INITIAL STUDY CHECKLIST

LEAD AGENCY	**COUNCIL DISTRICT**	**DATE**
Los Angeles World Airport (LAWA)	Council District 11	February 5, 2015

RESPONSIBLE AGENCIES: City of Los Angeles, Los Angeles International Airport Board of Airport Commissioners, Federal Aviation Administration

PROJECT TITLE/NO.	**CASE NO.**
Los Angeles International Airport (LAX) Landside Access Modernization Program	To be assigned

PROJECT DESCRIPTION:

Project components associated with the LAX Landside Access Modernization Program include: 1) an Automated People Mover (APM) system with six APM stations connecting the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 4) intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, retail, dining options and other amenities, parking, and access to the APM system; 5) Consolidated Rental Car Facility (CONRAC) that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the LAX Landside Access Modernization Program on property adjacent to the proposed ground transportation facilities at a programmatic level.

ENVIRONMENTAL SETTING:

Los Angeles International Airport is located at the western edge of the City of Los Angeles. The LAX Landside Access Modernization Program includes an APM that would convey passengers from the CTA to the proposed West ITF, East ITF, and CONRAC located east of the CTA. Existing uses in the area east of Sepulveda Boulevard include parking garages, surface parking lots, rental car facilities, hotels, Los Angeles County Metropolitan Transportation Agency (MTA or Metro) facilities, former residential areas, industrial and commercial uses, highways and roadways managed by Caltrans, and existing streets. Uses immediately surrounding the LAX Landside Access Modernization Program areas east of Sepulveda Boulevard include hotels, office buildings, parking lots, rental car facilities, light industrial, office buildings, roadways and highways, and former residential areas. The area between the CTA and Interstate 405 is home to the Gateway to Los Angeles Business Improvement District, which includes more than 40 properties adjacent to LAX and approximately 12.3 million square feet of office, parking, retail, restaurant space, and hotels.

Existing uses in the area west of Sepulveda Boulevard include runways and taxiways, passenger terminals, air cargo facilities, parking garages, surface parking lots, LAWA administrative offices, Federal Aviation Administration (FAA) facilities, utilities, and roadways. Uses immediately surrounding the LAX Landside Access Modernization Program areas west of Sepulveda Boulevard include parking garages, passenger terminals, the LAX Central Utility Plant, Airport Traffic Control Tower, the LAX Theme Building, LAWA administrative offices, and roadways.

PROJECT LOCATION:

The LAX Landside Access Modernization Program would include improvements that would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the CTA of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north.

PLANNING DISTRICT	**PLAN STATUS:**
Los Angeles International Airport Plan Los Angeles International Airport Specific Plan LAX Community Plan (updated December 14, 2004) Westchester-Playa del Rey Community Plan (updated April 13, 2004)	☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING	☒ **DOES CONFORM TO PLAN***
LAX - A Zone: Airport Airside Sub-Area LAX - L Zone: Airport Landside Sub-Area Commercial, Light Industrial, Limited Industrial	☒ **DOES NOT CONFORM TO PLAN** ☐ **NO DISTRICT PLAN**

PLANNED LAND USE & ZONE Airport related landside uses; commercial; light industrial	
SURROUNDING LAND USES North – Airport Uses; Light Industrial; Multi-family Residential East – Interstate Highway, Industrial, Commercial, Multi-family Residential South – Airport Uses, Commercial, Light Industrial, Interstate Highway West – Airport Uses	

* The LAX Landside Access Modernization Program conforms to existing plans, but the existing plans may need to be amended to reflect updated Specific Plan boundaries and the physical location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.

DETERMINATION (To be completed by Lead Agency)

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.

Christopher Koontz	Chief of Airport Planning
SIGNATURE	**TITLE**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would 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.

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

INITIAL STUDY CHECKLIST	
PROPONENT NAME Los Angeles World Airports	**PHONE NUMBER** 800.919.3766
PROPONENT ADDRESS 1 World Way, Room 218, Los Angeles, CA 90045	
PROPONENT NAME Los Angeles World Airports	**DATE SUBMITTED** February 5, 2015
PROPOSAL NAME Los Angeles International Airport (LAX) Landside Access Modernization Program	

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.** 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 within a state scenic highway?	☒	☐	☐	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
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 (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in 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?	☐	☐	☐	☒
III.	**AIR QUALITY.** Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

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**
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e.	Create objectionable odors 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, or 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 local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 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 a 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?	☐	☐	☐	☒

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**
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to 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?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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**
VII.	**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?	☒	☐	☐	☐
VIII.	**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 the reasonably foreseeable upset and accident conditions involving the likely 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 for people residing or working in the project area?	☐	☐	☒	☐
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
h.	Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

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**
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☒	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☒	☐	☐	☐
e. 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?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☒	☐	☐	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒

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**
b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI.	**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?	☐	☐	☐	☒
XII.	**NOISE.** Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
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 expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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**
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIV. 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?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐
XV. 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?	☐	☐	☒	☐

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**
XVI.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e.	Result in inadequate emergency access?	☒	☐	☐	☐
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐

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**
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to 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, 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 that 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 will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

1. Project Description

1.1 Introduction

Los Angeles World Airports (LAWA) is in the midst of a multi-billion dollar modernization program at Los Angeles International Airport (LAX or the Airport). LAX is the largest commercial service airport in southern California, and the third busiest airport in the United States, handling approximately 636,706 aircraft landings and takeoffs and 70.66 million passengers in 2014.[1] LAX is also the world's busiest origin and destination airport, as more passengers begin and end their trip at LAX, rather than connecting with another flight. This presents many challenges to passengers accessing the airport as over 50 percent of departing air passengers drive to LAX, and over 6,000 vehicles an hour enter the LAX Central Terminal Area (CTA) during peak periods.

As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program Project (Project) to continue to transform LAX into a world-class airport by relieving traffic congestion within the CTA and on the surrounding street network, improving access options and the travel experience for passengers, and providing connection to the regional Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system.

The LAX Landside Access Modernization Program proposed by LAWA consists of several primary components. At the centerpiece of the proposed Project is an Automated People Mover (APM) system, which would provide free, fast, convenient, and reliable access to the CTA for passengers, employees and other users of LAX, 24 hours a day. The APM system would offer passengers a new option to access the CTA.

The APM would be built completely above grade and would connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas in the CTA. The APM would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a state-of-the-art Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. In addition, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Metro as a separate and independent project to provide the opportunity for passengers to access the Metro regional rail system.

