

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
HAWTHORNE, CALIFORNIA

***FINDING OF NO SIGNIFICANT IMPACT
RECORD OF DECISION***

**Westchester Golf Course
Three-Hole Restoration Project**

Los Angeles International Airport
Los Angeles County, California



For further information

Victor Globa
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007
(310) 726-3637

August 10, 2009

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
RECORD OF DECISION**

Los Angeles International Airport
Los Angeles, Los Angeles County, California

Westchester Golf Course Three-Hole Restoration Project

1. **Introduction.** This document serves as a Finding of No Significant Impact and Record of Decision regarding a development proposal by the City of Los Angeles, Los Angeles World Airports (LAWA) owner and operator of Los Angeles International Airport (LAX). LAWA's proposed action consists of improvements associated with the construction and operation of improvements to the Westchester Golf Course, located within the boundaries of LAX, including the addition of three new holes and the modification of two existing holes.

The Westchester Golf Course is located within the northern portion of property owned by LAWA known as LAX Northside. This area is part of the LAX Master Plan approved by the City of Los Angeles in 2004, which is an airport collateral development project that includes future development of 4.5 million square feet of commercial and airport-related industrial land uses to be built on 340 acres of vacant land located north of Runway 6L/24R (the northernmost runway at LAX) along Westchester Parkway. LAX Northside is a future landside development project and is unrelated to the airside development on the northern portion of LAX.

The Federal Aviation Administrations (FAA's) federal actions approved in the May 20, 2005, Record of Decision for the LAX Master Plan Improvements include unconditional approval of the Airport Layout Plan (ALP) for LAX to depict the proposed improvements described in Alternative D (the approved Master Plan), except for LAX Northside. To date, the FAA has taken no action relating to LAX Northside. The proposed Westchester Golf Course Three-Hole Restoration Project is a result of ongoing discussions between LAWA and the community of Westchester regarding the proposed future development within LAX Northside. The proposed action addresses development of the proposed Westchester Golf Course Three-Hole Restoration Project only; it does not include consideration or approval of LAX Northside as a whole or any other improvements associated with LAX Northside.

The FAA must comply with the National Environmental Policy Act of 1969 (NEPA) before taking the federal action of further processing of an application for Federal assistance in funding various eligible airport development and for approval of the ALP that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).

2. **Project Purpose and Need.** The purpose of the proposed Westchester Golf Course Three-Hole Restoration Project is to restore the three holes that were eliminated with the construction of Westchester Parkway in the early 1990's. The original par of the golf course was 63 and as a result of the three holes being removed was lowered to a par 52. LAWA proposes to restore the three holes using vacant land owned by LAWA located immediately east of the southern half of the golf course. In addition, LAWA proposes to modify two existing holes. The proposed action would restore the golf course to an 18-hole golf course serving the recreational needs of the community and increasing airport revenue potential.
3. **Proposed Action and Federal Actions.**

The following is a listing of the various components of the proposed action:

- Add 22.5 acres to the current golf course
- Replace three holes (holes 15, 16 and 17) that were eliminated with construction of Westchester Parkway

- Convert existing hole 15 to hole 18 and modify it from a par 3 to a par 4
- Modify existing Hole 14 from a par 4 to a par 3
- Add one stroke to the par of the original course
- Provides a challenging par 5 on hole 15

The Federal actions are:

- Unconditional approval of that portion of the ALP that depicts the project site for golf course uses, in accordance with 49 United States Code (USC) §47107(a)(16).
- A determination under Title 14 of the Code of Federal Regulations (14 CFR) Part 77 regarding obstructions to navigable airspace.

4. **Reasonable Alternatives Considered.** As described in Chapter 1 and Attachment A of the Appendix of the Final Environmental Assessment (Final EA), the alternative courses of action evaluated in the include: No Action Alternative, (Alternative A) 7 Acre addition, 61 par, (Alternative B) 7 acre addition, 61 par,, (Alternative C) 6 acre addition, 62 par, : (Alternative D) 18.5 Acre addition, 63 par, (Alternative D1) 18.75 acre addition, 63 par, (Alternative E) 20.5 acre addition, 63 par, (Alternative F) 19 acre addition, 63 par, (Alternative G) 21 acre addition, 64 par, (Alternative H) 22.5 acre addition, 64 par. The Preferred Alternative is Alternative H.
5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in a Final EA prepared in July 2009. The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health; Air Quality; Department of Transportation Act Section 4(f) Land; Historic, Architectural, and Cultural Resources; Fish Wildlife & Plants; Wetlands; Floodplains; Water Quality; Hazardous Materials; Solid Waste Impacts; Visual Resources/Light Emissions; Energy Supply and Natural Resources; Coastal Resources; Farmlands; Wild and Scenic Rivers; Secondary Impacts; Construction Impacts and Cumulative Impacts.

Section 3.1 and 3.2 of the Final EA states that the existing noise setting at the proposed project site and surrounding areas is dominated by aircraft noise within the 65 DB and 70 dB Community Noise Equivalent Level (CNEL) and it is not expected that the site would be exposed to aircraft noise in excess of 80 dB CNEL and is compatible under 14 CFR Part 150. The proposed Westchester Golf Course Three Hole Restoration Project will be accomplished on existing airport property and will not require the relocation of persons or businesses.

