
ES EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this Draft Environmental Impact Report (EIR) contains a summary of the proposed LAX Northside Plan Update (proposed Project) at Los Angeles International Airport (LAX). LAX is owned by the City of Los Angeles and operated by the Los Angeles World Airports (LAWA), whose Board of Airport Commissioners (BOAC) oversees the policy, management, operation, and regulation of LAX. More detailed information regarding the proposed Project and its potential environmental effects are provided in the following sections of this Draft EIR.

As described in Section 15063(b) of the CEQA Guidelines, the lead agency is required to prepare a Draft EIR for all discretionary projects within the State of California that could have a significant physical effect on the environment to undergo environmental review to determine their potential environmental impacts before approving the project. CEQA was enacted in 1970 by the California legislature to require lead agencies to disclose to decision makers and the public the significant environmental effects of proposed activities and ways to avoid or reduce the environmental effects either through implementation of feasible mitigation measures or project alternatives. CEQA applies to all California government agencies at all levels, including local agencies, regional agencies, and state agencies, boards, commissions, and special districts. LAWA is the Lead Agency for the proposed Project and as such is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed Project.

Per CEQA Guidelines Section 15123, this section of the EIR contains a summary of the proposed Project and its consequences. This section identifies each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; areas of controversy known to LAWA including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

ES.1 Purpose of the Draft EIR

This Draft Project EIR is an informational document intended to inform LAWA, the City of Los Angeles, and the public about the significant environmental effects of the proposed Project; identify possible ways to minimize the significant effects, and describe reasonable alternatives to the proposed Project. As the Lead Agency, LAWA has the principal responsibility for approving the proposed Project, and preparing, and distributing the Draft EIR.

This Draft EIR will be circulated for agency and public review and comment. A Final EIR will be prepared which will incorporate responses to comments received on the Draft EIR. In addition, the Final EIR will provide revisions to the Draft EIR, as necessary. LAWA, the BOAC, and the City of Los Angeles City Council will use the Final EIR and associated documents to evaluate and consider the environmental impacts of the proposed Project prior to BOAC certifying the Final EIR and prior to taking action on the proposed Project or one of the alternatives. Certification of the Final EIR would complete the project-level CEQA compliance review for the proposed Project as described in this Draft EIR. Information in this Draft EIR and the Final EIR may also be used by LAWA and its contractors as needed for permit and other approval applications.

In addition, the Final EIR may be used by various federal, state, and local agencies in their respective decision-making and approval processes for discretionary actions (e.g., permits) regarding the proposed Project.

ES.2 Summary of Proposed Project

ES.1.1 Overview

The proposed Project provides a new design plan and detailed development guidelines and standards to establish new regulations for future development of approximately 340 acres in the western area of the City of Los Angeles (Los Angeles), south of the Westchester-Playa del Rey community, north of LAX, and west of the City of Inglewood.

The updated design plan and development standards are intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and of LAWA.

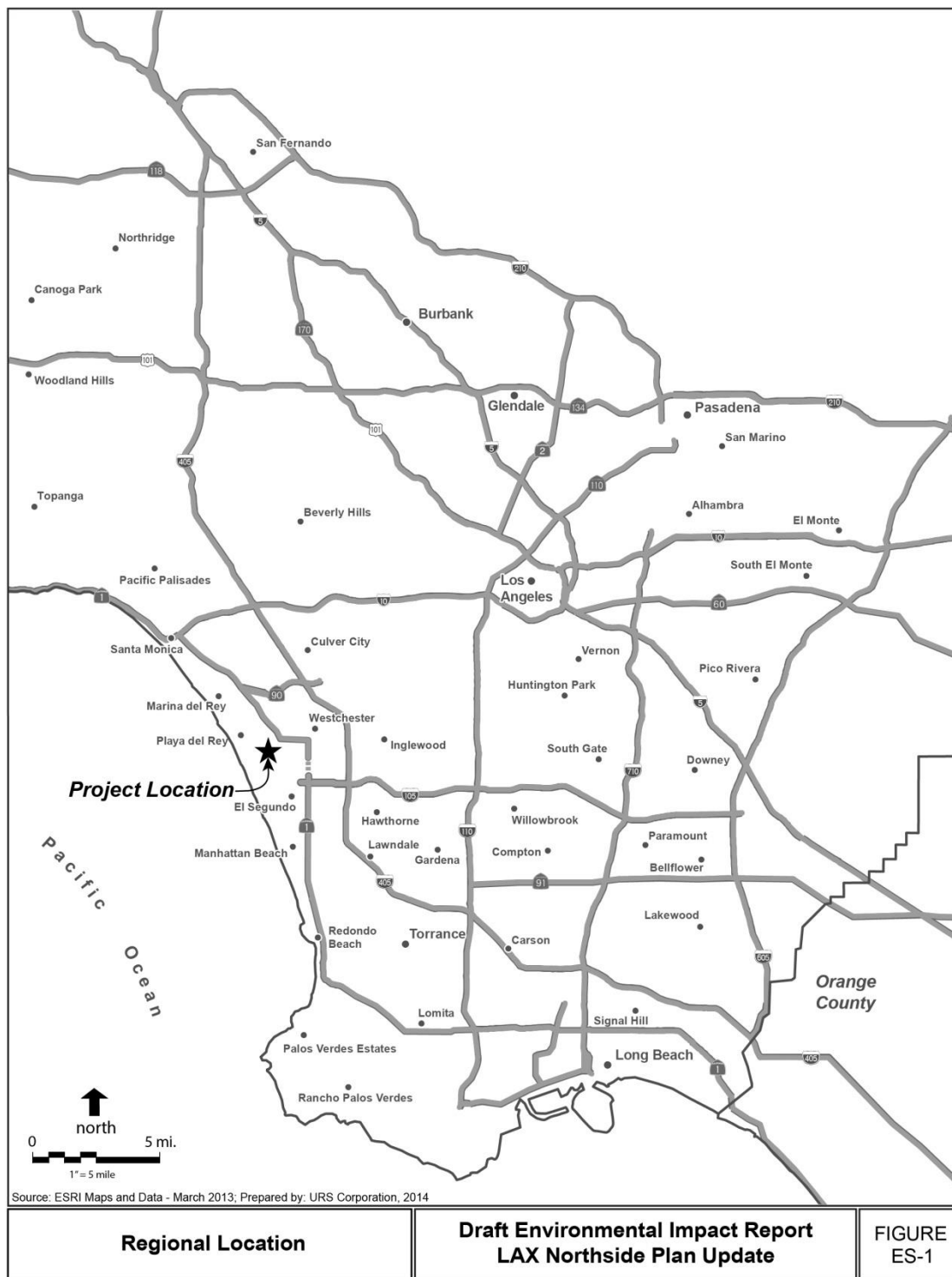
LAWA initiated the proposed Project to provide new regulations for future development occurring within the LAX Northside sub-area (the Project site) of the LAX Specific Plan area. LAWA acquired the Project site, which was once primarily single-family homes, in part using Federal Aviation Administration (FAA) grants which require the conversion of the Project site to compatible land uses in close proximity to airport operations at LAX. In 1984, the City of Los Angeles approved 4,500,000 square feet of commercial on the Project site. In 1989, LAWA prepared the Design Plan and Development Guidelines for LAX Northside to provide additional guidance on development of the Project site. The City of Los Angeles subsequently incorporated the 1984 entitlements and 1989 Design Plan and Development Guidelines for LAX Northside into later planning documents, including the adopted 2004 LAX Specific Plan.