The LAX Landside Access Modernization Program is designed to redistribute the traffic that is currently concentrated in the terminal areas to intermodal facilities and regional transit located outside the CTA by providing easily accessible and comfortable areas to pick up or drop off passengers, and through roadway improvements providing more direct vehicle access to and from the freeway system. The intermodal transportation facilities would include efficient passenger pick up and drop off alternatives to the CTA, offer

[1] Los Angeles World Airports, *Los Angeles World Airports (LAWA) Traffic Comparison (TCOM), Los Angeles International Airport, Calendar YTD January to December 2014*, January 2015.

amenities and concessions for passengers, and long-term and short-term parking options with close proximity to the APM system. These facilities would also offer commercial transportation providers, including off-airport parking providers, long-distance shuttle providers, and hotel shuttles, with convenient access to the APM system.

The LAX Landside Access Modernization Program has been developed to reduce traffic volumes and congestion within the CTA as well as on local streets. The LAX Landside Access Modernization Program reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards defined under the federal Clean Air Act.

1.2 Environmental Setting

Los Angeles International Airport (LAX) is located at the western edge of the City of Los Angeles (see **Figure 1**) within a developed, urbanized area consisting of airport, commercial, and residential areas, and other transportation facilities, including interstate highways and regional rail facilities. To the north of LAX are the communities of Westchester and Playa del Rey in the City of Los Angeles, to the east are the Cities of Inglewood and Hawthorne and unincorporated areas under the jurisdiction of Los Angeles County, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Regional access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

As described above, the LAX Landside Access Modernization Program includes a proposed APM system that would carry passengers from the CTA to intermodal transportation facilities and the CONRAC proposed east of the CTA, and provide a connection to the multi-modal/transit facility at 96th Street /Aviation Boulevard planned by Metro. Existing uses east of Sepulveda Boulevard within and around the site for these proposed facilities include parking garages, surface parking lots, rental car facilities, hotels, Metro facilities, light industrial and commercial uses, vacant land owned by LAWA, highways and roadways managed by Caltrans, and existing streets.

Uses immediately surrounding the LAX Landside Access Modernization Program areas east of Sepulveda Boulevard include hotels, office buildings, parking lots, rental car facilities, light industrial, office buildings, roadways and highways, and former residential areas. The area adjacent to LAX, between the CTA and Interstate 405 includes more than 40 properties located in the Gateway to Los Angeles Business Improvement District, which contains approximately 12.3 million square feet of office, parking, retail, restaurant space, and hotels.

SOURCES: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010 (runways, taxiways, terminal area, ariport property boundary).
National Geographic World Map, ESRI Database, 2011.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

NORTH 0 4,000 ft.

FIGURE 1

General Location and Vicinity Map

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Existing uses in the area west of Sepulveda Boulevard at LAX include runways and taxiways, passenger terminals, air cargo facilities, parking garages, surface parking lots, LAWA administrative offices, Federal Aviation Administration (FAA) facilities, utilities, and roadways. Uses immediately surrounding the LAX Landside Access Modernization Program areas proposed west of Sepulveda Boulevard include parking garages, passenger terminals, the LAX Central Utility Plant (CUP), Airport Traffic Control Tower, the LAX Theme Building, LAWA administrative offices, and roadways.

1.3 Relationship to Existing Plans and Documents

1.3.1 RELATIONSHIP TO LAX MASTER PLAN AND LAX MASTER PLAN EIS/EIR

The LAX Master Plan, approved by the City of Los Angeles City Council in December 2004, defines the strategic framework for future development at LAX. The main components identified in the LAX Master Plan include the modernization of the runway and taxiway system, redevelopment of the terminal area, improvement of access to the Airport, and the enhancement of passenger safety, security, and convenience. The LAX Master Plan was the subject of a joint Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) completed in December 2004.[2] The City of Los Angeles certified the Final EIR in compliance with the California Environmental Quality Act (CEQA) and the FAA issued a Record of Decision on the Final EIS in compliance with the National Environmental Policy Act (NEPA).

The LAX Master Plan identified the development of a Ground Transportation Center (GTC), to be developed east of the Central Terminal Area, the construction of an Intermodal Transportation Center, the development of a Consolidated Rental Car facility, and the development of an APM system that would connect to all of these facilities (see **Figure 2**).

1.3.2 RELATIONSHIP TO LAX SPECIFIC PLAN

In connection with approval of the LAX Master Plan Program in December 2004, the City Council approved the LAX Specific Plan.[3] The LAX Specific Plan contains zoning and land use regulations and procedures for the processing of future individual projects and activities anticipated under the LAX Master Plan Program to ensure consistency with the LAX Plan – the City of Los Angeles' general plan component for LAX – and to ensure the adequacy of environmental review and documentation of those individual projects. Section 7.H of the LAX Specific Plan (as approved in 2004) required LAWA to complete a "Specific Plan Amendment Study" prior to seeking a determination of compliance with the LAX Plan, including development of the GTC, and construction of the APM from the GTC to the CTA.

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2 City of Los Angeles, Los Angeles World Airports, and Federal Aviation Administration, *Final Environmental Impact Statement/Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

3 City of Los Angeles, *Los Angeles International Airport Specific Plan (Ordinance No. 176,345)*, September 29, 2004, as amended by Ordinance No. 179,148, August 24, 2007.

