration of the 2-story Administration Building portion and alterations to the Tower portion, the building no longer retains integrity of design, setting, materials, or workmanship and therefore does not retain sufficient integrity to be eligible for listing in the National Register under Criteria A and C. Given the overall alteration of its architectural design, the building is also not eligible for listing in the California Register under Criterion 1 or 3.

[34] The Intermediate Terminal Facilities at 6000-6016 and 6020-6024 Avion Drive will be removed as part of the United Airlines East Aircraft Maintenance and GSE Project (see Project 6 listed in Table 4 in Section XXI.b [cumulative impacts discussion]). The United Airlines East Aircraft Maintenance and GSE Project was approved by the LAWA Board of Airport Commissioners on November 1, 2018.

[35] The LAMP EIR identified 13 historical resources within the historical resources areas of investigation for LAMP. One of these resources, a Quonset Hut formerly located at 6030 Avion Drive, was subsequently relocated and is no longer located in proximity to the proposed Airfield and Terminal Modernization Project site.

[36] City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014)*, Appendix H, Historic Resources Technical Report, Prepared by Historic Resources Group, September 2016. Available: https://cloud1lawa.app.box.com/s/7ggkdvn7nvbzvesasxnb6a6kr4ytew7d.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. The LAX Master Plan Final EIR identified 36 previously recorded archaeological sites within a radius of approximately two miles of LAX, including eight sites located on LAX property.[37] None of the eight sites identified on LAX property are located within the boundaries of the project site or in the immediate vicinity. Results of the records search conducted for LAMP from the South Central Coastal Information Center indicated no archaeological resources have been recorded at or within the immediate vicinity of the proposed project site.[38] The project site is a highly disturbed area that has long been, and is currently being, used for airport uses. Any resources that may have existed on the site at one time are likely to have been displaced and, as a result, the overall sensitivity of the site with respect to buried resources is low. While discovery of archaeological resources in artificial fill deposits within the project area is unlikely, proposed excavations that would occur below the fill levels could impact previously unknown buried archaeological resources that fall within the definition of historical resources or unique archaeological resources. Operation of the proposed project would not have the potential to impact archaeological resources.

LAWA has developed and adopted plans, policies, and procedures that address potential impacts to archaeological resources, which are documented in LAWA's Archaeological Treatment Plan (ATP).[39] LAWA requires all construction projects at LAX to comply with the ATP and will apply this requirement to the proposed project. With implementation of the ATP, monitoring for the presence of previously-unknown archaeological resources would occur during construction, when warranted, and discoveries of archaeological resources would be handled in accordance with the ATP and with all applicable laws and regulations. As a result, impacts of the proposed project on archaeological resources would be less than significant and no further evaluation in the EIR is required.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. As discussed in Section XVIII (Tribal Cultural Resources) below, a Sacred Lands File (SLF) records search from the California Native American Heritage Commission (NAHC) found records pertaining to the presence of Native American sacred cultural resources in the confidential NAHC archives within the project area or surrounding vicinity. Based on discussions with a representative of the Gabrielino Tongva Indians of California Tribal Council, there is no information to suggest that there are known tribal human remains that would be affected by the proposed project.[40] As stated above, the project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development. Thus, surficial human remains resources that may

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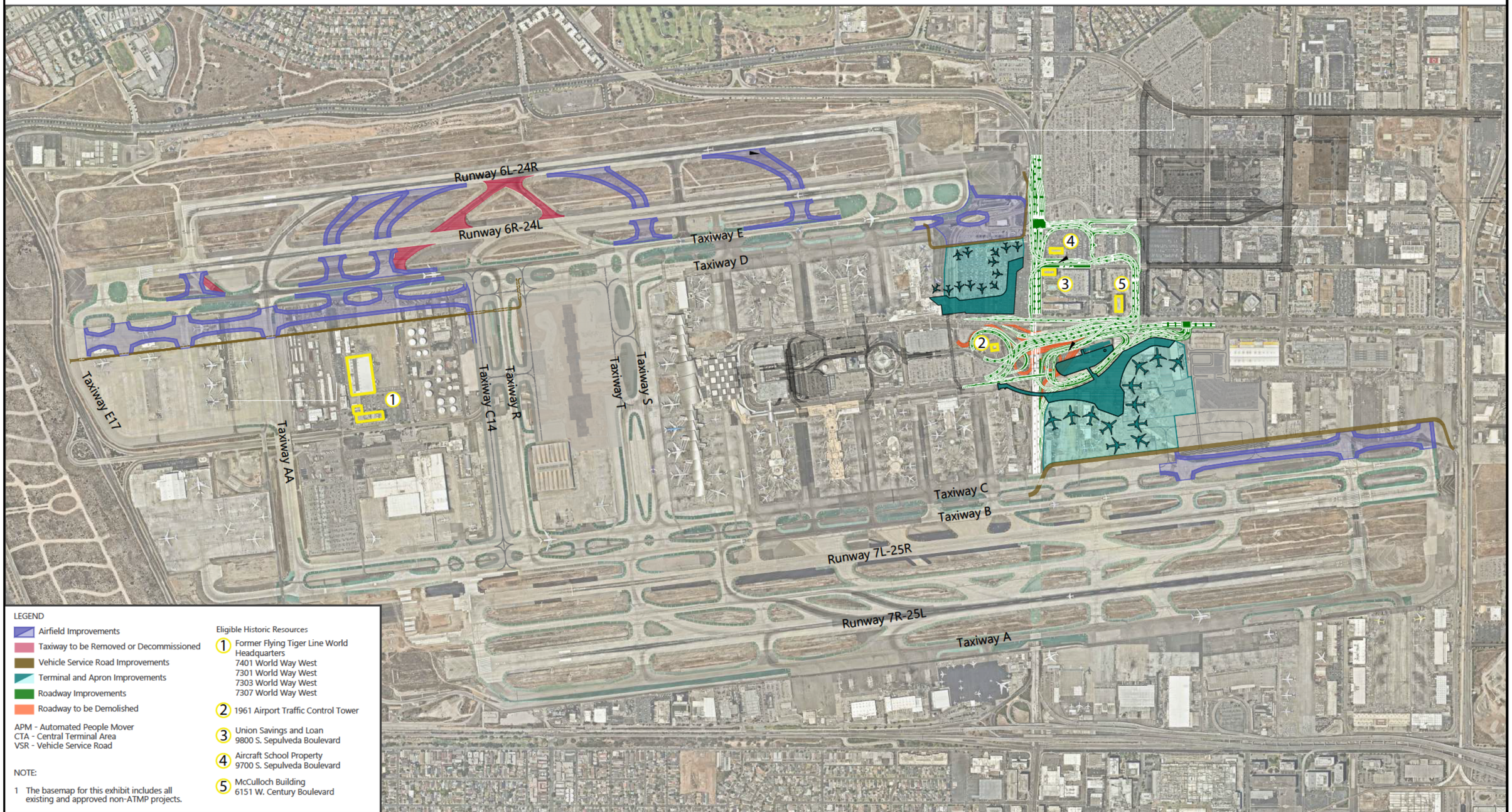
37 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvement*s, *(SCH 1997061047)*, Section 4.9.1 – Historic/Architectural and Archaeological/Cultural Resources, April 2004.

38 The study area for the archaeological and paleontological resources assessment for the LAX Landside Access Modernization Program included areas within and to the east of the CTA, as well as within the northern and western portions of the airport property, some of which are adjacent to the project site; refer to Figure 2 in City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014)*, Appendix I, Archaeological and Paleontological Resources Assessment Report, prepared by PCR Services Corporation, September 2016. Available: https://cloud1lawa.app.box.com/s/ywq6chlu0hed7vmvtc1ml28w6lr1f8p7.

39 City of Los Angeles, Los Angeles World Airports, *Final LAX Master Plan Mitigation Monitoring & Reporting* Program*: Archaeological Treatment Plan*, prepared by Brian F. Smith and Associates. June 2005. Available: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/studies-and-reports/mitigation-monitoring/archaeological_treatment_plan.ashx?la=en&hash=9833B1960E1AE662518B5517DB42CA42F55FAE0E.

40 Telephone conversation with Robert Dorame, Chairman, Gabrielino Tongva Indians of California Tribal Council, March 7, 2019.



LEGEND

- Airfield Improvements
- Taxiway to be Removed or Decommissioned
- Vehicle Service Road Improvements
- Terminal and Apron Improvements
- Roadway Improvements
- Roadway to be Demolished

APM - Automated People Mover
CTA - Central Terminal Area
VSR - Vehicle Service Road

NOTE:

1 The basemap for this exhibit includes all existing and approved non-ATMP projects.

Eligible Historic Resources

1. Former Flying Tiger Line World Headquarters
   7401 World Way West
   7301 World Way West
   7303 World Way West
   7307 World Way West
2. 1961 Airport Traffic Control Tower
3. Union Savings and Loan
   9800 S. Sepulveda Boulevard
4. Aircraft School Property
   9700 S. Sepulveda Boulevard
5. McCulloch Building
   6151 W. Century Boulevard

Source: Ricondo & Associates,Inc., 2018.
Prepared by: CDM Smith, December 2018.

0 1,200 ft.

LAX Airfield and Terminal Modernization Project

Proximity of Eligible Historical Resources to Proposed Project Elements

Figure **28**

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have existed at one time have likely been displaced by these disturbances. While discovery of human remains in artificial fill deposits within the project area is unlikely, proposed excavations could impact previously unknown buried human remains. However, LAWA would comply with existing guidance as to the treatment of any human remains that are encountered during construction excavations, including the procedures outlined in Sections 7050.5(b) and (c) of the State Health and Safety Code, and Sections 5097.94(k) and (i) and Sections 5097.98(a) and (b) of the Public Resources Code. Through compliance with state and local regulations, disturbance of any human remains, including those interred outside of formal or dedicated cemeteries, would be less than significant and no further evaluation in the EIR is required.

VI. ENERGY.

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. Construction and operation of the proposed project would require energy resources, such as electricity, natural gas, and various transportation-related fuels. Construction of the proposed project would include energy demand from worker, vendor, and haul vehicle trips, as well as construction equipment usage. During project operations, electricity and natural gas consumption would result from a number of activities, including space heating and cooling, airfield and terminal lighting, and food preparation. Electricity would also be used indirectly in the delivery, treatment, and distribution of water used by the proposed project improvements and the treatment of wastewater. Other energy consumption during project operations would include aviation fuel for aircraft, as well as diesel, gasoline, and alternative fuels for GSE and airport-related motor vehicle trips.

LAWA has adopted numerous sustainability plans and guidelines to reduce energy requirements throughout the airport, including LAWA's Sustainable Design and Construction Policy.[41] As described in Section 3.3 above, the proposed project would be designed and constructed in accordance with the Sustainable Design and Construction Policy, which requires that the new building be designed to achieve the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) Silver certification.[42] LEED® Silver certification requires a project to be designed in a manner to save energy, water, and other resources, and to generate less waste and support human health. The proposed project would also be required to be constructed in accordance with current state energy efficiency standards and with the LAGBC, which is based on the California Green Building Code (CALGreen).[43,44] Moreover, as discussed in Section 3, Project Description, above, the proposed project consists of several airfield improvements that would enhance efficiency within the north airfield, which may reduce fuel consumption associated with aircraft operations.

41 City of Los Angeles, Los Angeles World Airports, *LAWA Sustainable Design and Construction Policy*, September 7, 2017.
42 City of Los Angeles, Los Angeles World Airports, *LAWA Sustainable Design and Construction Policy*, September 7, 2017.
43 City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, *Green Building Code*, as amended.
44 24 California Code of Regulations, Part 11, California Building Standards Commission, *2016 California Green Building Standards Code (CALGreen)*. Available: https://codes.iccsafe.org/content/document/657?site_type=public.

In accordance with State CEQA Guidelines Section 15126.2(b), the EIR will evaluate the proposed project's energy use for all project phases and components, including transportation-related energy during construction and operation.