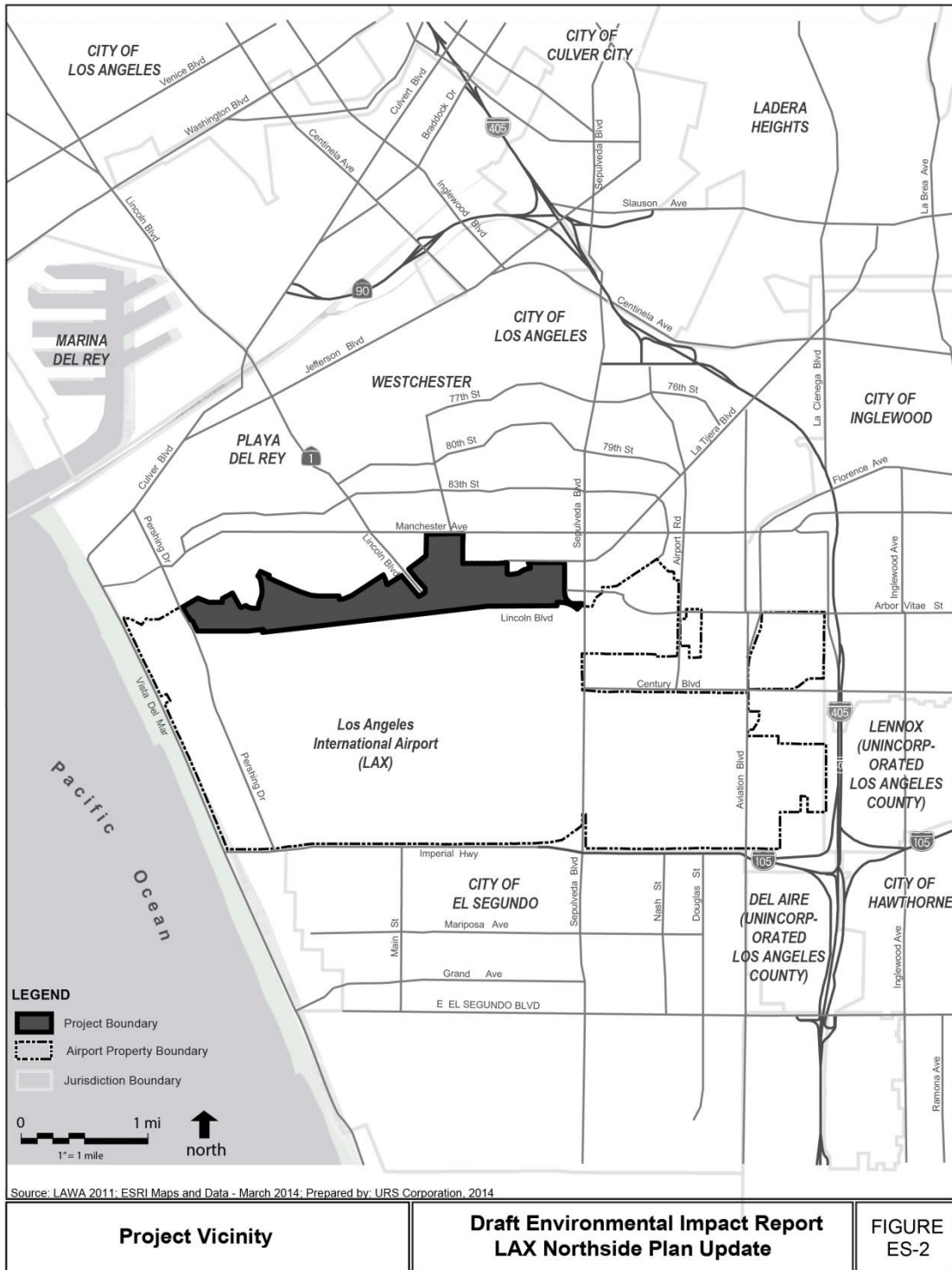
The proposed Project would update the 1989 Design Plan and Development Guidelines for LAX Northside to reduce the amount of development allowed on the approximately 340 acre Project site to a maximum of 2,320,000 square feet of development. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed any specified environmental constraints, provided that all development and design standards are met. In order to implement the proposed Project, the LAX Specific Plan will be amended and the 1989 Design Plan and Development Guidelines for LAX Northside will be updated, among other actions.