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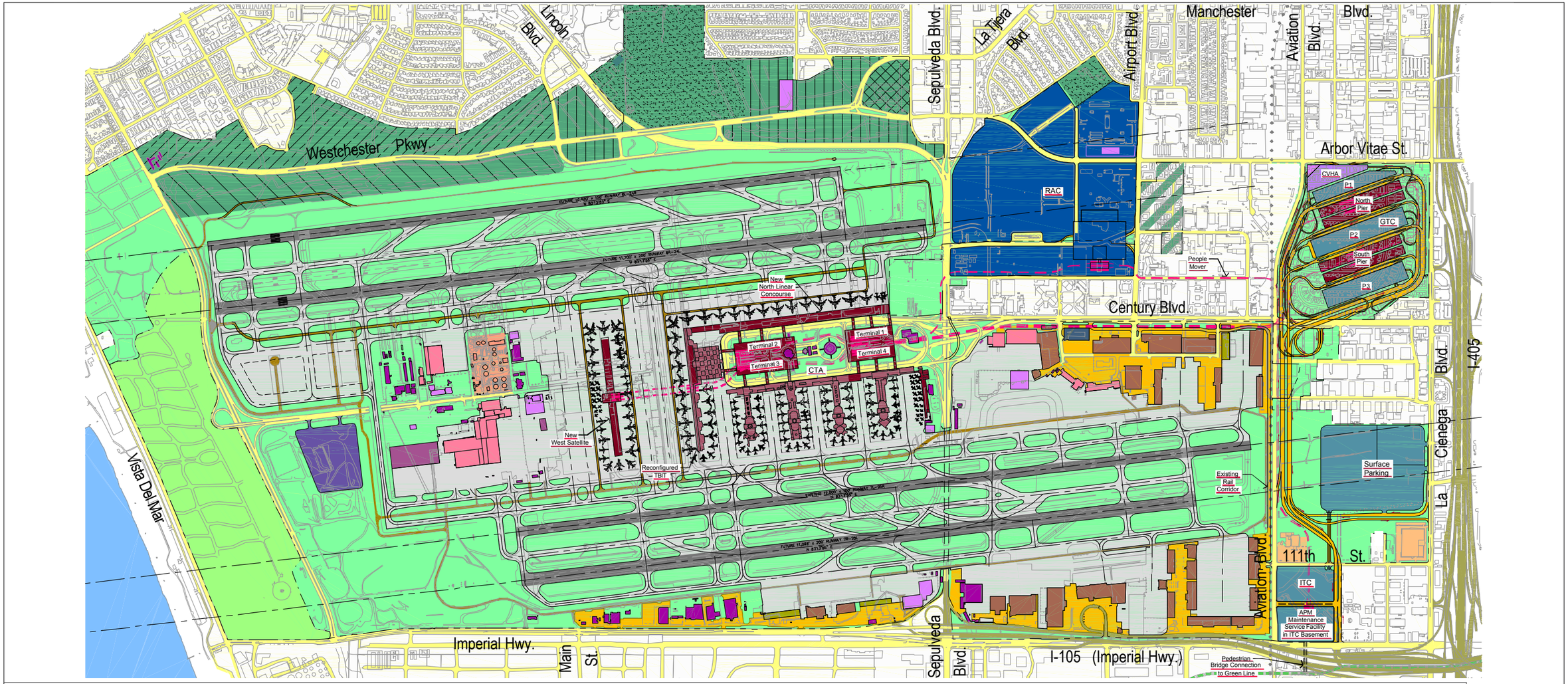

LEGEND

- Airport Property Boundary Line
- El Segundo Blue Butterfly Habitat Restoration Area
- Airfield/Airport Open Space
- Runways
- Taxiways/Aircraft Aprons
- Existing Terminal Buildings
- Existing Cargo Building
- Existing Maintenance Facility
- Existing Light Rail Transit
- Existing Collateral Development
- Existing Ancillary Facility
- Existing Roadways
- Existing Commercial Use
- Existing Off-Airport Use
- Existing Employee Parking
- Existing Fuel Farm
- Proposed Terminals
- Existing MTA Right-of-Way
- Proposed Cargo Building
- Proposed Maintenance Facility
- Proposed Ancillary Facility
- Proposed Airside Service Roads
- Proposed Public Parking
- Proposed Commercial Vehicle Staging Area
- Proposed Employee Parking
- Airport Landside
- Proposed People Mover
- Proposed Rental Car Facility
- High Density Mixed Use (Hotel, Office, Retail)
- Medium Density Mixed Use (Hotel, Office, Retail)
- R/D Business Park
- Airport Related
- Golf Course/Open Space/Recreation
- ANMP Acquisition Area

SOURCE: Landrum & Brown, April 2003
PREPARED BY: Ricondo & Associates Inc , September 2013

FIGURE 2

NORTH 0 Not To Scale

LAX Master Plan Alternative D

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1.3.3 RELATIONSHIP TO LAX SPECIFIC PLAN AMENDMENT STUDY (SPAS) AND SPAS EIR

LAWA completed the Specific Plan Amendment Study (SPAS) and a programmatic Final EIR evaluating the environmental effects of the SPAS alternatives in 2013.[4] The SPAS comprehensively addressed potential alternative designs, technologies, and configurations for certain LAX Master Plan projects identified as the "Yellow Light" projects, subject to additional planning and environmental review prior to implementation. The SPAS studied airfield improvements, terminal improvements, and ground access improvements, including alternatives to the GTC and construction of the APM from the GTC to the CTA as envisioned in the Master Plan, at a programmatic level. Following completion of the SPAS and certification of the SPAS Final EIR, the Board of Airport Commissioners and the Los Angeles City Council selected the LAWA "Staff Recommended Alternative" as the best alternative to the problems the Yellow Light projects were designed to address, subject to future detailed planning, engineering, and project-level environmental review, including project level review of individual improvements under CEQA and the evaluation and approval processes of the FAA. The LAX ground access improvements selected for further study as part of the Staff Recommended Alternative included, among other things, development of an Intermodal Transportation Facility (ITF), CONRAC facility, parking outside of the CTA, and an APM linking these new facilities to the CTA and connecting them to the planned Metro facilities (see **Figure 3**). These components form the conceptual framework of the proposed LAX Landside Access Modernization Program.

1.3.4 LAX LANDSIDE ACCESS MODERNIZATION PROGRAM PROJECT EIR

Since the completion of the LAX Master Plan EIR and SPAS Final EIR, LAWA has further refined the components of the proposed LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program Project EIR is a new project-level EIR being prepared to assess the environmental effects of constructing and operating the proposed components of the LAX Landside Access Modernization Program Project in detail to disclose these effects to LAWA, affected agencies and jurisdictions, and the general public, in compliance with CEQA. While the EIR may reference and rely on information developed for and included in the LAX Master Plan EIS/EIR and the SPAS EIR, it does not "tier" from either of these documents, as that term is defined in CEQA.

In addition to evaluating the planned components of the LAX Landside Access Modernization Program, the EIR will also evaluate related actions proposed at this time. These related actions include the relocation and demolition of existing facilities and buildings required to implement the Project, as described in Section 1.4, amendments to the City's General Plan, the LAX Plan, and the LAX Specific Plan, and changes to the current zoning and the configuration of parcels that would be affected by this Project.

[4] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, January 2013.