VII. GEOLOGY AND SOILS.

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The project site is located within the seismically active southern California region; however, there is no evidence of faulting on the project site, and it is not located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Study Zone).[45] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or through the eastern portions of LAX property (the easternmost element of the proposed project [i.e., Taxilane C extension] is located in the vicinity of the inferred fault line [the inferred fault line represents a southerly extension of Charnock Fault Trend, which is mapped approximately three miles north of the airport]). However, evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[46]

The design and construction of all proposed project improvements would comply with current Los Angeles Building Code (LABC) and Uniform Building Code (UBC) requirements to reduce potential risks associated with fault rupture or strong seismic ground shaking. As such, the potential for substantial direct or indirect adverse effects resulting from rupture of a known earthquake fault or strong seismic ground shaking would be less than significant during construction and operation of the proposed project and no further evaluation in the EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. Liquefaction potential is greatest where the groundwater levels are shallow and where submerged loose, fine sands occur within a depth of about 50 feet or less. The groundwater table below the eastern portion of LAX (where the majority of the project site is located) is at a depth of

[45] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

[46] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

approximately 90 feet below ground surface.[47] This groundwater depth indicates that the site has a very low susceptibility to liquefaction.[48] Historically, perched groundwater has been noted at several locations at LAX and these areas could be subject to liquefaction; however, the overall potential for liquefaction at LAX is considered low.[49]

Strong ground shaking will also tend to compact loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements could vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[50]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading, flow liquefaction, and ground lurching.[51,52] Because the project site is flat, there is no potential for slope failures at the project site.

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Mapping Act of 1990 to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes.[53] The CDC's Seismic Hazard Zone Mapping Program charts areas prone to liquefaction and earthquake-induced landslides throughout California's principal urban and major growth areas. According to the Seismic Hazard Map for the Venice and Inglewood Quadrangles, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified within the Dunes to the west of the proposed project site.[54,55] Given the flat topography of the project site, it would not be subject to slope instability and the potential instability within the Dune area to the west would not pose a risk to the project site.

In summary, the potential for seismic-related ground failure at the proposed project site due to liquefaction is considered low. All construction would be designed in accordance with the provisions

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47 United Airlines, *Human Health Risk Assessment United Airlines Maintenance Operations Center Los Angeles International Airport*, prepared by Environmental Resources Management (ERM), January 2011.

48 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

49 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

50 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

51 Lateral Spreading: Deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction, reducing the shear strength of the soil and causing failure and "spreading" of the slope.

52 Ground Lurching: Ground lurching (and related lateral extension) is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of earthquake-induced ground shaking. Damage includes lateral movement of the slope in the direction of the slope face, ground cracks, slope bulging, and other deformations.

53 California Public Resources Code Sections 2690-2699.6, *Seismic Hazards Mapping Act*.

54 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed* Master *Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

55 California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation Venice Quadrangle – Seismic Hazard Zones*, March 25, 1999. Available: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/VENICE.pdf.

of the UBC and the LABC. Potential impacts associated with seismic-related ground failure, including liquefaction, would be less than significant during construction and operation of the proposed project and no further evaluation in the EIR is required.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the project site that contain unstable slopes which may be prone to seismically-produced landslides.[56] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides or exacerbate landslide risks during a seismic event. Therefore, no impacts resulting from landslides would occur during construction and operation of the proposed project and no further evaluation in the EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?

No Impact. The project site has flat topography and consists almost entirely of impervious surfaces (asphalt, concrete, and structures), with the exception of small isolated landscape pockets; therefore, no soil erosion or loss of topsoil on the project site is expected to occur. The proposed project would result in the demolition of existing pavement on the project site, as well as excavation and use of fill during construction. LAWA would comply with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill. Compliance with these requirements would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15), and the state MS4 Construction General Permit requires the preparation of a construction Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) including erosion and sedimentation control measures for ground disturbance of one acre or more. As a result, construction of the proposed project would not result in substantial soil erosion. Operation of the proposed project facilities would not result in the potential for soil erosion or the loss of topsoil. Based on the above, no impact related to substantial soil erosion or the loss of topsoil would occur with implementation of the proposed project and no further evaluation in the EIR is required.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement.[57] The Lakewood Formation also includes some silt and clay layers prone to settlement. However, foundation design features and construction methods can reduce the potential for excessive settlement at LAX, including the project site, and the overall potential for damaging settlement is considered low.[58] Therefore, implementation of the

[56] City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit C, Landslide Inventory & Hillside Areas in the City of Los Angeles, November 1996.

[57] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

[58] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact*

proposed project would not adversely affect a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. The impact of the proposed project during both construction and operation would be less than significant, and no further evaluation in the EIR is required. See also Sections VII.a.iii and VII.a.iv above.

d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[59] The new building area that would be constructed as part of the proposed project could be subject to the effects of expansive soils. As project construction would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work. Compliance with these requirements would minimize the potential for risks to life or property because of expansive soils. The design and construction of the proposed project would comply with current UBC requirements and would not result in any structural or engineering modifications that could increase exposure of people or structures to direct or indirect risk associated with expansive soils. The impact of the proposed project during both construction and operation would be less than significant, and no further evaluation in the EIR is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to the ability of onsite soils to support septic tanks or alternative wastewater systems would occur with implementation of the proposed project and no further evaluation in the EIR is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation. The Palos Verdes Sand formation is one of the better-known Pleistocene age deposits in southern California. The unit was deposited in a shallow sea that covered the region some 124,000 years ago. These deposits have a high potential for yielding

Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

[59] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.22 – Earth/Geology, April 2004*;* City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Technical Report 12, Earth/Geology, April 2004.

unique paleontological deposits. The Palos Verdes Sand formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.[60]

The records search conducted for the LAMP from the Vertebrate Paleontology Department at the Natural History Museum of Los Angeles County (NHMLAC) indicated that there were no known paleontological localities within the vicinity of the proposed project.[61] As mentioned previously, the project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development, and other on-going construction activities that have likely displaced surficial paleontological resources. While discovery of paleontological resources in artificial fill deposits within the project area is unlikely, proposed excavations at the project site could impact intact, unique paleontological resources that have not been disturbed or displaced by previous development. Since the proposed project would include excavations of varying depths across portions of the project site, the proposed project could impact previously unknown buried unique paleontological resources.

LAWA has developed and adopted plans, policies, and procedures that address potential impacts to paleontological resources, which are documented in LAWA's Paleontological Management Treatment Plan (PMTP).[62] LAWA requires all construction projects at LAX to comply with the PMTP and will apply this requirement to the proposed project. With implementation of the PMTP, monitoring for the presence of previously-unknown paleontological resources would occur during construction, when warranted, and discoveries of paleontological resources would be handled in accordance with the PMTP and with all applicable laws and regulations. As a result, impacts of the proposed project on unique paleontological resources would be less than significant and no further evaluation in the EIR is required.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Construction of the proposed project would generate greenhouse gas (GHG) emissions from vehicle exhaust associated with construction-related activities, including off-road construction equipment, construction worker commuting, and haul/vendor truck trips. During operations, the proposed project would generate GHG emissions from aircraft, APUs, GSE, and vehicle exhaust, as well as indirect GHG emissions from energy use associated with lighting and heating, ventilation, and air conditioning (HVAC) equipment, solid waste disposal, and electricity used to supply water to LAX and to deliver wastewater to wastewater treatment facilities. The potential for the proposed project to (1) generate GHG emissions, either directly or indirectly, that may have a

60 City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, *(SCH 1997061047)*, Section 4.9.2 – Paleontological Resources, April 2004.

61 City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, *(SCH 2015021014)*, Appendix I, Archaeological and Paleontological Resources Assessment Report, Prepared by PCR Services Corporation, September 2016. Available: https://cloud1lawa.app.box.com/s/ywq6chlu0hed7vmvtc1ml28w6lr1f8p7.

62 City of Los Angeles, Los Angeles World Airports, *Final LAX Master Plan Mitigation Monitoring & Reporting Program: Paleontological Management Treatment Plan*, prepared by Brian F. Smith and Associates, December 2005. Available: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/studies-and-reports/mitigation-monitoring/paleontological_management_treatment_plan.pdf.

significant impact on the environment, and/or (2) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions will be evaluated in the EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The proposed project would not result in any substantial changes in the use of hazardous materials. Construction and operation of the proposed project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, cleaning solvents, and architectural coatings, similar to those typically found at construction sites, as well as those hazardous materials used for airfield and terminal maintenance activities. These types of materials are not acutely hazardous, and storage, handling, and disposal of these materials are strictly regulated. Compliance with existing federal, state, and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur. Such regulations include, but are not limited to, the Emergency Planning and Community Right-to-Know Act,[63] which requires emergency release notification, chemical inventory reporting, and toxic release inventories for facilities that handle chemicals; the Resource Conservation Recovery Act (RCRA) Subtitle I,[64] which establishes design, construction, and operational standards to prevent hazardous substances releases from underground storage tanks (USTs); the Hazardous Materials Release Response Plans and Inventory Act (also known as the Business Plan Act),[65] which requires businesses using hazardous materials to prepare a hazardous materials business plan that describes their facilities, inventories, emergency response plans, and training programs; the California Hazardous Materials Release Response Plans and Inventory Law,[66] which requires the development of detailed hazardous materials inventories used and stored onsite, a program of employee training for hazardous materials release response, and the identification of emergency contacts and response procedures; the California Hazardous Waste Control Law,[67] which regulates the generation, transportation, treatment, storage, and disposal of hazardous waste; California law which requires a permit to operate a UST system that stores hazardous substances (owners or operators of USTs must meet specific construction, design, and monitoring requirements, along with periodic testing and recordkeeping responsibilities);[68] and the Los Angeles Fire Code, Chapter 50, Hazardous Materials – General Provisions.

As identified in Section 3, some existing facilities that are involved in the storage or use of hazardous materials would be removed with project implementation. Specifically, as identified in Section 3.1.1.1.2, implementation of the proposed project would require removal of a hazardous materials storage shed at the existing FedEx facility located on the west side of the airport and some aircraft

63 42 United States Code, Section 116 et seq., *Emergency Planning and Community Right-to-Know Act*. Available: https://www.govinfo.gov/content/pkg/USCODE-2011-title42/html/USCODE-2011-title42-chap116.htm.

64 42 United States Code, Section 6991 et seq., *Regulation of Underground Storage Tanks*.

65 California Legislative Law, California Health and Safety Code. Section 25500 et seq.

66 California Health and Safety Code, Division 20, Chapter 6.9.5, *Hazardous Materials Release Response Plans and Inventory Law*. Available: http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=HSC&division=20.&title=&part=&chapter=6.95.&article=1.

67 22 California Code of Regulations, Section 66260 et. seq., *Hazardous Waste Control Law*. Available: http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/.

68 California Legislative Law, *California Health and Safety Code*, Section 25280 et seq.

fueling system infrastructure located at the north end of the LAX Fuel Farm would be relocated. FedEx would continue to comply with existing federal, state, and local regulations pertaining to the use and storage of hazardous materials, including those identified above, and the LAX Fuel Farm would continue to operate the fueling system in compliance with existing regulations.

With compliance with existing regulations and routine precautions discussed above, impacts from the implementation of the proposed project associated with the routine use, transport, and disposal of hazardous materials would be less than significant and no further evaluation in the EIR is required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. Upset and accident conditions involving the release of hazardous materials into the environment could occur at the project site. Inadvertent releases of hazardous materials, environmental exposure to hazardous building materials during construction, and potential impacts associated with existing soil and groundwater contamination on the project site are addressed below.