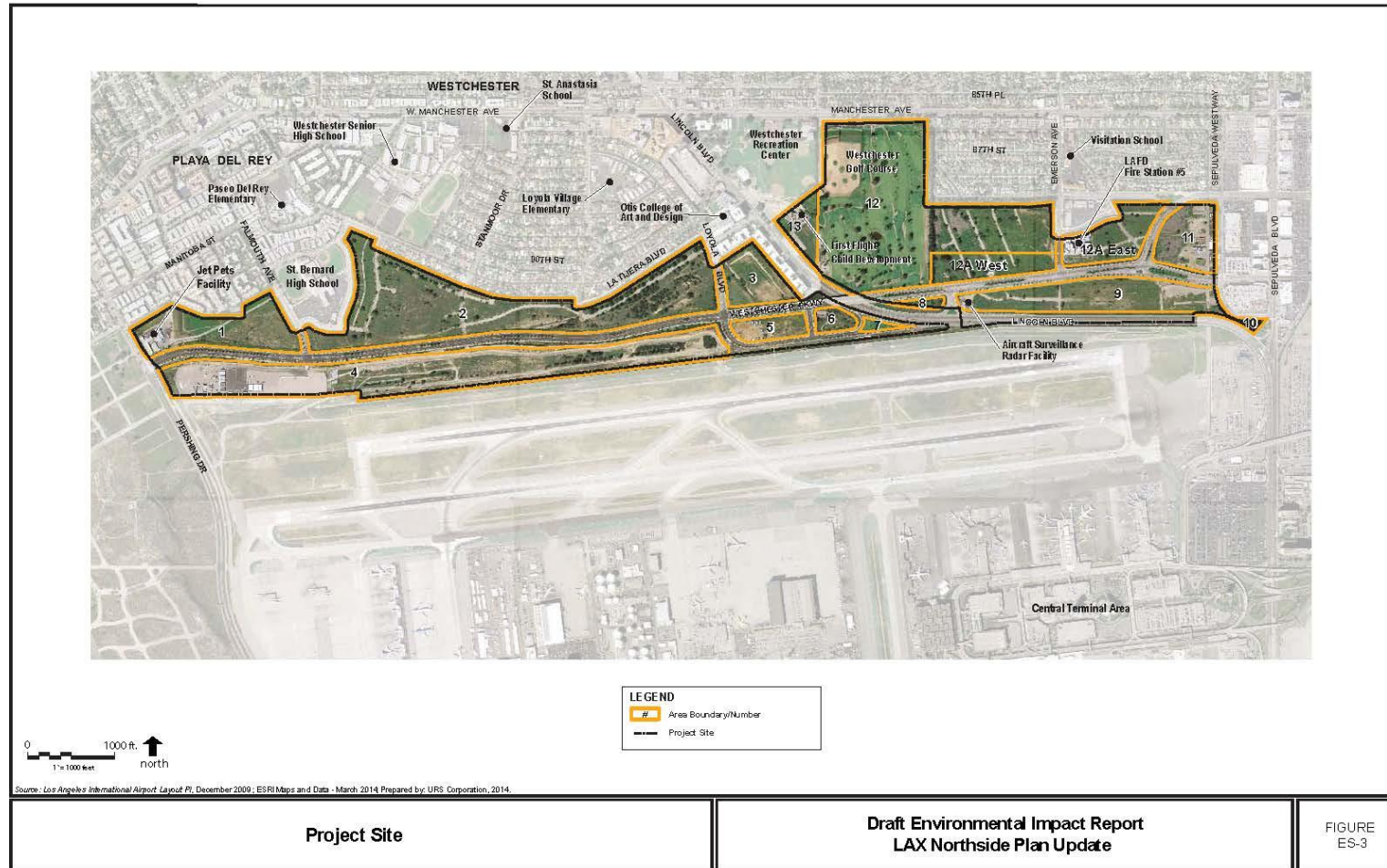
The proposed Project would bring the existing design standards up-to-date; respond to current market realities and stakeholder interests; comply with FAA requirements and regulations, including FAA grant requirements; allow the development of the Project site in line with current best-practices in urban design and sustainability; and reinforce the LAX Northside as a buffer area between LAX and the residential neighborhoods to the north by reshaping the topography and introducing compatible development. The objectives of the proposed Project include: balancing the needs of neighborhoods and LAX; meeting rigorous environmental sustainability standards in design, construction, operation, and landscaping; managing vehicle traffic through smart engineering and trip reduction; achieving the best use of the property and fair market value; complying with all applicable zoning, land use, and air traffic regulations; and providing a foundation for other neighborhood improvements and services.

ES.1.2 Location

The Project site is comprised of approximately 340 acres within the City of Los Angeles, located approximately 15 miles southwest of downtown Los Angeles (**Figure ES-1**). The Project vicinity includes the Westchester community in the City of Los Angeles to the immediate north, the City of El Segundo and unincorporated community of Del Aire to the south of LAX, the City of Inglewood and unincorporated community of Lennox to the east of LAX, Playa Del Rey community in the City of Los Angeles to the immediate west, and the Pacific Ocean further west (**Figure ES-2**). Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State Park to the west, LAX to the south, and Interstate 405 to the east. The Project site is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and generally 91st Street, Manchester Avenue, and 88th Street to the north (**Figure ES-3**).







ES.1.3 Proposed Uses

The Project site consists of 13 separate Areas, designated as Areas 1 through 13, arranged north and south along the length of Westchester Parkway between Sepulveda Boulevard and South Pershing Drive. The proposed Project consists of three primary planning regions: Areas 1-3, located west of Lincoln Boulevard and north of Westchester Parkway, make up the LAX Northside Campus District; Areas 11-13, located east of Lincoln Boulevard and north of Westchester Parkway make up the LAX Northside Center District; and Areas 4-10, located south of Westchester Parkway, make up the Airport Support District. Area 12 in the Northside Center District is further divided into sub-Areas 12A East, 12A West, and 12B for planning purposes

The proposed land use plan is shown in **Figure ES-4**. The LAX Northside Center District is located adjacent to existing retail and commercial development on Sepulveda Blvd in the Westchester Business District. The LAX Northside Center District is envisioned as having a pedestrian-oriented commercial character on the east intended to complement and enhance the Westchester Business District. A mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office uses, including Airport-related administrative offices, would be allowed in Areas 11 and 12A East in this District.

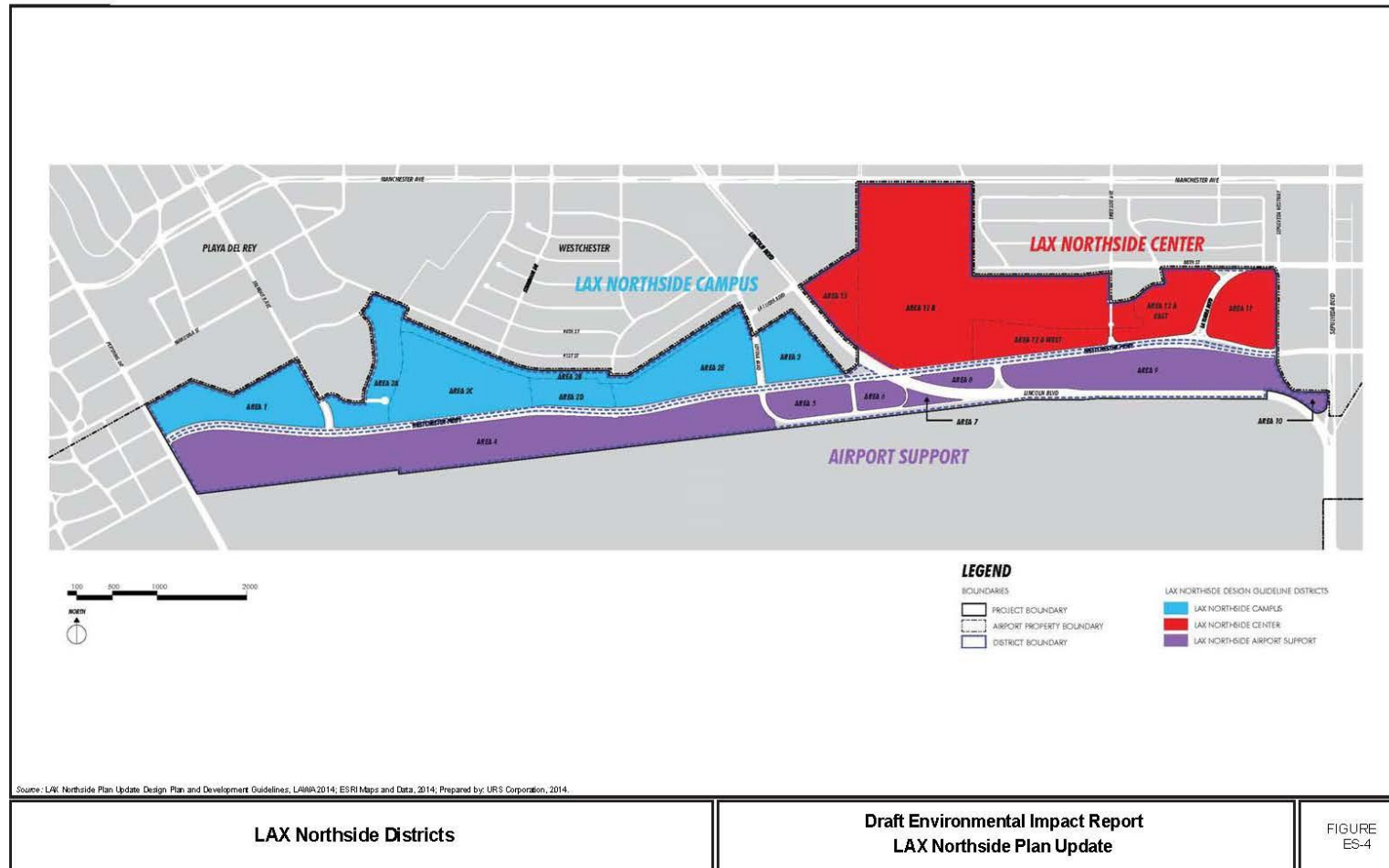
The LAX Northside Center District also includes the existing Westchester Recreational Center and the 18-hole public Westchester Golf Course in Area 12B. Two community serving uses, the Los Angeles Fire Department (LAFD) Station Number 5 and the First Flight Childcare Center, are also currently located in Areas 12A East and 13, respectively, and the proposed Project would designate Area 12A West for additional community-serving and civic uses.