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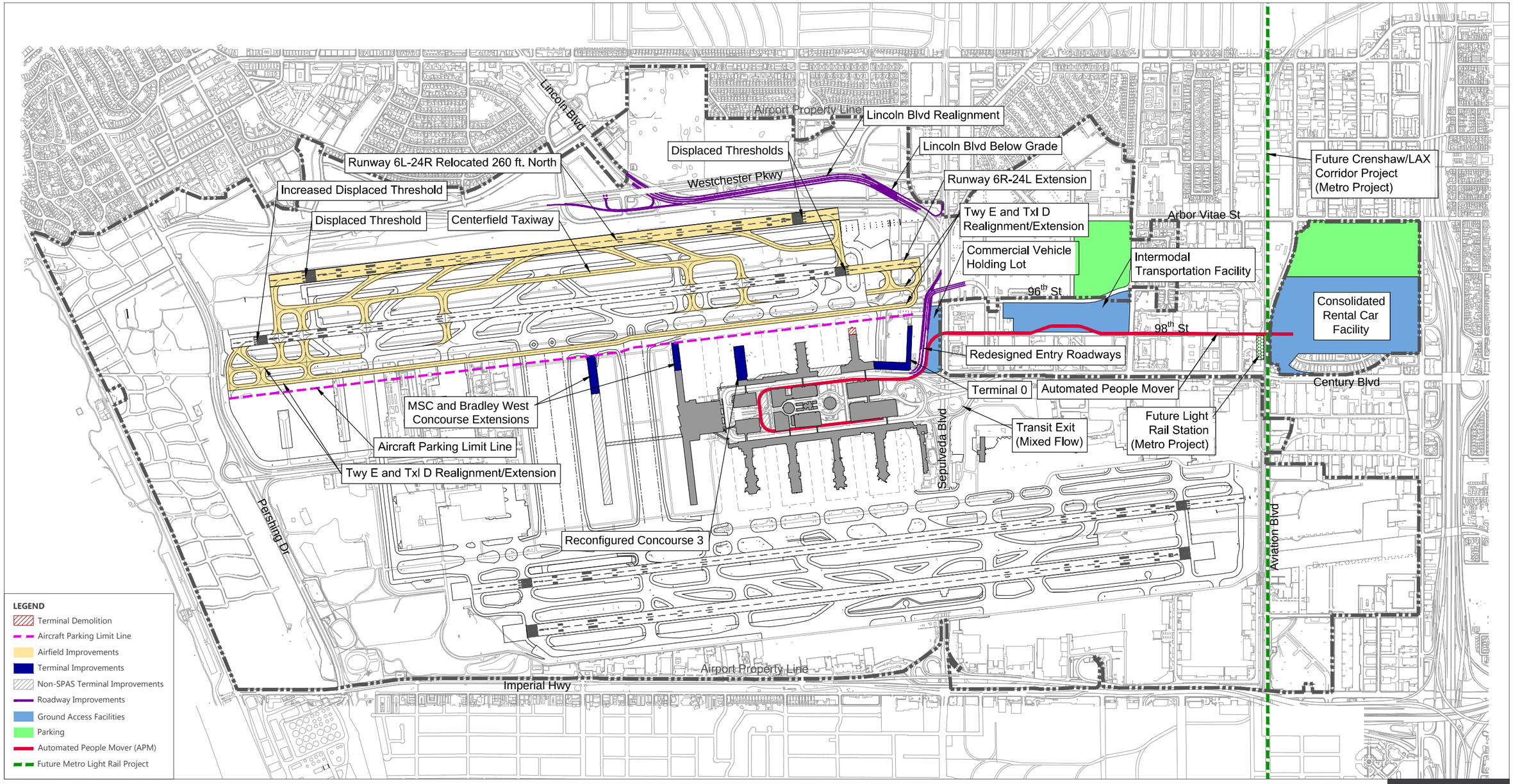

NOTE: Improvements depicted are conceptual only and do not represent engineered design
SOURCE: Ricondo & Associates, Inc , December 2012
PREPARED BY: Ricondo & Associates, Inc , January 2015

NORTH 0 1,600 ft.

FIGURE 3

LAX SPAS Preferred Alternative

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Implementation of the proposed Project would result in areas adjacent to the proposed West ITF, East ITF, and CONRAC available for development in the future with commercial or light industrial land uses oriented towards serving passengers and visitors to LAX or supporting operations at LAX after completion of construction of the proposed LAX Landside Access Modernization Program facilities. Because there are no defined development proposals for this land at this time, the potential environmental effects of changing the zoning on this land will be evaluated at a programmatic level in the EIR.

1.3.5 RELATIONSHIP TO FAA RECORD OF DECISION AND AIRPORT LAYOUT PLAN

In its 2005 Record of Decision (ROD), the FAA approved the ground transportation improvements as described in the approved LAX Master Plan and as depicted on the LAX Airport Layout Plan (ALP) adopted in connection with the ROD. Prior to construction of the LAX Landside Access Modernization Program, the specific details of the proposed Project will be evaluated by the FAA in compliance with NEPA and other federal requirements, and LAWA must obtain the appropriate approvals from the FAA, including an amended ALP.

1.4 Project Characteristics

The LAX Landside Access Modernization Program includes the following components proposed to be implemented by LAWA: 1) an APM system with six APM stations connecting the CTA to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 4) intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, retail, dining options and other amenities, parking, and access to the APM system; 5) a CONRAC that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the LAX Landside Access Modernization Program. To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing LAX construction staging areas. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the LAX Landside Access Modernization Program on property adjacent to the proposed ground transportation facilities at a programmatic level. **Figure 4** provides an illustration of the proposed elements associated with the LAX Landside Access Modernization Program. In addition there are a variety of enabling projects, including the relocation of existing facilities and the demolition of existing buildings, necessary to implement the Project. These components are described below:

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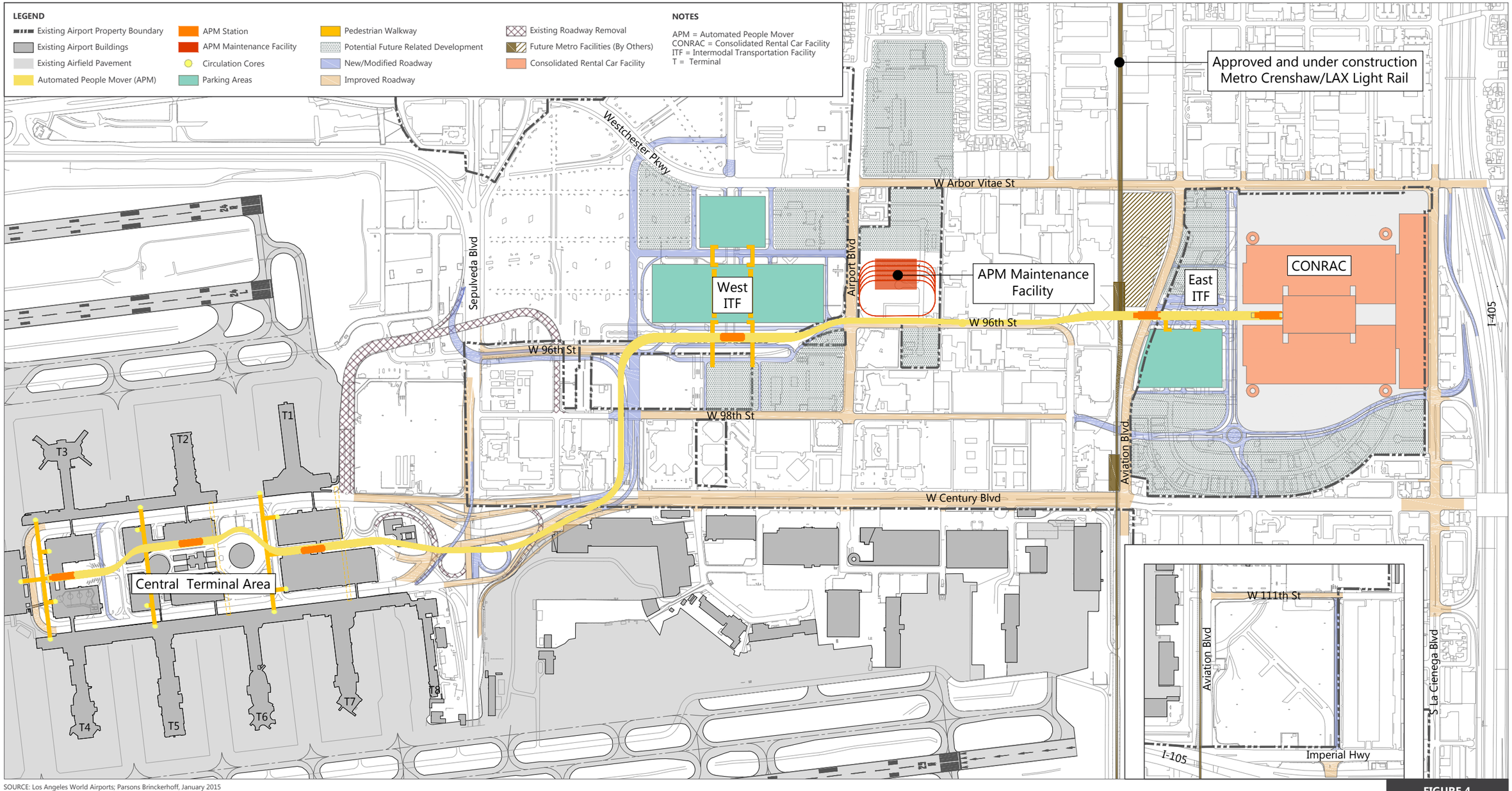

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc , January 2015

FIGURE 4

LAX Landside Access Modernization Program Components

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1.4.1 AUTOMATED PEOPLE MOVER SYSTEM

The proposed APM system is the primary component of the LAX Landside Access Modernization Program that will provide reliable, time-certain access to the CTA for passengers, employees, and other users. Today, regardless of what mode of travel is chosen, all airport users end up using the existing roadway and curb areas in the CTA. The APM is designed to provide additional choices to access LAX.

The proposed APM would be a fully automated, grade-separated, mass transit system, which would consist of an elevated dual-lane guideway with six stations for passenger loading and unloading. The APM would be built completely above grade, thereby avoiding traffic and easing congestion on roads, and would be designed specifically to accommodate travelers with luggage.

The APM guideway would be approximately 2-1/4 miles in length and would be up to 70 feet in height above existing grade. **Figure 5** shows the proposed alignment for the APM, which would include three stations within the CTA: 1) a West Station located between Terminals 3 and 4, east of the Tom Bradley International Terminal; 2) a North Center Station located between Terminals 2 and 6, north of the existing Airport Traffic Control Tower (ATCT) and Center Way; and 3) an East Station located between Terminals 1 and 7.

Three additional stations are proposed to serve the new ground transportation facilities proposed outside the CTA as shown in **Figure 6**: 1) a West Intermodal Transportation Facility Station; 2) an East Intermodal Transportation Facility Station; and 3) a CONRAC Station. The station at the East Intermodal Transportation Facility would provide the opportunity for a connection to the MTA rail transit system at the adjacent multi-modal/transit facility MTA has planned at 96th Street/Aviation Boulevard. This MTA facility is a separate and independent project that would be entitled, constructed and operated by MTA.

The LAWA APM stations would be designed to include, among others, features such as escalators and elevators, concession areas, passenger waiting areas, airline check-in kiosks, signage, equipment rooms, baggage check-in areas, and/or passenger walkways connecting the stations to existing terminals for the stations located within the CTA, or to the proposed ground transportation facilities located outside of the CTA.

The APM would transport passengers between the 6 stations and would accommodate up to nine, 4-car trains operating approximately every 2-3 minutes. Each APM station would have platforms sized to accommodate an APM train length of 4 rubber-tired train cars and would be up to approximately 70 feet in height above existing grade. Each train car would be up to 40 feet long and 14 feet tall. The APM train would be a driverless, self-propelled electric train, controlled remotely from the Central Control Room located in the APM Maintenance and Storage Facility (described below).

The APM system would consist of a dual track guideway, equipment to guide the movement of trains between stations, emergency walkways and lighting, communications systems, a command and control system, a public information system, and closed circuit TV system to monitor activity at station platforms, along the guideway, and at the APM Maintenance and Storage Facility.