Section 3.3 of the Final EA states that the proposed project would not cause adverse socioeconomic impacts since it will not require the relocation of persons or businesses; the proposed project would not result in a disproportionately high and adverse human health or environmental effect on minority or low-income populations; nor would the proposed project result in environmental health risks and safety risks that may disproportionately affect children that reside or play in the project area.

Section 3.4 discloses that the proposed project will not cause or contribute to a new violation of any air quality standard; will not increase the frequency or severity of any air quality standard nor will it delay timely attainment of any standard or any required interim emission reductions or other milestones in any area. Additionally, neither construction nor operational pollutant emissions would result in a notable contribution to cumulative air quality impacts. Section 3.4.2 shows the actions that will be taken by the City of Los Angeles to mitigate construction related emissions.

Section 3.5 of the Final EA discloses that the proposed action would not have any direct or indirect (constructive use) adverse impacts on Section 4(f) resources.

Section 3.6 of the Final EA discloses that the FAA has determined that proposed action and the No Action Alternative will not affect any Historic, Architectural, Archaeological, and Cultural Resources. The California State Historic Preservation Office concurred with the FAA's determination by letter dated May 4, 2009. (See Final EA, Appendix B, Coordination with State Historic Preservation Officer)

Section 3.7 of the Final EA discloses the potential impacts to federally listed threatened or endangered species. The FAA conducted informal consultation with the U.S. Fish and Wildlife Service (USFWS) for the proposed project. The FAA determined that the proposed project will not affect any federally threatened or endangered species. The USFWS has concurred with the FAA's determination by letter dated March 5, 2009 (Final EA Appendix B, Coordination with U.S. Fish and Wildlife Service). Section 3.7.2 shows the actions that will be taken by the City of Los Angeles to mitigate impacts to active raptor nests.

Section 3.8 of the Final EA discloses that there would be no impacts to wetlands as a result of the proposed action. Section 3.9 of the Final EA indicates the project is outside a 100-year floodplain. Section 3.10 of the Final EA states that the proposed project would not have adverse impacts on a water quality since the proposed construction would not involve deep foundations and no subsurface discharge. Section 3.11 of the Final EA states that there would be no significant impacts related to the accidental discharge of hazardous substances during construction activities. Section 3.12 of the Final EA states that there would be no significant impacts related to operations-related solid waste generation and disposal. Section 3.13 of the Final EA states that no significant impacts associated with lighting would occur. Section 3.14 of the Final EA states that impacts on energy supply and natural resources would not be significant. Section 3.15 of the Final EA states that there would be no impacts to coastal resources as a result of the proposed action. Section 3.16 of the Final EA indicates the Farmland Protection Policy Act does not apply to the proposed project. Section 3.17 of the Final EA states that the proposed project would not adversely affect any wild or scenic rivers. Section 3.18 of the Final EA states that there would be no secondary or induced impacts as a result of the proposed project and Section 3.19 of the Final EA states that no cumulative construction impacts related to issues such as noise or traffic would occur. However, construction of the proposed golf course improvements would result in criteria pollutant emissions, but these emissions would not result in a notable contribution to cumulative air quality impacts in the region.

The EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA has determined that the EA for the proposed project adequately describes the potential impacts of the proposed actions. No new issues surfaced as a result of the public participation process.

6. **Public Participation.** Efforts were made to encourage public participation through announcing the availability of the Draft EA and the 30-day public review of the Draft EA. Notices announcing the City's public review of the Draft EA were published on May 14, 2009, in the *Los Angeles Times*, *The Argonaut* and *The Daily Breeze*, the local newspapers in the City of Los Angeles, Marina Del Rey and Torrance. Responses to comments are provided in the Final EA following the Notice of Availability.
7. **Inter-Agency Coordination.** In accordance with 49 USC 47101(h), FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the proposed project does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.
8. **Reasons for the Determination that the Proposed Project will have No Significant Impacts.** The attached Final EA examines each of the various environmental impact categories. The proposal for Westchester Golf Course Three-Hole Restoration Project would not involve any impacts that would exceed the threshold of significance as defined in FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined the preferred alternative (Alternative H) 22.5 acre addition, 64 par, is most feasible and prudent alternative. FAA has decided to implement the proposed project as described in the attached Final EA.

9. **Finding of No Significant Impact.**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action, with the required mitigation referenced above will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

APPROVED:



Mark A. McClardy
Manager, Airports Division, AWP-600

8/10/09

Date

DISAPPROVED:

Mark A. McClardy
Manager, Airports Division, AWP-600

Date

Right of Appeal

This decision, including any subsequent actions approving a grant of Federal funds or approval of an application to impose and use Passenger Facility Charges to the City of Los Angeles, California, is taken pursuant to 49 USC § 40101 et seq. and 49 USC § 47101 et seq., and constitutes an order of the Administrator which is subject to exclusive judicial review by the Courts of Appeals of the United States in accordance with the provisions of Section 1006 of the Federal Aviation Act of 1958, as amended, 49 USC § 46110. Any party to this proceeding having substantial interest may apply for review of the decision by filing a petition for review in the U.S. Court of Appeals for the District of Columbia Circuit, or the court of appeals for the U.S. for the circuit in which the person resides, or has its principal place of business. The petition must be filed not later than 60 days after public legal notice of this decision is issued.