The LAX Northside Campus District is envisioned as a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north. The campus is intended to attract research and development, higher education, technology, media, and/or other creative commercial and office uses, including Airport-related administrative offices in Areas 2 and 3. The northern portion of Area 2 would be planned as a 100 foot wide secured landscaped buffer to provide separation between the existing single- family homes to the north along 91st Street and the planned campus uses. New recreational space, which could be developed concurrently with the commercial uses planned in this District, is proposed for the westernmost portions of the Project site, and could potentially include playing fields, a dog park, and open space.

The Airport Support District includes the Areas located south of Westchester Parkway. Given their proximity to the LAX North Airfield and the existing airport radar equipment in Area 9, private commercial development is not proposed for these Areas. Land uses in Areas 4, 5, 6, 7, 8, 9, and 10 would include uses for airport support, such as maintenance shops, storage, parking, and temporary construction staging areas. Aircraft engine testing would be prohibited in these Areas.

Primary access would be provided by Westchester Parkway, which currently includes bikeways. The proposed Project would create an enhanced pedestrian environment along Westchester Parkway promoting connectivity between the LAX Northside Area, the Westchester Business District to the east, and recreational uses to the west.

Adoption of the proposed Project would permit the development of up to 2,320,000 square feet, with the majority of this development planned in the eastern portions of the Northside Center and Campus Districts, as described above, with areas designated for recreation uses, open space, and buffer space.



The proposed Project would also include vacation of Cum Laude Avenue along the western edge of Area 2, and development or extension of existing supporting infrastructure, including new parking lots, drainage systems, sewer systems, and other infrastructure needed to support the allowable development.

All future development within the Project site would be governed by the amended LAX Specific Plan and the Proposed LAX Northside Design Guidelines and Standards. As described above, the LAX Specific Plan currently limits the total amount of vehicle trips that can be generated by land uses within the LAX Northside Area. The updated Proposed LAX Northside Design Guidelines and Standards address urban design, architecture, landscape materials and design, pedestrian infrastructure, and graphics and signage. The maximum amount of development in each District is defined and the allowed uses in each Area are identified. Standards addressing building heights, massing and setbacks, are also provided. The proposed Project would also establish a transfer and equivalency program to provide development flexibility by permitting certain limited transfers and exchanges of development rights.

The proposed Project would permit a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses as identified in the Land Use Plan in **Figure ES-5**. The allowed land uses in each of the land use categories identified on the Land Use Plan are identified in **Table ES-1**.

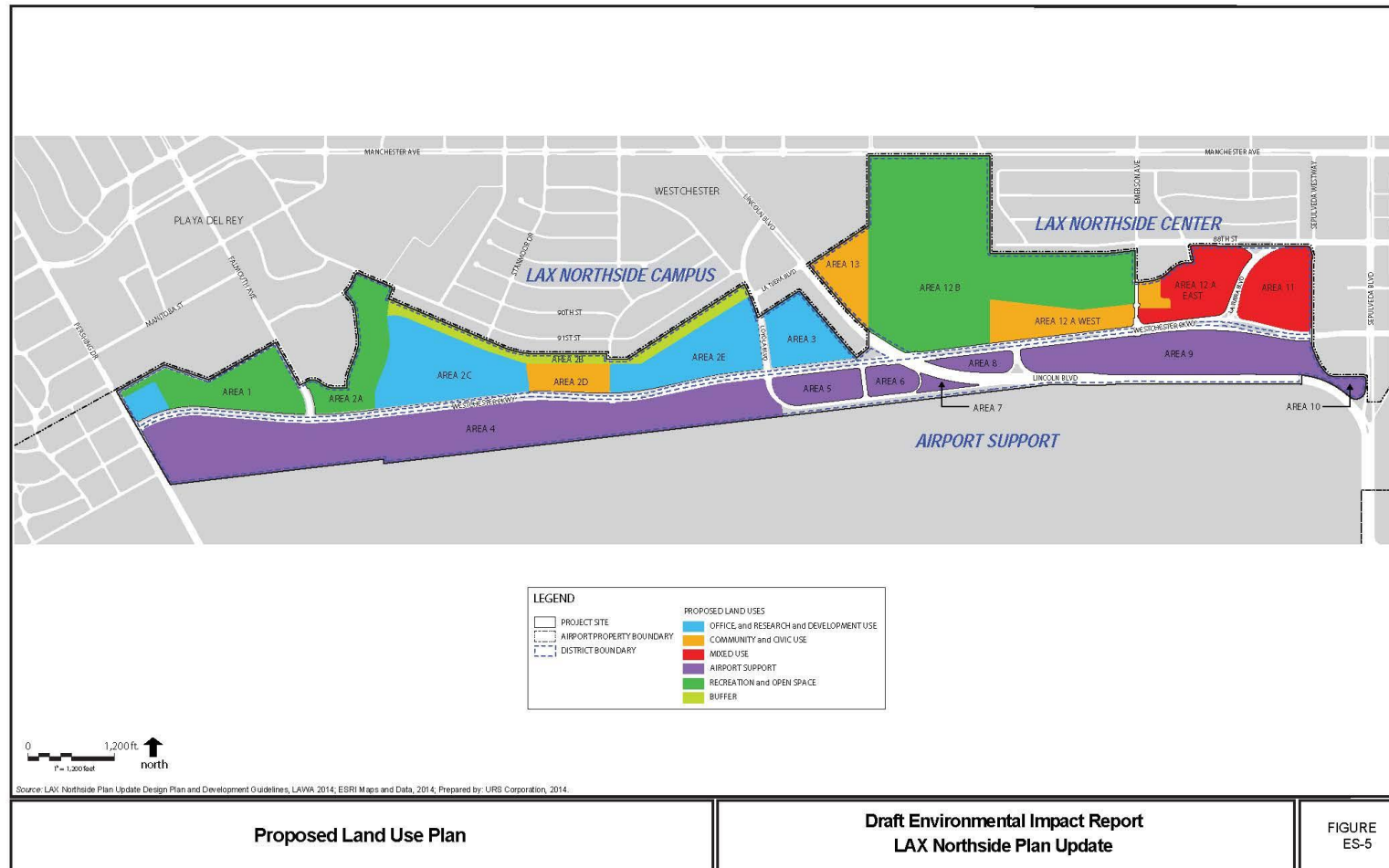
Table ES-1**LAX Northside Plan Update Land Use Categories**