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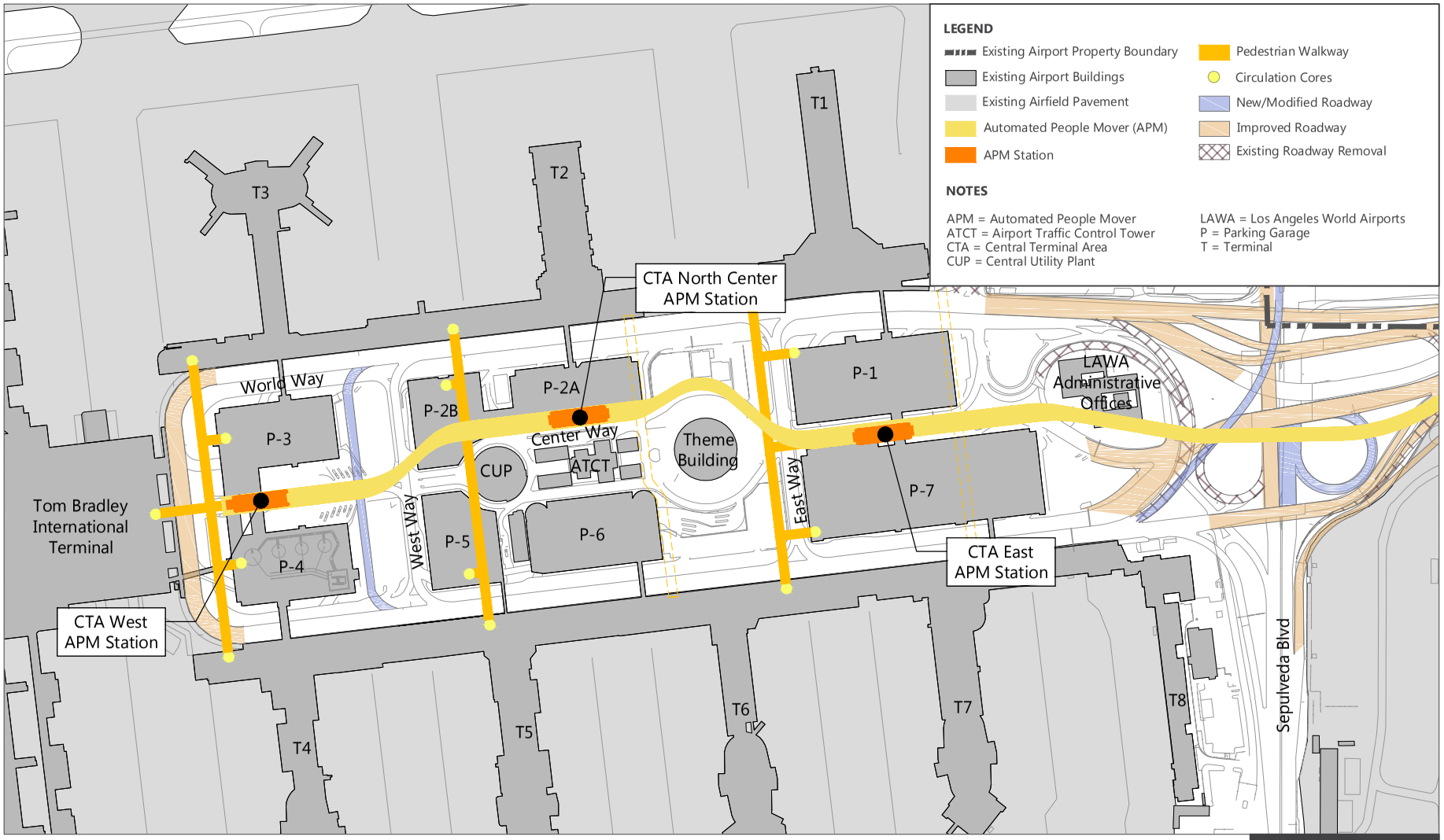

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 5

NORTH 0 500 ft.

Automated People Mover
Central Terminal Area

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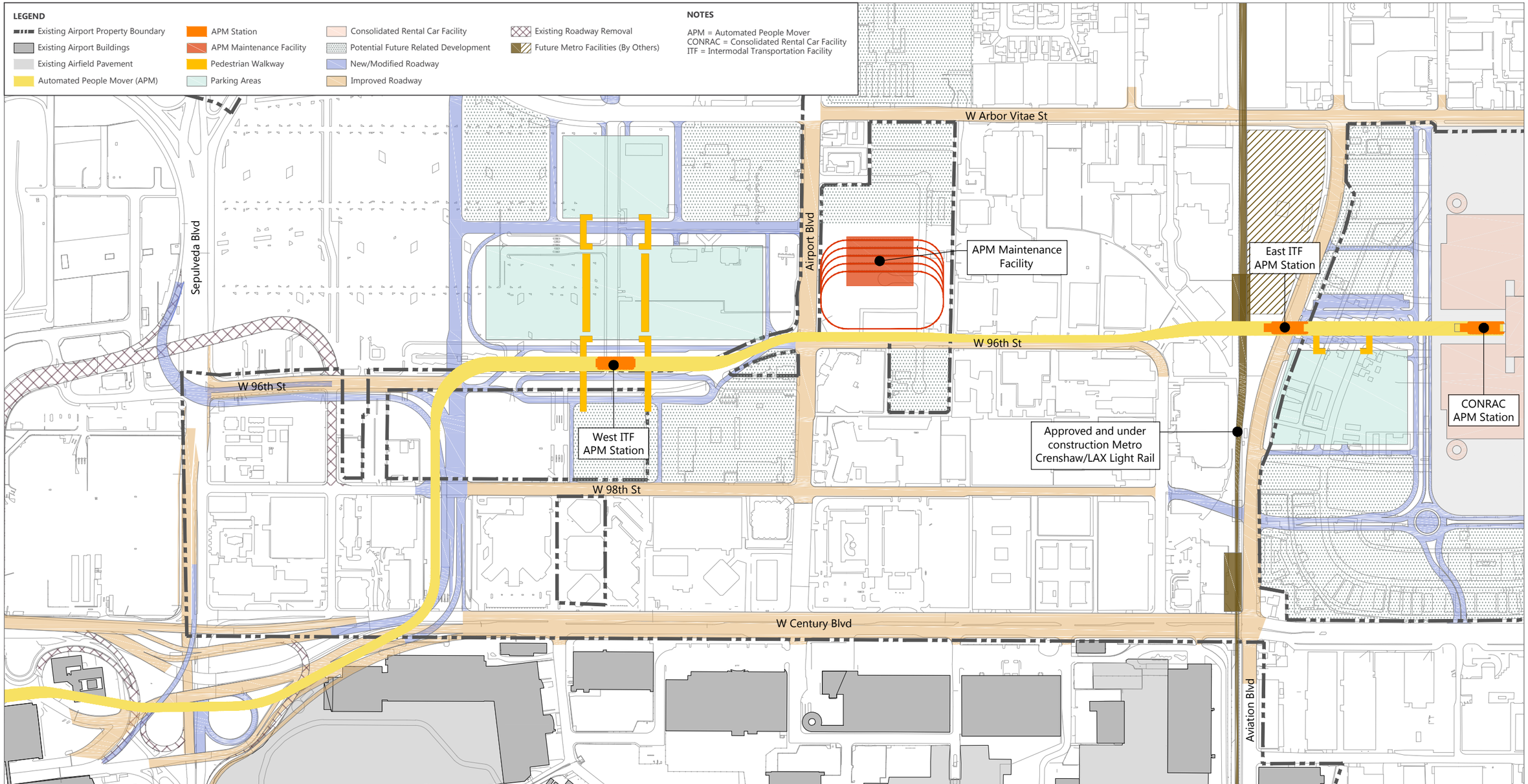

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc , January 2015

FIGURE 6

Automated People Mover
East of Central Terminal Area

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The APM system would be electrically powered and would require up to three traction power substations, each of which would be up to 3,000 square feet in size. These APM traction power substations are proposed adjacent to the East APM Station in the CTA, the West ITF, and the East ITF.

The APM Maintenance and Storage Facility would be located on an 8-acre site northeast of the intersection of Airport Boulevard and West 96th Street. The APM Maintenance and Storage Facility would consist of an approximately 90,000 square foot multi-level building that would house maintenance facilities, administration facilities, parts and vehicle storage, workshops, equipment rooms, an APM car wash, and employee parking. The APM lead track, secondary tracks, and switching tracks would occupy the majority of the 8-acre site for the APM Maintenance and Storage Facility.