Inadvertent Releases

Inadvertent releases of hazardous or regulated materials on construction sites are typically localized and would be cleaned up in a timely manner. LAWA inspectors are present on construction sites at LAX throughout construction. In addition, other LAWA-authorized personnel routinely visit and inspect construction sites. Further, proper containment, spill control, and disposal of hazardous waste associated with potential releases of hazardous or regulated substances during demolition, construction, and operation would be addressed through compliance with existing federal, state, and local regulations described in Section IX.a above. Additionally, as discussed in Section X (Hydrology and Water Quality) below, the use of construction BMPs implemented as part of a SWPPP would minimize potential adverse effects to the general public and environment from inadvertent releases during demolition, construction, and operation of the proposed project. In accordance with the State Water Resources Control Board's (SWRCB) Construction General Permit (State Water Resources Control Board Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ), temporary construction BMPs specified in Construction SWPPPs at LAX include, but are not limited to, the following: material transfer practices; waste management practices; roadway cleaning/tracking control practices; vehicle and equipment practices; and fueling practices.[69]

With these SWPPP requirements, implementation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts related to inadvertent releases would be less than significant and no further evaluation in the EIR is required.

Hazardous Building Materials

Construction of the proposed project would require the demolition and removal of existing buildings located at the airport. Due to the age of the buildings, there is a possibility that asbestos-containing materials (ACM) and lead-containing surfaces (LCS) may be detected prior to demolition of the

[69] California State Water Resources Control Board, *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Associated with Construction and Land Disturbance Activities,* Adopted Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002, July 17, 2012, complete download with Attachments and Appendices updated January 23, 2013. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pd.

buildings. In addition, other materials of potential concern in onsite structures include, but are not limited to, electrical transformers (possible polychlorinated biphenyl [PCB]-containing oils); fluorescent light bulbs (possible mercury); fluorescent light ballasts (possible PCB-containing oils); high intensity light bulbs (possible mercury); thermostat switches (possible liquid mercury and/or batteries); emergency lighting and exit signs (possible lead acid or other metal containing batteries or tritium); and HVAC and refrigeration systems (possible chlorofluorocarbon gas).

Appropriate protective and materials management measures would be implemented prior to demolition of any buildings and during abatement of hazardous building materials, where required, in accordance with applicable federal, state, and local health and safety requirements. Specifically, SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM.[70] The rule's requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules; ACM handling and clean-up procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste materials. The federal Occupational Safety and Health Act (OSHA) and California Occupational Safety and Health Act (CalOSHA) regulations, specifically 8 CCR §1529 and 8 CCR §1532.1, would also apply to the abatement and disposal of hazardous building materials such as ACM and LCS.[71,72] Compliance with these existing regulations would limit worker and environmental risks by requiring notification to employees who work in the vicinity of hazardous materials; controlling site access; requiring use of personal protective equipment; specifying demolition/renovation procedures, housekeeping controls, training and, in some cases, air monitoring and medical surveillance to reduce potential exposure; and requiring that materials be disposed of or recycled by licensed abatement contractors. CalOSHA also requires preparation of an Injury and Illness Prevention Program, which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. In accordance with LAWA standard practices for development projects at LAX and with City requirements that mandate compliance with California Health and Safety Code requirements, prior to the issuance of any permit for the demolition of the existing maintenance facility hangars, LAWA would provide a letter to the Los Angeles Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present in the building.[73,74]

Additionally, construction work would be required to comply with LAWA's Design and Construction Handbook[75] which mandates compliance with all requirements of environmental regulatory agencies, including but not limited to the federal and state Environmental Protection Agencies, the Certified Unified Program Agency, the Air Quality Management District, and the local ordinances as cited in the City's Municipal Code. These requirements include obtaining the proper permits for any construction, demolition, and/or remediation activities.

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70 South Coast Air Quality Management District, *Rule 1403 - Asbestos Emissions From Demolition/Renovation Activities*, October 5, 2007. Available: https://www.arb.ca.gov/drdb/sc/curhtml/r1403.pdf.

71 29 USC, Sections 651 et seq., *Occupational Safety and Health Act*.

72 California Labor Code, Section 6300 et seq., *California Occupational Safety and Health Act*.

73 City of Los Angeles, Los Angeles World Airports, *2017 Design and Construction Handbook: Design Standards & Guide Specifications – General Requirements*, July 2017. Available: https://www.lawa.org/-/media/lawa-web/tenants411/file/division-01-july-2017.ashx?la=en&hash=573DEC6E2A9501A7831B7D636A1BAB2F1D639AD3.

74 City of Los Angeles, Department of Building and Safety, *Information Bulletin/Public - Building Code Document No. P/BC 2017-067, Asbestos Notification for Demolition/Alteration Permits*, Effective January 1, 2017.

75 City of Los Angeles, Los Angeles World Airports, *2017 Design and Construction Handbook: Planning – Permitting Agencies and the FAA*, October 2017. Available: https://www.lawa.org/-/media/lawa-web/tenants411/file/dch2017/planning/12-permitting-agencies-and-the-faa-october-2017.ashx?la=en&hash=D9FAEE15EBF655EFE4368F4D7FA4E725AF4868F6.

Transport of ACMs, LCS, or other hazardous materials off-site would be performed by licensed hazardous waste haulers. Disposal would comply with applicable local, state, and federal regulations governing disposal of hazardous materials, including transport by a licensed waste hauler and disposal at a properly certified facility; these regulations are designed to prevent hazardous waste transportation and disposal from causing significant hazards to the public and the environment.

Kettleman Hills Landfill, Buttonwillow, or another Class I landfill in the United States would be utilized for disposal of hazardous waste, based on facility and hazardous material requirements. ACMs are classified as non-hazardous waste and are not federally regulated (i.e., not regulated under RCRA [non-RCRA-Hazardous waste]); however, only certain facilities accept this type of waste, such as the Azusa Land Reclamation Management Facility. Construction debris contaminated with lead must be tested to determine proper disposal options. Depending on the concentration levels, it may be disposed as construction debris or may require disposal as a RCRA hazardous waste or non-RCRA hazardous waste.

Compliance with the existing federal, state, and local regulations and routine precautions, as discussed in Section IX.a above, would reduce the potential for hazards to the public or the environment through the routine disposal or accidental release of hazardous building materials. Impacts related to hazardous building materials would be less than significant and no further evaluation in the EIR is required.

Soil and Groundwater Contamination

Construction of the proposed Concourse 0 and new airport access roadways poses the potential to interfere with ongoing groundwater remediation at the Park One (former Allied Signal) site, and construction of the proposed Terminal 9 poses the potential to interfere with ongoing remediation at the United Airlines Maintenance Operations Center located to the east. Construction of the proposed project would be coordinated with LAWA and the Los Angeles Regional Water Quality Control Board (LARWQCB), as required by existing laws and regulations. If contaminated soils are encountered during construction, testing would be conducted in accordance with existing regulations to determine appropriate abatement options. The soil would be excavated, treated, or disposed of to the satisfaction of the applicable regulatory agencies, which could include the Los Angeles Fire Department (LAFD), LARWQCB, and/or the California Department of Toxic Substances Control. As applicable, the construction contractor would be required to comply with SCAQMD Rule 1166 when excavating soil that contains VOCs. As with hazardous building materials, transport of contaminated soils (if encountered and requiring disposal) would be performed by licensed hazardous waste haulers. Disposal would comply with applicable local, state, and federal regulations governing disposal of hazardous materials, including disposal at a properly certified facility; these regulations are designed to prevent hazardous waste transportation and disposal from causing significant hazards to the public and the environment. Even with compliance with existing regulations governing the handling of contaminated materials encountered during construction, implementation of the proposed project has the potential to interfere with ongoing remediation at the sites identified above, with the potential to result in a significant hazard to the public or the environment. The EIR will evaluate whether construction or operation of the proposed project has the potential for significant hazards to the public or the environment associated with existing soil and/or groundwater contamination remediation activities.

Summary of Impacts

In summary, construction and operation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment from inadvertent releases and

hazardous building materials. The potential for implementation of the proposed project to create a significant hazard to the public or the environment associated with existing soil and/or groundwater contamination remediation activities in areas that would be developed under the proposed project will be evaluated in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact*.* There are no schools located or proposed within one-quarter mile of the project site. (As noted in Section 3, the Los Angeles Community College District offers a periodic course at a warehouse facility that is located close to the proposed landside improvements; however, the facility is not a school.) Therefore, no impacts related to the emitting of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. There are a number of USTs and above ground storage tanks (ASTs) which store hazardous materials at LAX, including within the project site. As discussed in Section IX.a above, the handling and storage of hazardous substances, including related to USTs and ASTs, are subject to numerous federal, state, and local regulations. Such USTs and ASTs are identified on lists of hazardous material sites compiled pursuant to Government Code Section 65962.5; however, inclusion on such lists does not necessarily indicate that an unauthorized release of a hazardous substance has occurred that could result in a significant hazard to the public or the environment. As discussed in Section IX.b above, portions of the project site have groundwater and soil contamination and are active cleanup sites under regulatory oversight. Both Park One (former Allied-Signal) and the United Airlines Maintenance Operations Center are included in lists of hazardous material sites compiled pursuant to Government Code Section 65962.5, and are included in the SWRCB's GeoTracker, which is the agency's data management system for sites that impact, or have the potential to impact, water quality in California, with an emphasis on groundwater. No active/open sites are listed for LAX on the California Department of Toxic Substances Control's EnviroStor data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.[76] The EIR will evaluate whether construction or operation of the proposed project would create a significant hazard to the public or the environment with respect to the Park One (former Allied-Signal) and the United Airlines Maintenance Operations Center sites, including impacts associated with the excavation and removal of USTs.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Potentially Significant Impact*.* As discussed in Section XIII (Noise*)* below, construction and operation of the proposed project may generate noise and vibration levels in excess of applicable federal, state

[76] California Department of Toxic Substances Control EnviroStor database. Available: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=lax.

and/or local noise standards. As such the EIR will evaluate whether construction or operation of the proposed project would result in excessive noise for people residing or working in the project area.

Regarding safety hazards, the project site is located within a public airport. Numerous safeguards are required by law to minimize the potential for, and the effects from, an accident if one were to occur. FAA's Airport Design Standards establish, among other things, land use related guidelines to protect people and property on the ground, including establishment of safety zones that keep areas near runways free of objects that could interfere with aviation activities.[77] Section 12.50 of the Comprehensive Zoning Plan of the City of Los Angeles regulates building height limits and land uses within the Hazard Area established by the Planning and Zoning Code to protect aircraft approaching and departing from LAX from obstacles.[78] In addition to the many safeguards required by law, LAWA and tenants of LAX maintain emergency response and evacuation plans that also serve to minimize the potential for and the effects of an accident.

All proposed project buildings/structures would be designed in accordance with FAA's Airport Design Standards to ensure that the buildings/structures do not interfere with Airport Traffic Control Tower (ATCT) activities or affect airfield safety. Construction activities would be coordinated with FAA through the use of Form FAA 7460-1 (Notice of Proposed Construction or Alteration), which requires that any potential hazards to air navigation be addressed.

As described in Section 3 of this Initial Study, the proposed project includes a number of airfield elements to address aviation safety within the north airfield, in particular, modifications to the Runway 6L-24R exits. These improvements would require the relocation of existing navigational aids on the north airfield, as identified in Section 3.1.1.2.2. Implementation of the proposed project, including the modifications to the north airfield and the related changes to navigational aids, would enhance the safety of the north airfield.

By improving the north airfield, and adhering to FAA Airport Design Standards in the design of new buildings/structures, the project would not result in a safety hazard for people residing or working in the project area and no further evaluation in the EIR is required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. LAWA and tenants of LAX maintain emergency response plans and emergency evacuation plans to minimize the potential for and the effects of an accident, should one occur. Construction activities at the proposed project site and staging areas would comply with LAWA and FAA guidelines and procedures that are in place to limit the impacts of construction at the airport, including the potential to affect emergency response. LAWA's Design and Construction Handbook specifies that a Logistic Plan and fully documented Logistical Work Plan Checklist be developed for construction projects. Required information includes, but is not limited to, identification of emergency access provisions, emergency evacuation routes, and 24-hour emergency contact information.[79] In addition, LAWA uses Intelligent Transportation Systems (ITS), including changeable message signs, to notify

[77] U.S. Department of Transportation, Federal Aviation Administration, *Advisory Circular (AC) 150/5300-13A, Airport Design*, including errata, last update: April 17, 2018. Available: http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13/.