| Land Use Category | Permitted Use Categories |
|----------------------------------|--|
| Office, Research and Development | Office (including Airport-related administrative offices), research and development, media, technology, higher educational, and parking (above and below ground), but excluding biological and/or hazardous materials research, development, or testing |
| Mixed Use-Commercial | Retail, commercial, office (including Airport-related administrative offices), restaurants, hotel, transit station, medical, and parking, except big box retail stores over 100,000 square feet and auto-dealerships |
| Community and Civic | Community-serving uses, nonprofits, civic uses, cultural uses, Airport-related community-serving uses, and parking |
| Open Space and Recreation | Active and passive recreation, including but not limited to a golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking |
| Airport Support | Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, and parking (above and below ground), excluding aircraft engine testing |

Note:

The list of permitted uses contained in this table is not exhaustive. Please see the Draft LAX Northside Specific Plan Amendment for a complete list of uses permitted by right and with restrictions.

Source: LAWA, 2014.



ES Executive Summary

The proposed LAX Northside Design Guidelines and Standards includes the Illustrative Site Plan provided in **Figure ES-6** which shows the pattern of development that would be permitted under the proposed LAX Northside Design Guidelines and Standards. While the specific locations and orientations of the buildings and other structures are not known at this time, the Illustrative Site Plan represents a reasonably foreseeable development scenario that could occur based on existing and anticipated market conditions.

Specific features included in proposed LAX Northside Design Guidelines and Standards to minimize the effects of the proposed development reflected in the Illustrative Site Plan include the fenced and secured 100 foot wide landscape buffer on the northern edge of Area 2, the 20 foot wide landscape buffer on the northern edge of Area 1, and the proposed urban design and architectural guidelines addressing building location and orientation. These guidelines require all buildings in Areas 2, 11, and 12A be located adjacent to the required setbacks on Westchester Parkway, La Tijera, and Sepulveda Westway. In Area 11, all buildings located adjacent to 88th Street and La Tijera are also required to step back by one foot for each additional foot of height above 15 feet. In addition, all buildings in Areas 2C and 2E are also required to have a minimum of 65 percent of the ground floor of all buildings to be located within 250 feet of the property line on Westchester Parkway.

The Illustrative Site Plan, along with the restrictions stipulated in the proposed LAX Northside Design Guidelines and Standards, define the reasonably foreseeable development scenario that is evaluated in this Draft EIR. The proposed LAX Northside Design Guidelines and Standards define development standards (maximum heights, required setbacks) and design guidelines addressing building form, orientation and design that would apply to all future development at the Project site. This Draft EIR fully evaluates all potential impacts of the proposed development based on these proposed standards.

The proposed LAX Northside Design Guidelines and Standards are intended to reinforce the LAX Northside sub-area as a buffer area between LAX and the surrounding community by reshaping the topography of the site and allowing compatible development in certain areas. The grading concept ensures that new buildings will comply with applicable FAA height restrictions and orient the LAX Northside to Westchester Parkway while buffering the existing neighborhoods to the north. This grading concept will better link future development to recreational opportunities along Westchester Parkway and lower the grade of development on the LAX Northside relative to existing residential neighborhoods to the north.

The main unifying design feature of the LAX Northside is a proposed continuous pedestrian paseo along Westchester Parkway. Beginning in Area 11, adjacent to the existing Westchester Business District, the paseo will extend west along Westchester Parkway to Pershing Drive, where it will connect to the existing recreation path to the beach. This nearly three (3) mile landscape feature will be composed of the existing ten (10) feet of sidewalk and a twelve (12) foot wide path of stabilized decomposed granite, with landscaping. Vehicular entries and other breaks in the paseo will be minimized to enhance the pedestrian experience.

Activity along the paseo will be promoted with the introduction of entry plazas and shared common spaces that relate to the adjacent uses. These could include outdoor restaurant patios, additional features such as fountains and green space, or plaza spaces that connect buildings to the paseo.

The intent of focusing pedestrian activity along Westchester Parkway in this paseo, and controlling access from the north and into adjacent neighborhoods, is to create a safe

environment that is compatible with the secure airfield areas to the south of Westchester Parkway and the residential neighborhoods to the north.

The permitted land use categories, maximum structure heights, and maximum amount of development proposed for each Area are summarized below in **Table ES-2**.

ES Executive Summary

Table ES-2

Land Uses, Heights, and Square Footage Permitted Under the Proposed Project

| Area | Permitted Land Use Category ^a | Maximum Height From Grade | Net New Square Footage |
|-------------------------------|---|---------------------------|------------------------|
| LAX Northside Campus District | | | |
| Area 1 | Open Space and Recreation | 45' | 10,000 ^c |
| | Office, Research and Development ^b | | |
| Areas 2 & 3 | Office, Research and Development | Area 2: 45' | 1,065,000 |
| | Community and Civic | | |
| | Open Space and Recreation | Area 3: 60' | |
| LAX Northside Center District | | | |
| Areas 11, 12A East | Mixed Commercial Use | 60' | 470,000 |
| | Community and Civic | | |
| Area 12A West | Community and Civic | 30' | 130,000 |
| Area 12B | Open Space and Recreation | N/A ^c | N/A ^c |
| Area 13 | Community and Civic | 45' | 45,000 |
| Airport Support District | | | |
| Areas 4-10 | Airport Support | 30' | 600,000 |
| Total | | | 2,320,000 |

Notes:

The proposed Project provides for limited transfers and exchanges of development rights and land uses, not to exceed specified development, environmental and design constraints, within the LAX Northside Campus District (Areas 1-3), within the LAX Northside Center District (Areas 11-13), and within the Airport Support District (Areas 4-10). In no case would the Project uses exceed a cumulative total of 2,320,000 net new square feet or 23,635 total daily vehicle trips.