1.4.2 PASSENGER WALKWAY SYSTEMS

Passenger walkways would connect the APM stations to the passenger terminals, CTA parking garages, or to the other proposed ground transportation facilities located outside the CTA. The walkways would be designed to minimize walk distance and the number of level changes passengers would be required to make to access the APM stations, passenger terminals, CTA parking garages, or off-airport facilities. The walkways would be elevated enclosed structures containing escalators and elevators for level changes and moving walkways to transport passengers from the APM station to the passenger terminal, CTA parking garage, or ground transportation facility. The enclosed walkways will need to be constructed either above or below the APM stations to provide grade separation between the APM guideway and the passenger walkways. If the walkways are constructed above the APM stations, the top of the enclosed walkways could be up to 120 feet in height above existing grade and approximately 30 feet in width. The length would vary at each APM station. **Figure 7** provides a conceptual illustration of a typical passenger walkway.

1.4.3 MODIFICATIONS TO EXISTING PASSENGER TERMINALS AND PARKING GARAGES

The passenger walkways associated with the APM stations located in the CTA would need to connect to the existing passenger terminals and CTA parking garages (see Figure 5). This would require construction of a vertical circulation core consisting of elevators, stairways, and escalators to transport passengers between the passenger walkway and the departures (ticketing) level and arrivals (baggage claim) level of the existing terminals. Vertical circulation cores would also be provided at the CTA parking garages to allow passengers to access the APM stations and passenger terminals through the passenger walkway system. These vertical circulation cores would extend above the roofline of the existing terminals, and would be sized to accommodate up to 8 elevators, 2 stairways, and 4 up-down escalators. These vertical circulation cores could be up to approximately 130 feet in height. Modification to some access ramps to existing CTA parking garages would also be required.

1.4.4 INTERMODAL TRANSPORTATION FACILITIES

LAWA proposes to construct two intermodal transportation facilities (ITF), a West ITF and an East ITF (see Figure 6). These intermodal transportation facilities would be designed to intercept vehicle traffic on its way to terminal areas, reduce congestion on the internal airport roadway network, improve traffic around the airport, and enhance the arrival and departure experience for passengers. Each of these facilities is described further below.

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SOURCE: Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 7

NORTH 0 Not to scale

Typical Passenger Walkway

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The West ITF would be located north of West 98th Street, west of Airport Boulevard, and south of Westchester Parkway (see **Figure 8**). The West ITF is planned to provide an alternative location to drop off and pick up passengers or to park and take the APM to a passenger terminal without having to enter the CTA. To make the West ITF an attractive alternative to the CTA for passenger pick up and drop off, the West ITF would be designed to include airport amenities, which may include, among others, valet parking, waiting areas, commercial amenities such as dining and retail concessions, baggage check facilities, and ticketing/information kiosks. The West ITF would require modifications to adjacent streets to facilitate access, including modifications to Jenny Avenue between Westchester Parkway and West 96th Street; the addition of a new north-south street connecting these two roadways; and modifications to West 96th Street, Airport Boulevard, and West 98th Street.

To reduce congestion and address the potential for conflicts between the various transportation modes within the CTA, the West ITF would provide an optional location for commercial vehicles, such as off-airport private parking shuttles and hotel shuttles, to drop off and pick up passengers. The West ITF would include a drop off and pick up curb area for commercial and private vehicles providing convenient access to the APM station. It would also include internal circulation roads, a new 5-level public parking garage, a new 5-level employee parking garage, and walkways connecting the West ITF facilities to the APM station and surrounding uses. The new public parking garage would provide off-airport parking for passengers, and would have a footprint of up to approximately 400,000 square feet with up to approximately 5,500 parking spaces. The employee parking garage would have a footprint of up to approximately 200,000 square feet with up to approximately 3,000 parking spaces. The West ITF would be convenient to existing hotels and businesses located along West Century Boulevard and would be designed to encourage and invite pedestrian access, which could include above-grade pedestrian connections to the hotels and surrounding office buildings.

The East ITF would be located north of West 98th Street, east of Aviation Boulevard, south of West Arbor Vitae Street, and west of the proposed CONRAC (see **Figure 9**). The East ITF would include internal circulation roads, a drop off and pick up curb area for commercial and private vehicles, a new 5-level parking garage located south of the proposed ITF East, and walkways connecting the garage to the APM station. The proposed garage may require the realignment of Aviation Boulevard. The East ITF could include up to 800,000 square feet of related development, such as commercial space or a new hotel. Structures in this area would be limited to a maximum of 155 feet above grade to stay below the protected departure and arrival airspace associated with existing Runways 6L-24R and 6R-24L at LAX. The East ITF would offer another location to drop off and pick up passengers or to park and take the APM to a passenger terminal without having to enter the CTA in a private vehicle. The East ITF facility is intended to intercept vehicle traffic on its way to LAX and provide convenient access to the APM and quick and easy access to airport facilities.