[78] City of Los Angeles, Los Angeles Municipal Code, Chapter I, Article 2, Section 12.50, *Airport Approach Zoning Regulations*.

[79] City of Los Angeles, Los Angeles World Airports, *2017 Design and Construction Handbook: Shutdown, Construction, Closeout and Safety – LAWA Construction Safety Program Requirements*, July 2016. Available: https://www.lawa.org/-/media/lawa-web/tenants411/file/lawa-construction-safety-program-requirements-rev-4.ashx?la=en&hash=300EBAD04A4672F7DE527E2FF3F32F882C221BFE.

drivers of construction-related activities and roadway conditions in and around the CTA, which improves traffic flows at LAX. Further, LAWA would coordinate with LAFD and Los Angeles World Airports Police Division (LAWA PD) regarding emergency access and other design needs to ensure that emergency service levels are maintained during construction. The LAWA Coordination and Logistics Management (CALM) Team would ensure that occupancy and operation of adjacent and surrounding facilities would be maintained throughout demolition and construction activities. In addition, in accordance with standard LAWA practices, all emergency access routes in the vicinity of the project site and staging areas would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.[80] Therefore, construction of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. In addition, LAWA would submit Form FAA 7460-1 (Notice of Proposed Construction or Alteration) to FAA in advance of construction as required by 14 CFR §77.9, to ensure that the proposed project would not represent an obstruction to airport operations.

With regards to operations, the proposed project facilities would operate in a manner similar to existing airfield, terminal, and roadway facilities as they relate to emergency response. In addition, use of ITS during operations notifies drivers of roadway conditions in and around the CTA, which improves traffic flows at the airport. Operation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plans. Therefore, implementation of the proposed project would have no impact related to emergency response plans or emergency evacuation plans and no further evaluation in the EIR is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The project site is located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no fire hazard areas containing flammable brush or grass on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[81] Therefore, implementation of the proposed project would not result in the exposure of people or structures, either directly or indirectly, to hazards associated with wildland fires and no further evaluation in the EIR is required.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The agency with jurisdiction over water quality within the project area is the LARWQCB. The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge

[80] U.S. Department of Transportation, Federal Aviation Administration, *Advisory Circular (AC) 150/5300-13A, Airport Design*, including errata, last update: April 17, 2018. Available: http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13/; U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Regulations (FAR) Sections 139.315-139.319 — *Air Rescue and Firefighting (ARFF)*; 24 California Code of Regulations, Part 9 – *California Fire Code*, Chapter 9 (Fire Protection Systems) and Chapter 10 (Means of Egress); and City of Los Angeles, Los Angeles Municipal Code, Chapter V, Article 7 – *Fire Protection and Prevention (Fire Code)*.

[81] City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit D, Selected Wildfire Hazard Areas In the City of Los Angeles, April 1996.

Elimination System (NPDES) permit. In accordance with the CWA, the project site is within the region covered by NPDES Permit No. CAS004001 issued by the LARWQCB. As part of the stormwater program associated with the NPDES Phase 1 Permit, LARWQCB adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to address stormwater pollution from new development and redevelopment projects. A change to the permit puts primary emphasis on Low Impact Development (LID) practices over treatment control BMPs. The Stormwater LID Ordinance approved by the City of Los Angeles outlines requirements for providing LID strategies for new development and redevelopment projects.[82]

Implementation of the proposed project would not result in a substantial increase in impervious surfaces at the project site, as the site is currently developed and predominantly paved, with the only exception being small areas of ornamental landscaping. However, construction activities associated with the removal or modification of existing facilities could result in sedimentation and release of other construction-related water quality pollutants (e.g., from fueling/servicing of construction equipment, storage of materials including temporary stockpiles of demolition debris, etc.). Construction activities at LAX are subject to the requirements of the State Construction General Permit (State Water Resources Control Board Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ).[83] The Construction General Permit sets forth requirements for the protection of surface water quality during construction activities, specifically for those activities involving more than one acre of ground disturbance, through the preparation and implementation of project-specific construction SWPPPs. LAWA has a guidance manual for the preparation and implementation of construction SWPPPs at LAX so as to comply with the requirements of the Construction General Permit.[84] Temporary construction BMPs specified in LAWA's existing Construction SWPPP for LAX include, but are not limited to, the following: soil stabilization (erosion control) techniques, sediment control methods, contractor training programs, material transfer practices, waste management practices, roadway cleaning/tracking control practices, vehicle and equipment practices, and fueling practices.

In addition to construction, operation of the proposed project would generate surface water pollutants associated with activities that include building and grounds maintenance, aircraft and ground vehicle fueling, limited de-icing as well as transport and storage of other chemicals and fuel, posing the potential to exceed state water quality standards. The type of activities and potential pollutant discharges associated with operations at LAX are regulated by the State Industrial General Permit (State Water Resources Control Board NPDES Order No. CAS000001).[85] LAWA has a SWPPP that addresses industrial activities at LAX.[86]

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82 City of Los Angeles, *Ordinance No. 181,899, Low Impact Development (LID) Strategies*, October 7, 2011. Available: http://www.lastormwater.org/wp-content/files_mf/finallidordinance181899.pdf.

83 California State Water Resources Control Board, *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Associated with Construction and Land Disturbance Activities,* Adopted Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002, July 17, 2012, complete download with Attachments and Appendices updated January 23, 2013. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pd.

84 City of Los Angeles, Los Angeles World Airports, *Guidance Manual for Construction Storm Water Pollution Prevention*, November 2015. Available: https://www.lawa.org/-/media/lawa-web/environment/files/final-master-lawa-guidance-manual.ashx?la=en&hash=CCD2CA149DAEEA1E8E4DD4A419A0FD7340CA87DD.

85 California State Water Resources Control Board, *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Industrial Activities*, Order No. 2014-0057-DWQ, NPDES No. CAS000001, Adopted April 1, 2014. Available: www.lawa.org/-/media/lawa-web/environment/files/industrial-general-permit-2015.ashx?la=en&hash=0B70071123ECB3D6BF62523AEFF2CBA0A59D6279.

86 City of Los Angeles, Los Angeles World Airports, *Storm Water Pollution Prevention Plan (SWPPP) Associated with Industrial Activities for Los Angeles International Airport,* January 18, 2018.

Further, as discussed in Section IX.a above, operation of the proposed project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents, similar to those currently associated with existing airfield and terminal maintenance activities. These types of materials are not acutely hazardous, and storage, handling, and disposal of these materials are strictly regulated. Compliance with existing federal, state, and local regulations discussed above and in Section IX.a, as well as routine precautions, would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur.

All of the above regulatory programs and requirements would apply to the proposed project and are intended and designed to avoid violations of water quality standards and waste discharge requirements. Based on compliance with these requirements, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and no further evaluation in the EIR is required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The project site is located within the West Coast Groundwater Basin. Groundwater beneath the project site is not used for municipal or agricultural purposes. Construction and operation of the proposed project would not rely on groundwater supplies nor would the proposed project result in a substantial increase in the amount of impervious surface on the project site. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded and no further evaluation in the EIR is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv. impede or redirect flood flows?

No Impact. The proposed project is not located in proximity to any streams or rivers. Moreover, as noted in Section X.a above, the proposed project would be constructed on a site that is predominantly paved, with the only exception being small areas of ornamental landscaping. Implementation of the proposed project would not alter existing drainage patterns of the site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in erosion or substantial erosion or siltation on- or offsite, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. Therefore, no impacts to water quality related to existing drainage patterns would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. No 100-year flood hazard areas are located within LAX.[87,88] The westerly boundary of the project site is approximately 0.5 mile east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[89] Further, the project site is located on, and is surrounded by, relatively level terrain and urban development, with no enclosed standing bodies of water, and is therefore not located in a seiche zone. Therefore, no impacts related to the risk of release of pollutants due to project inundation would occur with the implementation of the proposed project, and no further evaluation in the EIR is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed in Section X.a above, the proposed project would comply with existing regulatory programs and requirements intended and designed to avoid violations of water quality standards and waste discharge requirements. Based on compliance with these requirements, the proposed project would not conflict with or obstruct implementation of a water quality control plan and no further evaluation in the EIR is required.

As discussed in Section X.b above, the project site is located within the West Coast Groundwater Basin. Groundwater beneath the project site is not used for municipal or agricultural purposes. Construction and operation of the proposed project would not rely on groundwater supplies nor would the proposed project result in a material increase in the amount of impervious surface on the project site. Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan and no further evaluation in the EIR is required.

XI. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

No Impact. The project site is located entirely within an existing urbanized area. The majority of the land uses within the project site are related to the operation of LAX. Off-airport land uses located adjacent to the proposed landside access improvements include hotels, commercial/office uses, and surface and structured parking and commercial vehicle facilities, the majority of which are related to the airport. Development of the proposed project improvements would not disrupt or divide the physical arrangement of an established community. The off-airport land uses would continue to have access to the surrounding roadway network and would continue to be accessible to their patrons. Therefore, no impacts resulting from physically dividing an established community would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

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87 City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, March 1994.

88 U.S. Department of Homeland Security, Federal Emergency Management Agency, *Letter of Map Revision Based on Fill 218-65-R, Map Panel Affected: 0601370089 D*, September 6, 2002.

89 City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The existing zoning for the on-airport portions of the project site is LAX Zone. Land use designations and development regulations applicable to LAX are set forth in the LAX Plan and LAX Specific Plan, both approved by the Los Angeles City Council in December 2004 and subsequently amended.[90,91] The majority of the project site is in an area designated in the LAX Plan as "Airport Airside", with a portion of the roadway improvement in an area designated in the LAX Plan as "Airport Landside." Within the LAX Specific Plan, the site is in an area designated as within the Airport Airside Subarea and Airport Landside Subarea and zoned LAX Zone: Airport Airside Subarea and LAX Zone: Airport Landside Subarea. The acquisition parcels located east of Vicksburg Avenue are within the boundaries of the LAX Plan. These parcels are designated in the LAX Plan as "Airport Landside." Within the LAX Specific Plan, these parcels are within the Airport Landside Subarea and are zoned LAX Zone: Airport Landside Subarea. The acquisition parcels located west of Vicksburg Avenue (i.e., Los Angeles Community College District property and commercial parking lot) are not within the boundaries of the LAX Plan. These parcels are zoned Commercial (C2-2).

The proposed project includes improvements and new facilities at LAX. Land use plans applicable to the project site and operations at LAX include, but are not limited to, the LAX Plan, LAX Specific Plan, the Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the Los Angeles County Airport Land Use Plan, and the City of Los Angeles' Mobility Plan 2035. In addition, the proposed landside access improvements are located within an area governed by the Westchester-Playa del Rey Community Plan and the Coastal Transportation Corridor Specific Plan. The existing LAX Plan and LAX Specific Plan would need to be amended to reflect adjustments to the LAX Specific Plan boundaries and to the Airport Landside Subarea and Airport Airside Subarea boundaries, including changing the designation of the area of the proposed roadways and parking garage to support Terminal 9 from Airport Airside to Airport Landside. In addition, the proposed project would require changes to the zoning and land use designations to properties within the Westchester-Playa del Rey Community Plan that would be acquired. The potential for the proposed project to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect will be evaluated in the EIR.