^a = For a more detailed list of permitted uses per land use category, please see Table ES-1.

^b = Office, Research, and Development uses would only be developed on Area 1 in the event the LABOS facility is not approved.

^c = Intended for recreational support structures including snack shops, toilets, office space, equipment storage, and maintenance storage.

The proposed Project would not change the existing Westchester Golf Course.

Source: LAWA, 2014.



Source: Rios Clementi Hale Studios, 2014; Prepared by: URS Corporation, 2014.

Illustrative Site Plan

**Draft Environmental Impact Report
LAX Northside Plan Update**

**FIGURE
ES.6**

ES.1.4 Project Alternatives

The CEQA statute, CEQA Guidelines, and related recent court cases do not specify a precise number of alternatives to be evaluated in an EIR. Rather, “The range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice.”¹ At the same time, Section 15126.6(b) of the CEQA Guidelines requires that “...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project” and Section 15126.6(f) states “alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.”

Accordingly, alternatives that would not address potentially significant effects are not considered herein. However, the CEQA Guidelines require that a "No Project" alternative must be included and, if appropriate, an alternative site location should be analyzed.² Other Project alternatives may involve a modification of the proposed land uses, density, or other Project elements at the same project location.

Alternatives should be selected on the basis of their ability to attain all or most of the basic objectives of the project while reducing the project's significant environmental effects. The CEQA Guidelines state that “[t]he EIR should briefly describe the rationale for selecting alternatives to be discussed [and]...shall include sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project.”³

The feasibility of the alternatives is another consideration in the selection of alternatives. The CEQA Guidelines state that “[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations [and] jurisdictional boundaries...”⁴ and also that, “The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.”⁵ Alternatives that are considered remote or speculative, or whose effects cannot be reasonably predicted do not require consideration. Therefore, feasibility, the potential to mitigate significant project-related impacts, and reasonably informing the decision-maker are the primary considerations in the selection and evaluation of alternatives. The following alternatives are considered in this Draft EIR, and are further described in Section 6 Alternatives.

ES.1.4.0 Alternative 1: No Project- Existing Conditions Alternative

The No Project Alternative is required by Section 15126.6 (e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative- Existing Conditions for the LAX Northside Plan Update includes the existing development at the site at the time of the Notice of Preparation (April 2012).

¹ CEQA Guidelines, § 15126.6(f).

² CEQA Guidelines, §§ 15126.6(e), 15126(f)(2)

³ CEQA Guidelines, §§ 15126.6(e), 15126(f).

⁴ CEQA Guidelines, § 15126.6(f)(1)

⁵ CEQA Guidelines, § 15126.6(f).

ES.1.4.1 Alternative 2: No Project-Planned Development Alternative

The No Project-Planned Development Alternative includes what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services. “No project” does not mean that development on the project site will be prohibited. The No Project Alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Section 15126.6 [e][2]). The No Project Alternative-Planned Development for the proposed Project includes development that would be foreseeable in the future according to the adopted LAX Specific Plan and LAX Northside Design Plan and Development Guidelines. The No Project-Planned Development Alternative would permit up to 4,500,000 square feet at the Project site, and would cap vehicle trips to 3,922 in the a.m. peak hour and 4,421 in the p.m. peak hour.

ES.1.4.2 Alternative 3: Reduced Density Alternative

The goal of this alternative is to reduce one or more of the significant impacts of the project (e.g., traffic, air quality, noise). For the LAX Northside Plan Update, the Reduced Density Alternative is a development program that reduces the density of the proposed Project build-out by approximately one-third.

ES.1.4.3 Alternative 4: Reduced Retail Alternative

The goal of this alternative is to reduce one or more of the significant impacts of the proposed Project, by changing the mix of allowable uses. For the LAX Northside Plan Update, the Reduced Retail Alternative would eliminate any allowable retail uses in exchange for an equivalent increase in office uses within the Project site.

ES.1.4.4 Alternative 5: Airport Support Alternative

The goal of this alternative is to reduce one or more of the significant impacts of the proposed Project, by limiting allowable uses. This alternative changes the allowable uses to include warehousing and cargo storage only.

ES.3 Relationship to LAX Master Plan

There are several other projects besides the proposed Project that are also being studied and/or implemented at LAX. Some of these projects are part of the LAX Master Plan, which is a program document that provided direction for the first major new facilities for, and improvements to, the Airport since 1984. The LAX Master Plan also outlines how LAWA can accommodate an activity level of 78.9 million passengers and projected cargo growth at LAX. The approved LAX Master Plan includes airfield modifications, development of new terminals, and new landside facilities to accommodate passenger and employee traffic, parking, and circulation. The LAX Master Plan serves as a broad policy statement regarding the conceptual strategic planning framework for future improvements at LAX and the Project site. The LAX Master Plan also provides working guidelines to be consulted by LAWA as it formulates and processes site-specific LAX Master Plan projects. LAWA prepared a Program EIR for the LAX Master Plan, which, according to CEQA Guidelines Section 15168, is an EIR that applies to a series of actions that can be characterized as one large project. LAWA certified the LAX Master Plan Final Program EIR in December 2004. The Final Program EIR for the LAX Master Plan included consideration of development at the Project site, based on adopted development standards and guidelines.

The proposed Project is a component of the LAX Master Plan. As such, LAWA has incorporated the same commitments and mitigation measures identified in the LAX Master Plan EIS/EIR Mitigation Monitoring and Reporting Program (MMRP) as part of the design and construction guidelines of the proposed Project. The LAX Master Plan EIS/EIR mitigation commitments to be implemented as part of the proposed Project are identified in individual sections within Chapter 4, Environmental Impact Analysis. Relevant information from the LAX Master Plan Program EIR is incorporated in this document by reference.

ES.4 Organization of this EIR

This Draft EIR is prepared in accordance with CEQA and the CEQA Guidelines. This Draft EIR is organized into ten main sections and appendices, as follows:

Executive Summary. The Executive Summary Chapter presents a brief summary of the proposed Project and alternatives, impacts, mitigation measures, and areas of controversy known to the lead agency.

1.0 Introduction. Chapter 1 describes CEQA compliance requirements, the environmental review process, relationship to the LAX Master Plan, the organization of the Draft EIR, intended uses of the Draft EIR, and availability of the Draft EIR.

2.0 Project Description. Chapter 2 describes the boundaries of the proposed Project, proposed Project objectives, a list of the agencies expected to use this Draft EIR, proposed Project permits and other discretionary actions, and a list of related environmental review and consultation requirements.

3.0 Environmental Setting. Chapter 3 provides an overview of the existing environmental setting at and around the Project site, and describes other projects proposed in the nearby area that may, in conjunction with the proposed Project, need to be considered in order to assess cumulative impacts.

4.0 Environmental Impact Analysis. Chapter 4 describes: the existing conditions including regulatory settings; methodology used in the impact analysis; thresholds of significance; project design elements particular to the environmental topic; impacts that would result from the proposed Project; cumulative impacts; applicable mitigation measures that would eliminate or reduce significant impacts; and the residual impacts after mitigation for each environmental issue.

5.0 Other CEQA Considerations. Chapter 5 includes a discussion of issues required by CEQA that are not covered in Chapter 4. This includes: growth-inducing impacts; irreversible environmental changes; unavoidable significant impacts; reasons why the project is being proposed, notwithstanding unavoidable significant impacts; potential secondary effects; and impacts found not to be significant.

6.0 Alternatives. Chapter 6 describes each proposed Project alternative, evaluates the environmental effects of alternatives to the proposed Project including the required No Project Alternative, compares alternatives, and identifies the Environmentally Superior Alternative.

7.0 List of Preparers, Agencies, Organizations, and Individuals Consulted. Chapter 7 lists the individuals involved in preparing this Draft EIR, identifies the agencies, organizations, and individuals consulted in preparing this Draft EIR.

8.0 References. Chapter 9 identifies the documents reviewed in preparing this Draft EIR.

9.0 Acronyms and Definitions. Chapter 10 presents a list of the acronyms and definitions used in this Draft EIR.

Appendices. The Appendices present data and technical reports supporting the analyses contained in the Draft EIR. The appendices in this Draft EIR include:

- Appendix A Initial Study/Notice of Preparation
- Appendix B Scoping
- Appendix C Air Quality and Greenhouse Gas Emissions Technical Report
- Appendix D Noise Technical Report
- Appendix E Traffic Study
- Appendix F Biological Resources Technical Report
- Appendix G Mature Tree Survey
- Appendix H Geotechnical Report
- Appendix I Paleontological Resources Assessment
- Appendix J Hazardous Materials Technical Memorandum
- Appendix K Hydrology Technical Memorandum
- Appendix L Land Use Consistency Analysis
- Appendix M Shade-Shadow Analysis
- Appendix N Water Supply Assessment and Will-Serve Letter

ES.5 Summary of Environmental Impacts Related to the Proposed Project

The environmental topics evaluated in the Draft EIR include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gases, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use, Noise, Population, Housing, and Employment, Public Services, Recreation, Transportation, and Utilities/Services.

Impacts to Agricultural Resources and Mineral Resources have been found to be less than significant through the analysis in the Initial Study. These environmental topics were not evaluated further in this Draft EIR.

Table ES-3 summarizes the impacts related to the proposed Project by environmental topic. As shown in **Table ES-3**, impacts related to Aesthetics, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gases, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use, Population, Housing, and Employment, Public Services, Recreation, and Utilities/Services would be less than significant. Impacts related to Air Quality, Noise, and Traffic would be significant and unavoidable. Chapter 4 contains the complete impacts analysis and significance discussion.

ES Executive Summary

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|--|--|-----------------------------|--|
| Aesthetics (Chapter 4.1) | | | |
| Construction | Less than Significant | None Required | Less than Significant |
| Visual Character- Aesthetics | Less than Significant | None Required | Less than Significant |
| Visual Character- View Impacts | Less than Significant | None Required | Less than Significant |
| Light and Glare- Ambient Illumination Levels | Less than Significant | None Required | Less than Significant |
| Light and Glare- Light Spillover | Less than Significant | None Required | Less than Significant |
| Light and Glare- Shading | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Air Quality (Chapter 4.2) | | | |
| Construction Emissions | Significant Impact Regional VOC Emissions Less than Significant Localized Impacts | None | Significant and Unavoidable Impact |
| Operational Emissions | Significant Impact VOC and NOx Emissions Less than Significant Localized, CO, Odor Impacts | None | Significant and Unavoidable Impact |
| Health Risk Impacts | Less than Significant | None Required | Less than Significant |
| Biological Resources (Chapter 4.3) | | | |
| Loss or Reduction of Federal, State, and Local Designated Habitats | Less than Significant | None Required | Less than Significant |
| Interference with Wildlife Movement/Migration Corridors | Less than Significant | None Required | Less than Significant |
| Alteration of an Existing Wetland Habitat | Less than Significant | None Required | Less than Significant |

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|--|---|------------------------------------|---|
| Interference with Habitat/Species Behavior | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Cultural Resources (Chapter 4.4) | | | |
| Paleontological Resources | Less than Significant | None Required | Less than Significant |
| Archaeological Resources | Less than Significant | None Required | Less than Significant |
| Historic Architectural Resources | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Geology/Soils (Chapter 4.5) | | | |
| Geologic Hazards- Fault Rupture | Less than Significant | None Required | Less than Significant |
| Geologic Hazards- Seismic Ground Shaking | Less than Significant | None Required | Less than Significant |
| Geologic Hazards- Liquefaction | Less than Significant | None Required | Less than Significant |
| Geologic Hazards- Landslides | Less than Significant | None Required | Less than Significant |
| Geologic Hazards- Inundation | Less than Significant | None Required | Less than Significant |
| Geologic Hazards- Soil Conditions | Less than Significant | None Required | Less than Significant |
| Sedimentation and Erosion- Erosion | Less than Significant | None Required | Less than Significant |
| Sedimentation and Erosion- Sedimentation | Less than Significant | None Required | Less than Significant |
| Landform Alteration | No Impacts | None Required | No Impacts |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Greenhouse Gases (Chapter 4.6) | | | |
| GHG Emissions | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |

ES Executive Summary

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|---|--------------------------------------|-----------------------------|--|
| Hazards/Hazardous Materials (Chapter 4.7) | | | |
| Transportation, Use, or Disposal of Hazardous Materials | Less than Significant | None Required | Less than Significant |
| Accidental Release of Hazardous Materials | Less than Significant | None Required | Less than Significant |
| Contaminated Soils, Groundwater, and Other Hazardous Materials | Less than Significant | None Required | Less than Significant |
| Hazardous Emissions and Materials within a Quarter Mile of Existing or Proposed Schools | Less than Significant | None Required | Less than Significant |
| Airport Hazards- Wildlife Hazards, Lighting and Glare, Airport Obstruction Hazards | Less than Significant | None Required | Less than Significant |
| Interference with Emergency Response Plans | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Hydrology/Water Quality (Chapter 4.8) | | | |
| Hydrology- Surface Water | Less than Significant | None Required | Less than Significant |
| Hydrology- Groundwater | Less than Significant | None Required | Less than Significant |
| Water Quality- Surface Water | Less than Significant | None Required | Less than Significant |
| Water Quality- Groundwater | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Land Use (Chapter 4.9) | | | |
| Land Use Plan Consistency | Less than Significant | None Required | Less than Significant |
| Existing Land Use Compatibility | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|---|---|--|---|
| Noise (Chapter 4.10) | | | |
| Construction Noise | Significant for Construction in Area 3, 12A East, and Area 13 | MM-N-1 Sound Barrier MM-N-2 Construction Equipment Shutoff MM-N-3 Noise Mufflers MM-N-4 Locate Equipment Furthest from Sensitive Receptors MM-N-5 Loading and Unloading Furthest from Sensitive Receptors | Significant and Unavoidable Short-Term Impact in Areas 12A East and Area 13 |
| Off-Site Construction Trucks | Less than Significant | None Required | Less than Significant |
| Construction Ground-borne Vibration | Less than Significant | None Required | Less than Significant |
| On-Site Stationary Noise | Less than Significant | None Required | Less than Significant |
| Off-Site Traffic (Mobile Sources) | Less than Significant | None Required | Less than Significant |
| Aircraft Noise Exposure | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Population, Housing, and Employment (Chapter 4.11) | | | |
| Cause or Accelerate Growth in an Undeveloped Area | Less than Significant | None Required | Less than Significant |
| Housing | Less than Significant | None Required | Less than Significant |