XII. MINERAL RESOURCES.

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is within the boundaries of the airport and surrounded by airport-related uses. There are no mineral resources on the project site, nor is the site available for mineral resource extraction given the existing airport use.[92] Therefore, no impacts related to the loss of availability of a

[90] City of Los Angeles, Department of City Planning, *LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

[91] City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

[92] City of Los Angeles, Department of City Planning, *Conservation Element of the City of Los Angeles General Plan*, Exhibit A, Mineral Resources, January 2001.

known, valued mineral resources would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site is not within an area delineated on the City of Los Angeles Mineral Resources map in the City of Los Angeles General Plan Conservation Element or the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[93,94] Furthermore, the project site is disturbed and in an area that is not available for mineral resource extraction due to the existing airport use. Therefore, no impacts related to the availability of a locally-important mineral resource recovery site would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

XIII. NOISE.

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact. The project site is within a public airport and not located within the vicinity of a private airstrip. Construction and operation of the proposed project may generate noise and vibration levels in excess of applicable federal, state and/or local noise standards. The EIR will evaluate whether construction or operation of the proposed project would result in: (1) generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; (2) generation of excessive groundborne vibration or groundborne noise levels; and/or (3) exposure of people residing or working in the project area to excessive noise levels.

XIV. POPULATION AND HOUSING.

Would the project:

a. Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

[93] City of Los Angeles, Department of City Planning, *Conservation Element of the City of Los Angeles General Plan*, Exhibit A, Mineral Resources, January 2001.

[94] City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, May 1994.

Less Than Significant Impact. The proposed project does not include residential development. The proposed project would provide new long-term employment opportunities at LAX through new concessions and passenger-serving jobs within Concourse 0 and Terminal 9. Construction of the proposed project would also result in the creation of construction jobs. These jobs are expected to be filled from the large southern California regional population and would not directly or indirectly induce population growth in the area. The proposed project would improve north airfield runway exits and taxiways and extend existing infrastructure through the construction of Concourse 0 and Terminal 9 and associated airport access roadways. The infrastructure would be extended into currently developed areas and would not directly or indirectly induce any population growth in the area surrounding the airport. Therefore, the implementation of the proposed project would not directly or indirectly induce substantial unplanned population growth directly or indirectly and no further evaluation in the EIR is required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are no existing residential properties on the project site. Implementation of the proposed project would not displace existing housing or people. Therefore, no impacts on housing would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

a. Fire protection?

Less Than Significant Impact. The LAFD provides fire protection services to the project site. Four LAFD fire stations are located on airport property (Fire Station Nos. 51, 95, 5, and 80). Fire Station No. 95, located at 10010 International Road, is approximately 0.5 mile east of the Terminal 9 site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 0.2 mile southwest of the Terminal 9 site (opposite Sepulveda Boulevard); Fire Station No. 5, located at 8900 Emerson Avenue, is approximately 0.4 mile north of the Runway 6L-24R exits site; and Fire Station No. 80/Aircraft Rescue and Fire Fighting Facility, located at 7250 World Way West, is approximately 0.4 mile south of the Taxiway D extension west site.

The proposed project includes safety-related improvements to the north airfield, new terminal facilities (Concourse 0 and Terminal 9) and associated airfield improvements, and new airport access roadways. The project site is currently developed and used for airport uses and airport-related uses (e.g., surface vehicle parking). The proposed project would comply with all applicable City, state, and federal codes and ordinances, including LAFD and Los Angeles Building and Safety requirements.[95] The

[95] Including, but not limited to: U.S. Department of Transportation, Federal Aviation Administration, *Advisory Circular (AC) 150/5300-13A, Airport Design*, including errata, last update: April 17, 2018. Available: http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13/; U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Regulations (FAR) Sections 139.315-139.319, *Air Rescue and Firefighting (ARFF)*; 24 California Code of Regulations, Part 9 – *California Fire Code*, Chapter 9 (Fire Protection Systems) and Chapter 10 (Means of Egress); and City of Los Angeles, Los Angeles Municipal Code, Chapter V, Article 7 – *Fire Protection and Prevention (Fire Code)*.

existing fire protection facilities discussed above are sufficient to provide fire protection services to the proposed new facilities and, as such, the proposed project would not require new or altered fire protection facilities, the construction of which could lead to a substantial adverse physical impact. Therefore, physical impacts associated with fire protection facilities with the implementation of the proposed project would be less than significant and no further evaluation in the EIR is required.

b. Police protection?

Less Than Significant Impact. Both the LAWA PD and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) provide police protection services to the project site. The LAWA PD station is currently located north of Park One (the proposed Concourse 0 site) but will be relocated in mid-2021 to the new LAX Airport Police Facility that is currently being developed at a 12-acre site located at the northeast corner of Westchester Boulevard and Loyola Boulevard. The development of the new LAX Airport Police Facility, and related relocation of existing police operations to the new facility, are separate from, and independent of, the Airfield and Terminal Modernization Project. Also serving LAX is the LAPD LAX Detail station located within the CTA adjacent to Terminal 8. These existing and planned police protection facilities are sufficient to provide police protection services to the proposed new facilities. The proposed project would provide safety-related improvements to the north airfield, new terminal facilities (Concourse 0 and Terminal 9) and associated airfield improvements, and new airport access roadways. The new Concourse 0 and Terminal 9 would improve passenger processing capabilities at LAX and include additional space to help meet evolving federal security requirements. Therefore, the proposed project would not result in impacts to police protection that would require the construction of new facilities or the expansion of existing facilities, especially given that development of a new larger police facility is currently underway, which is intended to serve existing and anticipated police protection needs at LAX. Physical impacts associated with police facilities associated with implementation of the proposed project would be less than significant and no further evaluation in the EIR is required.

c. Schools?

Less Than Significant Impact. The proposed project would require the acquisition of a Los Angeles Community College District property. As discussed in Section 3, per the West Los Angeles College Fall 2018, Winter 2019, and Spring 2019 course schedules, only one course per quarter currently takes place at the facility. Film Production 110-Set Dressing Crafts is offered two days per week for eight weeks during Fall 2018 and Spring 2019, and VOC ED 097CE-Blueprint for Customer Service, a one-week vocational education course, is offered in Winter 2019. Acquisition of this facility would require the Los Angeles Community College District to relocate the warehousing use and related instructional function. The current facility is not located on an existing school campus; rather, it is located in a commercial area characterized by aviation uses, hotels, surface and structured parking, and other similar uses. It is reasonable to assume that the facility could be relocated to another commercial or light industrial parcel without adversely affecting the performance objectives of the facility. Such commercial and light industrial properties are readily available in the greater project area.[96] Therefore, acquisition of the facility would not result in the need for a new facility, the construction of which could cause significant environmental impacts.

The proposed project would provide safety-related improvements to the north airfield, new terminal facilities (Concourse 0 and Terminal 9) and associated airfield improvements, and new airport access

[96] LoopNet website. Available: https://www.loopnet.com/for-lease/multiple-property-types/?sk=6f664f4b265bee26fa5c11b161fadbf2&bb=uvn2i73snNvw3k44H and https://www.loopnet.com/for--sale/multiple-property-types/?sk=b1962dc57c46f1b818da7245ea3e3ad7&bb=uvn2i73snNvw3k44H, accessed February 6, 2019.

roadways. The proposed project would not include residential development, and thus would not contribute to a direct increase in demand for schools. Further, as discussed in Section XIV.a above, although the proposed project would provide new long-term employment opportunities at LAX through new concessions and passenger-serving jobs within Concourse 0 and Terminal 9, as well as jobs during construction, these jobs are expected to be filled from the large southern California regional population and would not directly or indirectly induce population growth in the area that would result in enrollment increases that would adversely impact schools.

Based on the above, impacts on school facilities would be less than significant and no further evaluation in the EIR is required.

d. Parks?

No Impact. There are no parks in proximity to the proposed project site. The proposed project would provide safety-related improvements to the north airfield, new terminal facilities (Concourse 0 and Terminal 9) and associated airfield improvements, and new airport access roadways. The proposed project would not include residential development, and thus would not contribute to a direct increase in demand for parks. Further, as discussed in Section XIV.a above, although the proposed project would provide new long-term employment opportunities at LAX through new concessions and passenger-serving jobs within Concourse 0 and Terminal 9, as well as jobs during construction, these jobs are expected to be filled from the large southern California regional population and would not directly or indirectly induce population growth in the area that would result in increased demand for neighborhood or regional parks. Therefore, no impacts to existing parks or need for new parks would result from implementation of the proposed project and no further evaluation in the EIR is required.

e. Other public facilities?

No Impact. The proposed project would provide safety-related improvements to the north airfield, new terminal facilities (Concourse 0 and Terminal 9) and associated airfield improvements, and new airport access roadways. The proposed project does not include residential development, and thus would not contribute to a direct increase in demand for other public facilities (e.g., libraries). Further, as discussed in Section XIV.a above, although the proposed project would provide new long-term employment opportunities at LAX through new concessions and passenger-serving jobs within Concourse 0 and Terminal 9, as well as jobs during construction, these jobs are expected to be filled from the large southern California regional population and would not directly or indirectly induce population growth in the area that would result in a demand for other public facilities. Therefore, no impacts to, or need for, new public facilities would occur from implementation of the proposed project and no further evaluation in the EIR is required.

XVI. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include development of recreational facilities nor does it include residential development. As discussed in Section XIV.a above, although the proposed project would provide new long-term employment opportunities at LAX through new concessions and

passenger-serving jobs within Concourse 0 and Terminal 9 and jobs during construction, these jobs are expected to be filled from the large southern California regional population and would not directly or indirectly induce population growth in the area such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, no impacts related to recreational facilities would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

XVII. TRANSPORTATION.

Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Potentially Significant Impact. The proposed project includes new passenger processing facilities (Concourse 0 and Terminal 9), as well as associated modifications to the existing on- and off-airport roadway system that serves traffic approaching and departing the airport. These improvements could result in traffic pattern changes and increased volumes on the on-airport and surrounding roadways, thus potentially resulting in traffic impacts, in the form of changes in total vehicle miles traveled associated with vehicular travel to and from LAX. Additionally, construction of the proposed project would generate vehicle traffic associated with workers traveling to and from construction employee parking areas, associated shuttle trips between construction employee parking areas and construction sites, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in changes in total vehicle miles traveled during the construction period. Impacts on the local roadway system also pose the potential to affect public transit and non-motorized (i.e., bicycle and pedestrian) facilities.

The EIR will evaluate whether construction or operation of the proposed project would: (1) conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; and/or (2) conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), specifically as related to vehicle miles traveled.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. As discussed in Section XVII.a-b above, the proposed project would modify the existing on and off-airport roadway system that serves traffic approaching and departing the airport. Construction and operation of all roadway improvements would be consistent with local and regional policies and standards, including design standards and guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. Moreover, a goal of the design process is to avoid dangerous intersections or other hazardous design features. Furthermore, the project proposes on-airport safety improvements, which include relocating runway exits outside of the high-energy zone, and new acute-angled exits that would include crossings that are perpendicular to Runway 6R-24L, as opposed to the existing exits that cross Runway 6R-24L at an acute angle. Perpendicular crossings have safety benefits by providing pilots in arriving aircraft a better line of vision, allowing them to look down Runway 6R-24L for possible departing aircraft.

As such, construction or operation of the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses and no further evaluation in the EIR is required.

d. Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would require modifications to the existing on- and off-airport circulation system. Temporary lane closures at and near the CTA entrance may be required to facilitate some construction activities. As discussed in Section IX.f above, LAWA's Design and Construction Handbook specifies that a Logistic Plan and fully documented Logistical Work Plan Checklist be developed for construction projects. Required information includes, but is not limited to, identification of emergency access provisions, emergency evacuation routes, and 24-hour emergency contact information.[97] Further, LAWA would coordinate with LAFD and LAWA PD regarding emergency access and other design needs to ensure that emergency service levels are maintained during construction. In accordance with standard LAWA practice, emergency access routes in the vicinity of the project site would be kept clear and unobstructed at all times during both construction and operation of the proposed project in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.[98] In addition, LAWA uses ITS, including changeable message signs, to notify drivers of construction-related activities and roadway conditions in and around the CTA, which improves traffic flows at LAX. Any work within the existing right-of-way would comply with Caltrans permitting requirements. This includes a traffic control plan that adheres to the standards set forth in the California Manual of Uniform Traffic Control Devices (MUTCD).[99] As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. MUTCD requirements also provide for construction work during off-peak hours and flaggers. Therefore, the proposed project would not result in inadequate emergency access and impacts to emergency access would be less than significant; no further evaluation in the EIR is required.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

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97 City of Los Angeles, Los Angeles World Airports, *2017 Design and Construction Handbook: Shutdown, Construction, Closeout and Safety – LAWA Construction Safety Program Requirements*, July 2016. Available: https://www.lawa.org/-/media/lawa-web/tenants411/file/lawa-construction-safety-program-requirements-rev-4.ashx?la=en&hash=300EBAD04A4672F7DE527E2FF3F32F882C221BFE.