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|--|---|------------------------------------|---|
| Employment | Less than Significant | None Required | Less than Significant |
| Consistency with Growth Policies | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Public Services (Chapter 4.12) | | | |
| Fire Protection | Less than Significant | None Required | Less than Significant |
| Police Protection | Less than Significant | None Required | Less than Significant |
| Public Schools | Less than Significant | None Required | Less than Significant |
| Libraries | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Recreation (Chapter 4.13) | | | |
| Recreation | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |
| Transportation (Chapter 4.14) | | | |
| Construction- Intersection Operations | Less than Significant | None Required | Less than Significant |
| Construction- In Street Impacts on Parking and Sidewalks | Less than Significant | None Required | Less than Significant |

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|--|---|--|---|
| Operation- Existing with Project (2012 Conditions) | Significant Impact | Transportation Mitigation Program: Transportation Demand Management Transportation Systems Management Transit System Improvements Specific Intersection Improvements | Significant and Unavoidable |
| Operation- Future with Project (2022 Conditions) | Significant Impact | Transportation Mitigation Program: Transportation Demand Management Transportation Systems Management Transit System Improvements Specific Intersection Improvements | Significant and Unavoidable |
| CMP Arterial Analysis- Existing with Project (2012 Conditions) | Less than Significant | None Required | Less than Significant |
| CMP Arterial Analysis- Future with Project (2022 Conditions) | Less than Significant | None Required | Less than Significant |
| CMP Freeway Analysis- Existing with Project (2012 Conditions) | Less than Significant | None Required | Less than Significant |
| CMP Freeway Analysis- Future with Project (2022) | Less than Significant | None Required | Less than Significant |

ES Executive Summary

Table ES-3
Summary of Environmental Impacts by Resource Topic

| Impact Topic | Pre-Mitigation Level of Significance | Project-Specific Mitigation | Level of Significance After Mitigation |
|--|--------------------------------------|-----------------------------|--|
| Conditions) | | | |
| CMP Transit Analysis | Less than Significant | None Required | Less than Significant |
| Access | Less than Significant | None Required | Less than Significant |
| Pedestrian/Bicycle Facilities | Less than Significant | None Required | Less than Significant |
| Parking | No Impact | None Required | No Impact |
| Utilities/Services (Chapter 4.15) | | | |
| Wastewater Generation | Less than Significant | None Required | Less than Significant |
| Wastewater Conveyance | Less than Significant | None Required | Less than Significant |
| Wastewater Treatment | Less than Significant | None Required | Less than Significant |
| Water Usage | Less than Significant | None Required | Less than Significant |
| Water Supply | Less than Significant | None Required | Less than Significant |
| Water Infrastructure | Less than Significant | None Required | Less than Significant |
| Solid Waste Capacity | Less than Significant | None Required | Less than Significant |
| Solid Waste Collection | Less than Significant | None Required | Less than Significant |
| Consistency with Solid Waste Policies | Less than Significant | None Required | Less than Significant |
| Electricity Supply | Less than Significant | None Required | Less than Significant |
| Electricity Distribution Infrastructure | Less than Significant | None Required | Less than Significant |
| Natural Gas Supply | Less than Significant | None Required | Less than Significant |
| Natural Gas Infrastructure | Less than Significant | None Required | Less than Significant |
| Cumulative Impacts | Less than Significant | None Required | Less than Significant |

Source: URS, 2014

ES.6 Areas of Known Controversy and Issues to be Resolved

LAWA held public scoping meetings and invited individuals, organizations, and agencies to comment on the scope of the Draft EIR from April 4, 2012 through May 4, 2012. Concerns raised in response to the Notice of Preparation for the proposed Project suggested that the EIR include analysis of the same general categories as determined by the proposed Project's Initial Study. Notable concerns focused on the issues of traffic/transportation, utilities and public services, safety, open space and conservation, airport compatibility, cultural resources, air quality, and noise.

Traffic/transportation concerns were expressed regarding adequate parking, increased traffic congestion, especially considering cumulative impacts of other nearby projects; traffic/parking intrusion into neighborhoods; and airport-related vehicles, buses, etc. Commenters supported public transit to avoid congestion in Playa del Rey, and beautifying parking lots.

Concerns regarding utilities and public services focused on ensuring public services are sufficient and funded, and concern over increased stormwater runoff. Commenters noted that water supply and quality, and groundwater contamination should be addressed in the DEIR. Additional input stated that the project should implement low impact development, green streets, erosion control, and recycling measures. Commenters supported expanding higher educational uses, and using green building techniques.

Safety considerations included concern over a potential for increased crime, neighborhood protection, and use of hazardous materials and methane. Support was expressed to include public safety uses in the proposed Project, such as Los Angeles Police Department (LAPD) substation or airport police facility.

Regarding open space and conservation, concern was expressed that additional open space is needed on the east side of the Project site; that proposed open space will not be implemented; and that development would impact grassland habitat, Blue Butterfly habitat, and the Ballona Wetlands. A request was made for conservation and protective measures for biological and botanical resources. Support was expressed for sports fields and a dog park, a trail on Westchester Parkway to connect to Lincoln Boulevard, and a buffer area between the proposed Project and residences.

Concerns over airport compatibility included a desire for LAWA to donate land that was acquired through eminent domain back to community, considering implications of runway moves, concern over the impact of the proposed Project on property values, concern about airport/runway expansion, concern over light and privacy impacts to residences, concern over building heights and windows facing houses, and concern over access from new development to residential areas. Commenters noted that the project is subject to Los Angeles County Airport Land Use Commission review.

Concerns associated with cultural resources were raised regarding Native American cultural resources and a desire to avoid any potential negative impact.

Air quality concerns were raised noting that the Draft EIR should identify any potential air quality impacts from all phases of the project, and cumulative air quality impacts should be evaluated with other LAWA projects. There was also a concern that health impacts of mobile sources should be considered and that local significance thresholds should be used.

ES Executive Summary

Finally, concern over construction noise and noise related to open space/park uses were expressed.