98 U.S. Department of Transportation, Federal Aviation Administration, *Advisory Circular (AC) 150/5300-13A, Airport Design*, including errata, last update: April 17, 2018. Available: http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13/; U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Regulations (FAR) Sections 139.315-139.319 — *Air Rescue and Firefighting (ARFF)*; 24 California Code of Regulations, Part 9 – *California Fire Code*, Chapter 9 (Fire Protection Systems) and Chapter 10 (Means of Egress); and City of Los Angeles, Los Angeles Municipal Code, Chapter V, Article 7 – *Fire Protection and Prevention (Fire Code)*.

99 State of California, Department of Transportation, *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 3*, March 9, 2018. Available: http://www.dot.ca.gov/trafficops/camutcd/camutcd2014rev3.html.

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. There are no known tribal cultural resources, as defined in Public Resources Code Section 21074, on the project site or in the immediate vicinity. The project site is highly disturbed. An SLF records search for the project site was commissioned through the NAHC to determine whether any Native American cultural resources in the confidential NAHC database were located within the project site or within a half-mile radius. An SLF records search is one tool a lead agency can use to determine whether tribal cultural resources may exist within the vicinity of a project. On January 29, 2019, the NAHC indicated that the SLF records search was completed with positive results.[100] LAWA contacted a representative of the Gabrielino Tongva Indians of California Tribal Council to discuss the SLF records search. The representative did not identify specific sacred resources or other tribal cultural resources that would be affected by the proposed project.[101]

Assembly Bill 52 (AB 52), approved on September 25, 2014, established a new category of resources in CEQA called "tribal cultural resources" that considers tribal cultural values in addition to scientific and archaeological values when determining impacts and mitigation. Further, AB 52 establishes a consultation process between California Native American tribal governments and lead agencies applicable to any project for which a Notice of Preparation, Notice of Intent to Adopt a Mitigated Negative Declaration, or Notice of Intent to Adopt a Negative Declaration is filed on or after July 1, 2015.

Tribal cultural resources, as defined in Public Resources Code Section 21074, are a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is either:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying the criteria set forth in Public Resource Code Section 5024.1(c) for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

The specific steps and timelines governing the notice and consultation process under AB 52 are as follows:

- If a tribe wishes to be notified of projects within its traditionally and culturally affiliated area, the tribe must submit a written request to the relevant lead agency.

[100] Quinn, Steven, Associate Governmental Program Analyst, State of California Native American Heritage Commission, Letter to Robin Ijams, CDM Smith, *RE: LAX North Airfield Safety Improvement Program Project, Los Angeles County*, January 29, 2019.

[101] Telephone conversation with Robert Dorame, Chairman, Gabrielino Tongva Indians of California Tribal Council, March 7, 2019.

- Within 14 days of determining that a private project application is complete, or to undertake a public agency project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects.
- If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification.
- The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation.
- Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[102]

When LAWA initiated preparation of the Notice or Preparation for the proposed project, LAWA had received one written request from a tribe indicating its wish to be notified of projects within its traditionally and culturally affiliated areas, as required by Public Resources Code Section 21080.3.1(b). On December 6, 2018, LAWA sent a project notification letter and map to the tribe. The letter included information such as project location, a brief description of the proposed project, and results of a previous cultural resources assessment in the project area. No response was received from the tribe requesting consultation.

Operations of the proposed project would not result in any impacts to known tribal cultural resources. Given that there are no known tribal cultural resources at the project site or in the vicinity, and the fact that the project site is a highly disturbed area that has long been, and is currently being, used for airport uses, the discovery of tribal cultural resources within the project site during construction is unlikely. While discovery of tribal cultural resources in artificial fill deposits within the project area is unlikely, proposed excavations that would occur below the fill levels could have an impact on previously unknown tribal cultural resources. As discussed in Section V.b above, LAWA has developed and adopted plans, policies, and procedures that address potential impacts to archaeological resources, which are documented in LAWA's ATP. These plans, policies, and procedures include notification of the NAHC and retention of a Native American monitor if/as recommended by NAHC if a potentially significant or unique Native American archaeological resource or human remains are encountered during construction. LAWA requires all construction projects at LAX to comply with the ATP, and will apply this requirement to the proposed project. These measures would also address potential impacts on tribal cultural resources. By adhering to the ATP, impacts to tribal cultural resources would be less than significant and no further evaluation in the EIR is required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

[102] State of California, Governor's Office of Planning and Research, *Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA*, June 2017. Available: http://nahc.ca.gov/wp-content/uploads/2017/06/Technical-Advisory-AB-52-and-Tribal-Cultural-Resources-in-CEQA.pdf.

Potentially Significant Impact. The proposed Concourse 0 and Terminal 9 facilities could result in an increased demand for water and would generate wastewater requiring conveyance. Construction of new water and wastewater lines to serve the proposed facilities would be required. The impact of constructing new wastewater lines and the impact of additional wastewater conveyance will be evaluated in the EIR.

Regarding stormwater drainage facilities, as described in Section X.a, implementation of the proposed project would not materially increase the amount of impermeable surface areas on the project site or affect drainage patterns or stormwater drainage systems. While implementation of the proposed project includes development of new facilities that would require the alteration of existing storm drain facilities, such as relocating/rerouting existing storm drain lines where new development is proposed, and may require the construction of new storm drain facilities, it is anticipated that such storm drain facility improvements would occur in conjunction with the development of the project components and would not result in significant environmental effects on their own. Construction of the storm drain system improvements is not anticipated to cause significant environmental effects and no further evaluation in the EIR is required.

Regarding electric power, natural gas, and telecommunications facilities, similar to stormwater facilities, while implementation of the proposed project includes development of new facilities that would require the alteration of existing onsite electric power, natural gas, and telecommunications facilities, such as relocating/rerouting existing electric power, natural gas, and telecommunications lines where new development is proposed, it is anticipated that such electric power, natural gas, and telecommunications facility improvements would occur in conjunction with the development of the project components and would not result in significant environmental effects on their own. It should also be noted that, as indicated in Table 4 in Section XXI.b below, LAWA is proposing to construct a new electrical Receiving Station "X" (RS-X) and associated electrical infrastructure improvements in order to address persistent power reliability and capacity issues at LAX. The new RS-X would be located in the northwest corner of LAX property, near the intersection of Westchester Parkway and Pershing Drive, and would accommodate the electrical demand of future infrastructure projects at LAX, including the Airfield and Terminal Modernization Project. The new RS-X is envisioned to be a purpose-built structure, designed to accommodate 120 megavolt amperes (MVA) redundant capacity. In summary, construction of electric power, natural gas, and telecommunications facilities improvements associated with the proposed project is not anticipated to cause significant environmental effects and no further evaluation in the EIR is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. As noted in Section 3.1.4, LADWP is the water purveyor for the project site. LADWP is responsible for supplying, treating, and distributing water within the City. LADWP has an adopted Urban Water Management Plan (2015) that indicates that water supplies in the City will be sufficient to meet projected demands through 2040.[103] According to LADWP, it has met the immediate needs of its customers and is well positioned to continue to do so in the future.[104]

The proposed Concourse 0 and Terminal 9 facilities could result in an increased demand for water. As discussed in Section 3.3, LAWA Design and Construction Practices, the proposed project would be designed to achieve a USGBC's LEED® Silver certification, including measures to reduce water consumption.

[103] City of Los Angeles, Department of Water and Power, *2015 Urban Water Management Plan*, June 2016.
[104] City of Los Angeles, Department of Water and Power, *2015 Urban Water Management Plan*, June 2016.

Construction of new water lines to serve the proposed project facilities may be required. The water demand associated with the proposed project in relation to available water supplies and the impact of constructing new water lines will be evaluated in the EIR.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. LADWP's Department of Sanitation (LA Sanitation or LASAN) is responsible for operating and maintaining the City's wastewater collection and treatment system. Sanitary wastewater generated by activities at LAX is treated at the Hyperion Water Reclamation Plant (HWRP). In April 2018, the City of Los Angeles published the *Final Draft One Water LA 2040 Plan*, which "takes a holistic and collaborative approach to consider all of the City's water resources from surface water, groundwater, potable water, wastewater, recycled water, dry-weather runoff, and stormwater as 'One Water'."[105] According to the Plan, the capacity of HWRP is 450 million gallons per day (mgd); wastewater flows at HWRP are projected to be 283 mgd in 2040.[106] HWRP would have sufficient capacity to serve the proposed project's demand in addition to LASAN's existing commitments, and no further evaluation in the EIR is required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Demolition of the onsite facilities would result in the generation of approximately 92,500 cubic yards of building material, approximately 486,000 cubic yards of apron material (combination of Portland concrete cement, asphalt concrete, emulsified asphalt treated base, and crushed aggregate), and approximately 227,000 cubic yards of asphalt from paved parking areas. During construction, some of the construction debris may be able to be reused on the project site. Construction debris that cannot be reused onsite would be recycled off-site or disposed of at a facility permitted to accept inert solid waste (e.g., concrete and asphalt from construction and demolition activities). Overall, non-hazardous construction and demolition debris generated at the site would be recycled or salvaged to the extent required to meet LEED® Silver certification. The total remaining permitted inert (or unclassified landfill) waste capacity in Los Angeles County was estimated to be approximately 56.34 million tons in 2016 (excluding inert debris disposal sites).[107,108] Based on the average countywide 2016 disposal rate of 1,183 tons per day (tpd), this capacity would be exhausted in 153 years.[109] Therefore, there is no projected shortfall in disposal capacity for inert waste within Los Angeles County. See Sections IX.a-b above regarding disposal of hazardous wastes.

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105 City of Los Angeles, Department of Water and Power, LA Sanitation, *Final Draft One Water LA 2040 Plan, Volume 2 Wastewater Facilities Plan*, prepared by Stantec in collaboration with Carollo, April 2018. Available: https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf.

106 City of Los Angeles, Department of Water and Power, LA Sanitation, *Final Draft One Water LA 2040 Plan, Volume 2 Wastewater Facilities Plan*, prepared by Stantec in collaboration with Carollo, April 2018. Available: https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf.

107 Inert waste is waste that does not undergo any significant physical, chemical, or biological transformations. Examples of inert waste include construction and demolition debris.

108 County of Los Angeles, Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan 2016 Annual Report*, September 2017. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.

109 County of Los Angeles, Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management*

Solid waste generated at LAX is disposed of at the Sunshine Canyon Landfill. The Sunshine Canyon Landfill is a Class III landfill located at 14747 San Fernando Road in Sylmar, California, approximately 35 miles from the project site. Sunshine Canyon Landfill is owned and operated by Republic Services, Inc., and has a maximum permitted throughput of 12,100 tons per day.[110] As of December 31, 2016, this facility had a remaining capacity of 62,083,650 cubic yards, and currently has an estimated closure date of 2037.[111] The waste types accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal waste. Operation of the proposed new Concourse 0 and Terminal 9 would increase overall solid waste generation at LAX. The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, including provisions pertaining to recycling. The proposed project would be designed to provide space to support recycling efforts, including area for depositing, storing, and collecting materials for recycling.

Transport of hazardous materials, including hazardous building materials such as ACM and LBP, off-site would be performed by licensed hazardous waste haulers. Disposal would comply with applicable local, state, and federal regulations governing disposal of hazardous materials, including disposal at a properly certified facility; these regulations are designed to prevent hazardous waste transportation and disposal from causing significant hazards to the public and the environment.

Kettleman Hills Landfill, Buttonwillow, or another Class I landfill in the United States would be utilized for disposal of hazardous waste, based on facility and hazardous material requirements. ACMs are classified as non-hazardous waste and are not federally regulated (i.e., not regulated under the RCRA [non-RCRA-Hazardous waste]); however, only certain facilities accept this type of waste, such as the Azusa Land Reclamation Management Facility. Construction debris contaminated with lead must be tested to determine proper disposal options. Depending on the concentration levels, it may be disposed as construction debris or may require disposal as a RCRA hazardous waste or non-RCRA hazardous waste.

Because the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and solid waste generation and disposal would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, impacts related to solid waste disposal would be less than significant with the implementation of the proposed project and no further evaluation of solid waste impacts in the EIR is required.

XX. WILDFIRE.

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Plan 2016 Annual Report, September 2017. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.

110 County of Los Angeles, Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan 2016 Annual Report*, September 2017. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.

111 County of Los Angeles, Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan 2016 Annual Report*, September 2017. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As indicated in Section IX.g above, the project site is located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no fire hazard areas containing flammable brush or grass on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[112] As such, the project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones and no further evaluation of wildfire-related impacts in the EIR is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed under Section IV (Biological Resources), the proposed project is located in highly-developed areas within LAX. There are no plant or animal species listed on any state or federal lists of endangered, threatened, or special status species, or riparian/wetland areas, or native trees within the project site. Therefore, the proposed project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal and no further evaluation in the EIR is required.

There are no known archaeological or paleontological located on the project site, and the disturbed nature of the site makes the site's sensitivity to such resources low. As discussed under Sections V.b and VII.f above, archaeological and paleontological resources have been found at other locations within the airport property, and the potential exists for the destruction of previously unidentified buried archaeological or paleontological resources at the project site during construction, if such resources are present. In consideration of the fact that existing LAWA plans, policies, and procedures would be required to be implemented as part of the proposed project, impacts to archaeological and paleontological resources would be less than significant. Therefore, no further evaluation of impacts to archaeological and paleontological resources in the EIR is required.

[112] City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, Exhibit D, Selected Wildfire Hazard Areas In the City of Los Angeles, April 1996.

As described in Section V.a, there is the potential for construction activities associated with the proposed roadway improvements to indirectly impact nearby significant historical resources, such as the 1961 Airport Traffic Control Tower within the CTA, the Aircraft School Property located at 9700 S. Sepulveda Boulevard, the Union Savings and Load Building at 9800 S. Sepulveda Boulevard, or the McCulloch Building at 6151 W. Century Boulevard. Indirect impacts could include structural damage from construction-related vibration. The EIR will evaluate the potential for the proposed project to eliminate important examples of the major periods of California history, and determine whether the project would cause a substantial adverse change in the significance of a historical resource defined by State CEQA Guidelines Section 15064.5.

As discussed in Section XVIII.a, there are no known tribal cultural resources, as defined in Public Resources Code 21074, on the project site or in the immediate vicinity. An SLF records search was completed by NAHC with positive results. LAWA contacted a representative of the Gabrielino Tongva Indians of California Tribal Council to discuss the SLF records search. The representative did not identify specific sacred resources or other tribal cultural resources that would be affected by the proposed project. In accordance with AB 52, one tribe has indicated to LAWA that it wishes to be notified of projects within its traditionally and culturally affiliated areas, as required by Public Resources Code Section 21080.3.1(b). On December 6, 2018, LAWA sent a project notification letter and map to the tribe. The letter included information such as project location, a brief description of the proposed project, and results of a previous cultural resources assessment in the project area. No response was received from the tribe requesting consultation. Operations of the proposed project would not result in any impacts to tribal cultural resources. Given that there are no known tribal cultural resources at the project site or in the vicinity, the discovery of tribal cultural resources within the project site during construction is unlikely. Moreover, LAWA has developed and adopted plans, policies, and procedures that address potential impacts to archaeological resources, which are documented in LAWA's ATP. These plans, policies, and procedures include notification of the NAHC and retention of a Native American monitor if/as recommended by NAHC if a potentially significant or unique Native American archaeological resources or human remains are encountered during construction. LAWA requires all construction projects at LAX to comply with the ATP, and will apply this requirement to the proposed project. These measures would also address potential impacts on tribal cultural resources. By adhering to the ATP, impacts to tribal cultural resources would be less than significant and no further evaluation in the EIR is required.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Potentially Significant Impact. Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."[113] Section 15130(b) of the State CEQA Guidelines sets forth two approaches for analyzing cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

[113] 14 California Code of Regulations, Section 15355, *Cumulative Impacts*.

- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of GHG emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.

To evaluate the proposed project's contribution to cumulative impacts, this Initial Study uses the first of the two options, commonly referred to as "the list approach," to identify cumulative development projects for analyzing cumulative impacts. Projects at/adjacent to LAX are listed in **Table 4**, which includes projects on the airport and areas immediately adjacent to the airport, whose development may result in cumulative impacts. A description of each project is also provided in Table 4. The projects listed in Table 4 were considered in the cumulative impacts analysis below.

Table 4
Development Projects At/Adjacent to LAX

	Project	Expected Dates	Description
1	LAX Midfield Satellite Concourse North Project	Apr 2015 – June 2020	The Midfield Satellite Concourse (MSC) North Project consists of a satellite concourse west of TBIT that will include up to 12 aircraft gates that could accommodate ADG V and ADG VI aircraft. The MSC North Project includes associated apron areas, a new crossfield taxiway, a taxilane, and provisions for an underground tunnel.
2	Terminals 2 and 3 Modernization Project	Sep 2017 – June 2023	Improvements to Terminals 2 and 3, consisting of upgrading the Terminal 2 concourse, including construction of additional floor area; the demolition and reconstruction of the Terminal 3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the Terminal 3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at Terminals 2 and 3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector between Terminals 2 and 3.
3	Terminal 1.5	Oct 2017 – Oct 2020	Terminal 1.5 will be constructed between existing Terminal 1 and Terminal 2 to provide additional passenger processing facilities for the north passenger terminals.
4	LAX Landside Access Modernization Program[1]	Late 2017 – Dec 2035	Improvements within and east of the CTA to improve access options and the travel experience for passengers; provide a direct connection to the Metro transit system; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system; and improve the efficiency and operation of the transportation system serving LAX. The program components include an automated people mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements. Additionally, certain parcels in the local area would become available for redevelopment with new uses as a result of the Landside Access Modernization Program.[1]
5	LAX Fuel Tank Installation	1st Quarter 2018 – July 2019	The LAX Fuel Tank Installation project consists of the addition of four new 60,000 barrel (bbl) gross capacity above ground fuel storage tanks at the existing LAXFUEL leasehold on the west side of LAX. The project includes improvements to add these additional four tanks, including associated site work, piping, and electrical modifications.

Table 4 Development Projects At/Adjacent to LAX			
	Project	Expected Dates	Description
6	United Airlines East Aircraft Maintenance and GSE Project	Feb 2019 – Feb 2021	Consolidation of United Airlines' existing maintenance operations into a new facility on the east side of the airport, on the site of the existing Maintenance Operations Center.
7	Secured Area Access Post (SAAP) Project	2019 – 2020[2]	Construction of a fully functional, secured access point onto the Airport Operations Area (AOA) on the west side of LAX. This will be the sole full-access SAAP on World Way West to replace SAAP 5 which was displaced in January 2016 by the MSC North Project, and SAAP 21, which was taken out of service by Phase 2 of the WAMA Project in May 2017. The proposed location of the new SAAP is parallel to, and south of, World Way West, near where the road will terminate at Coast Guard Road once the MSC North Project is completed.
8	LAX Northside Development	Apr 2016 – June 2025	The Northside Development will transform approximately 340 acres of land on the north side of the airport with up to 2,320,000 square feet of development to better serve LAWA and the local communities of Westchester and Playa del Rey. Permitted uses include recreation and open space; office, research, and development; community and civic; commercial; airport support; and landscape buffer.
9	Argo Drain Sub-Basin Stormwater Infiltration and Treatment Facility (part of LAX Northside Development)	Sept 2018 – Oct 2020	Also referred to as the Westchester Stormwater Best Management Practices Project, this project would develop a 22-acre stormwater infiltration facility north of Westchester Parkway and east of Pershing Drive that would treat both City of Los Angeles and LAWA stormwater flows from the Argo watershed.
10	Receiving Station X (part of LAX Northside Development)	Oct 2019 – May 2023	The proposed Receiving Station X (RS-X) would be located in the northwest corner of LAX property, near the intersection of Westchester Parkway and Pershing Drive. The RS-X would address power reliability issues, provide redundancy in the case of power outages, and accommodate the electrical demand of future infrastructure projects at LAX. The new RS-X is envisioned to be a purpose-built structure, designed to accommodate 120 megavolt amperes (MVA) redundant capacity. The proposed RS-X would include the installation of a new receiving station and installation of feeders.
11	Airport Police Facility (part of LAX Northside Development)	May 2019 – June 2021	Relocation of LAWA Police Department to consolidate facilities into one location in LAX Northside, which will include the police headquarters, shooting range, canine facility, and parking structure.
12	Runway 7R-25L Rehabilitation	Sep 2020 – June 2021	Reconstruction of runway pavement.
13	MSC South Project	2020 – 2023	The MSC South concourse would be constructed on the south end of the MSC North concourse in order to provide additional aircraft gates.
14	Metro Crenshaw/LAX Transit Corridor Project	Jan 2015 – 2020	The Los Angeles County Metropolitan Transportation Authority (Metro) is constructing the Crenshaw/LAX Transit Corridor Project, which includes an 8.5-mile light-rail transit line that will connect the existing Metro Green Line and the Metro Expo Line at Crenshaw and Exposition Boulevards. As part of this project, a station is being constructed in proximity to LAX near the intersection of Century Boulevard and Aviation Boulevard.

Table 4
Development Projects At/Adjacent to LAX

	Project	Expected Dates	Description
15	Airport Metro Connector 96th Street Transit Station	2020 – 2023	Metro will be constructing a new multi-modal transportation center at 96th Street and Aviation Boulevard to connect LAX to the regional bus and transit system. Components of the Airport Metro Connector (AMC) Station include three at-grade light rail transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building ("Metro Hub") to connect passengers between the multiple transportation modes.
16	Cargo Redevelopment Project	1st Quarter 2022 – 4th Quarter 2023	Modernization of existing cargo facilities the air cargo complex at LAX along the Century Boulevard corridor. It is anticipated that the eventual newly-developed warehouse capacity, once the development is complete and fully built out, may be up to approximately 700,000 square feet. In total, the project site includes up to approximately 60 acres, a portion of which is to be dedicated to aeronautical ramp for Remain Overnight (RON) passenger aircraft parking.
17	Terminal 4/5 Modernization Program	2021 – 2028[3]	The Terminal 4/5 Modernization Program will renovate and/or replace portions of the existing concourse in order to enhance the guest experience and improve amenities, such as concessions and restrooms. The Program will replace aging building infrastructure and systems.
NA	Miscellaneous Projects and Improvements	Jan 2014 – July 2020	A wide variety of smaller miscellaneous projects and improvements mostly related to repair/replacement of, and upgrades to, existing facilities at LAX, including, but not limited to, runway repair/rehabilitation; elevators/escalators replacement; CTA second level roadway repairs; terminal taxilanes and aprons rehabilitation; passenger boarding bridge replacements; terminal electrical, plumbing, and facilities upgrades; miscellaneous demolition; and other improvements.

Sources: LAWA, 2019; Los Angeles County Metropolitan Transportation Authority, *The Source*, December 6, 2018.

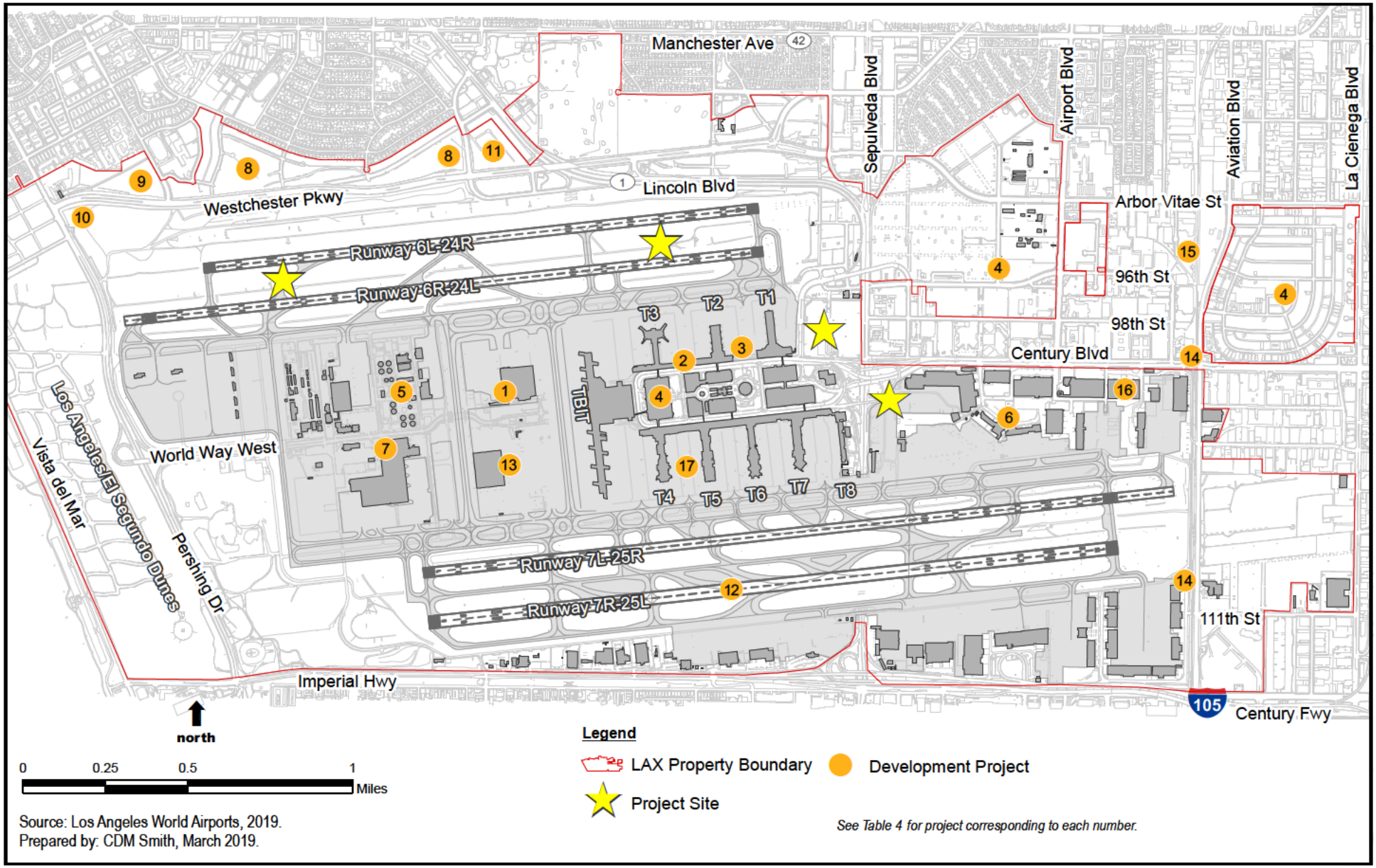
Notes:

1 There are no current proposals or plans regarding what types or amounts of development may occur on the parcels that would be available for other uses as a result of the proposed Landside Access Modernization Program (i.e., the Potential Future Related Development described in the EIR for the Landside Access Modernization Program). Further planning, assessment, and other efforts would be needed. Thus, particular uses and development are not reasonably foreseeable at this time.

2 The proposed SAAP project would take approximately 13 months for demolition and construction. Demolition and construction may not be continuous; the 13 months of overall construction activity is estimated to occur in the timeframe between 2019 and 2020.

3 Construction dates are subject to change.

Figure 29 illustrates the location of the projects in Table 4 in relationship to the project site. Miscellaneous Projects and Improvements are not on the figure because they occur at multiple locations throughout the airport.



Source: Los Angeles World Airports, 2019.
Prepared by: CDM Smith, March 2019.

LAX Airfield and Terminal Modernization Project	Cumulative Development Projects At/Adjacent to LAX	Figure **29**

The environmental analyses in the sections above indicates that the proposed project would have no impact on agriculture and forestry resources, biological resources, mineral resources, parks, other public facilities, recreation, and wildfire. Therefore, the proposed project would not have the potential to contribute to possible cumulative impacts to these resources and no further evaluation in the EIR is required.

The environmental analyses in the sections above determined that implementation of the proposed project would have less than significant impacts on aesthetics, cultural resources (archaeological resources), geology and soils, hydrology and water quality, population and housing, public services (fire and police protection and schools) and tribal cultural resources. The potential for the proposed project to contribute to significant cumulative impacts to these resources is addressed below.

Aesthetics

The proposed project would be visually consistent with existing adjacent airport-related uses and would not create a new source of substantial light and glare which would adversely affect day or nighttime views in the area. The proposed project would not conflict with applicable zoning and would be consistent with other regulations governing scenic quality, including the LAX Design Guidelines. Therefore, impacts to aesthetics would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact related to aesthetics. No further evaluation in the EIR is required.

Archaeological Resources

The environmental analyses above determined that implementation of existing LAWA plans, policies, and procedures, which would be required to be implemented as part of the proposed project, would ensure that any potential impacts to archaeological resources from construction of the proposed project would be less than significant. Implementation of these plans, policies, and procedures would also apply to cumulative development projects at LAX. With implementation of these plans, policies, and procedures, impacts to archaeological resources would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact on archaeological resources. No further evaluation in the EIR is required.

Geology and Soils

As with the proposed project, projects listed in Table 4 would comply with state and local requirements and guidelines (e.g., LABC and UBC requirements) to minimize potential risks and hazards associated with geology and soils). Moreover, risks and hazards associated with geology and soils are site-specific and not considered cumulative in nature. The environmental analyses above determined that implementation of existing LAWA plans, policies, and procedures, which would be required to be implemented as part of the proposed project, would ensure that any potential impacts to paleontological resources from construction of the proposed project would be less than significant. Implementation of these plans, policies, and procedures would also apply to cumulative development projects. With implementation of these plans, policies, and procedures, cumulative impacts to paleontological resources would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact on paleontological resources. Therefore, impacts to geology and soils, including unique paleontological resources, would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact related to geology and soils. No further evaluation in the EIR is required.

Hydrology and Water Quality

As with the proposed project, projects listed in Table 4 would comply with state and local requirements and guidelines to minimize or avoid hydrology/water quality impacts (i.e., compliance with the State Construction General Permit, the State Industrial General Permit, and the LARWQCB SUSMP, preparation of a SWPPP to address construction-related surface water quality impacts and delineate water quality control measures [i.e., BMPs] and/or LID practices to address impacts). Therefore, impacts to hydrology and water quality would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact related to hydrology and water quality. No further evaluation in the EIR is required.

Population and Housing

The proposed project and other nearby development would not establish new residential uses. Cumulative projects, including the proposed project, would increase employment opportunities. This growth in employment opportunities would occur within an existing urbanized area that has established infrastructure, a well-developed transportation network, existing housing stock, and existing public services. Given that the area is part of a well-established urban community connected by an existing transportation network and with a large labor pool and housing market, the combined projects are not expected to result in the need for new housing in the project vicinity or the region. Therefore, impacts would be less than significant and the proposed project would not contribute to a significant cumulative impact related to population and housing. As a result, no further evaluation in the EIR is required.

Public Services

Regarding fire and police protection, none of the cumulative projects, including the proposed project, include residential uses nor would they increase long-term employment such that they would result in need for new or altered police or fire stations or related facilities, the construction of which could lead to a substantial adverse physical impact. As such, impacts related to police or fire protection services would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact related to public services. No further evaluation in the EIR is required.

Regarding schools, as discussed in Section XV.c above, the proposed project would require the acquisition of a Los Angeles Community College District property. Acquisition of this facility would require the Los Angeles Community College District to relocate the warehousing use and related instructional function. The current facility is not located on an existing school campus; rather, it is located in a commercial area characterized by aviation uses, hotels, surface and structured parking, and other similar uses. It is reasonable to assume that the facility could be relocated to another commercial or light industrial parcel without adversely affecting the performance objectives of the facility. Such commercial and light industrial properties are readily available in the greater project area.[114] Therefore, acquisition of the facility would not result in the need for a new facility, the construction of which could cause significant environmental impacts. Regarding cumulative projects, two schools located within the Manchester Square area, the Stella Middle School and Bright Start Secondary Charter Academies, would be relocated as part of LAWA's existing Aircraft Noise Mitigation Program (ANMP) or the LAX Landside Access Modernization Program. The two schools are a tenant of the Los Angeles Unified School District. Mitigation was included in the Landside Access Modernization Program EIR and associated Mitigation Monitoring and Reporting Program to reduce impacts

[114] LoopNet website. Available: https://www.loopnet.com/for-lease/multiple-property-types/?sk=6f664f4b265bee26fa5c11b161fadbf2&bb=uvn2i73snNvw3k44H and https://www.loopnet.com/for-sale/multiple-property-types/?sk=b1962dc57c46f1b818da7245ea3e3ad7&bb=uvn2i73snNvw3k44H, accessed February 6, 2019.

associated with relocation of the two charter schools to a level that is less than significant. Regarding indirect impacts to schools, none of the cumulative projects, including the proposed project, include residential development nor would they increase long-term employment at LAX to the extent that indirect growth would result in enrollment increases that would adversely impact schools. As such, cumulative impacts on schools would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact related to schools. No further evaluation in the EIR is required.

Tribal Cultural Resources

The environmental analyses above determined that implementation of existing LAWA plans, policies, and procedures, which would be required to be implemented as part of the proposed project, would ensure that any potential impacts to tribal cultural resources from construction of the proposed project would be less than significant. Implementation of these plans, policies, and procedures would also apply to cumulative development projects at LAX. With implementation of these plans, policies, and procedures, impacts to tribal cultural resources would not be cumulatively significant and the proposed project would not contribute to a significant cumulative impact on tribal cultural resources. No further evaluation in the EIR is required.

Potentially Significant Cumulative Impacts

Finally, the environmental analyses above determined that the proposed project would result in potentially significant impacts on air quality, cultural resources (historical resources), energy, GHG emissions, hazards and hazardous materials, land use and planning, noise, transportation, and utilities and service systems. As such, the EIR will address potential impacts to these resources, including evaluation of potential cumulative effects and the potential of the proposed project to make a cumulatively considerable contribution to cumulative impacts.

c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analysis in this Initial Study, the proposed project would have the potential to result in potentially significant air quality, energy, GHG emissions, hazards and hazardous materials, land use and planning, noise, transportation, and utilities and service systems impacts, which could potentially result in substantial adverse effects on human beings. The potential for the proposed project to result in such impacts will be evaluated in the EIR.

Based on the analysis in this Initial Study, the proposed project would not have any environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly, related to cultural resources (archaeological resources), geology and soils, population and housing, public services, recreation, tribal cultural resources, and wildfire. Therefore, impacts to these resource areas would be less than significant and no further evaluation in the EIR is required.

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6053 Century Boulevard, Suite 1050
Los Angeles, California 90045

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