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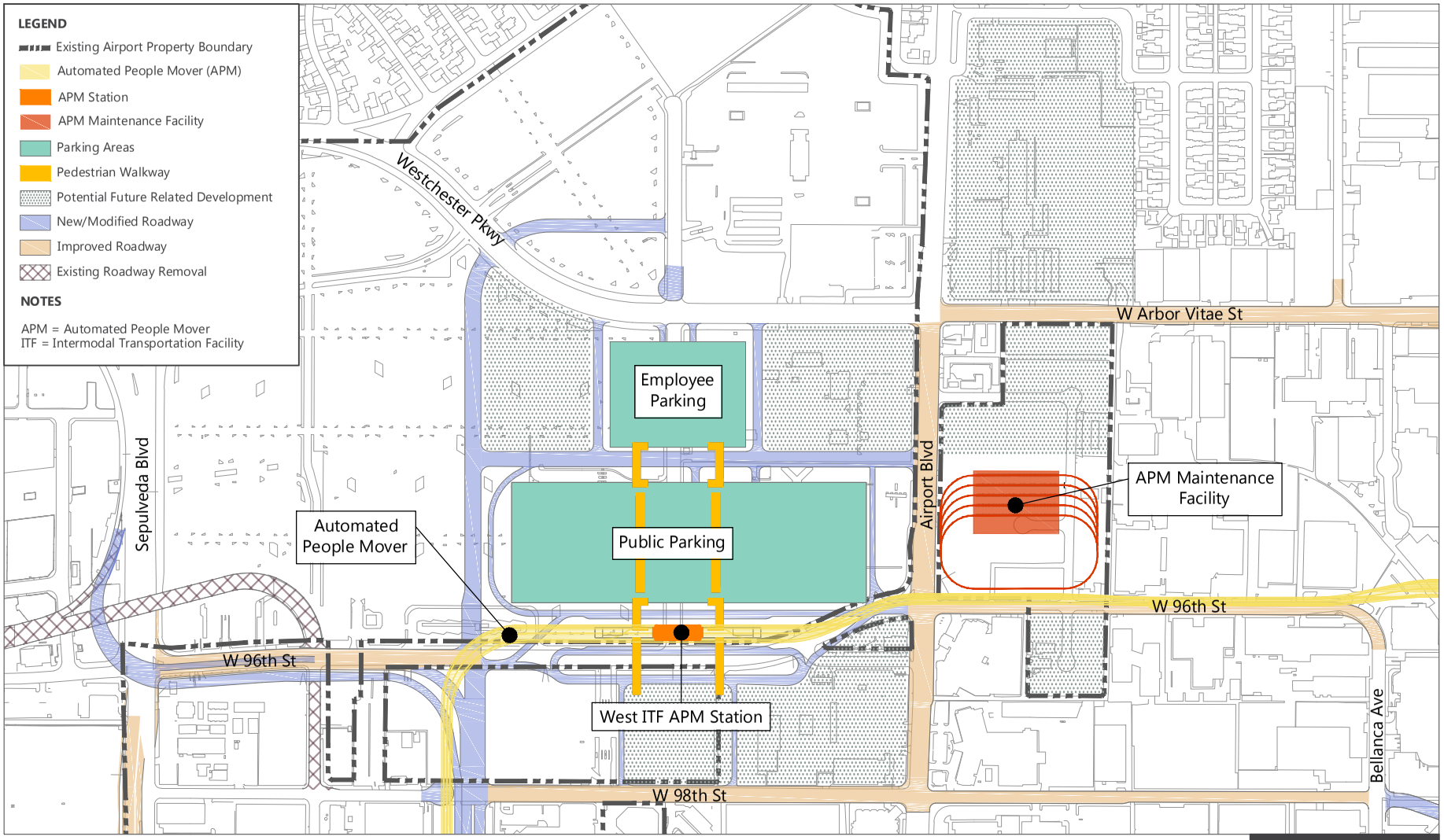

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 8

NORTH 0 600 ft.

West Intermodal Transportation Facility

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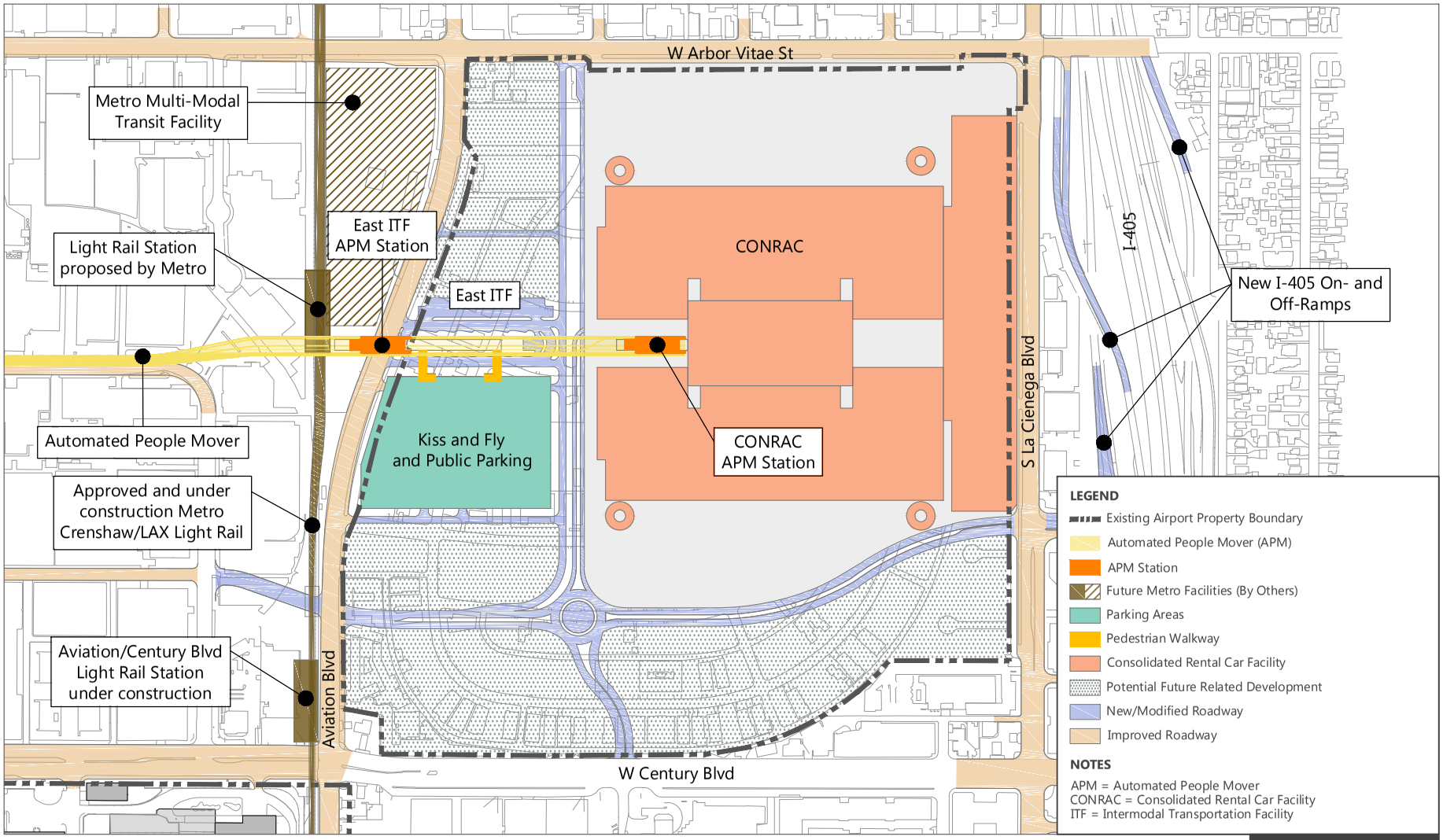

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 9

East Intermodal Transportation Facility and Consolidated Rental Car Facility

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The East ITF creates additional flexibility and efficiency by offering another location for commercial vehicles, such as shared ride vans and charter buses, to drop off and pick up passengers. To make the East ITF an attractive alternative to the CTA for passenger pick up and drop off, the East ITF would be designed to include, among others, airport amenities, which may include valet parking, waiting areas, commercial amenities such as dining and retail concessions, baggage check facilities, and ticketing/information kiosks. The new parking garage would provide off-airport parking for passengers and employees, and would have a footprint of up to approximately 475,000 square feet with up to approximately 8,000 parking spaces.

1.4.5 CONSOLIDATED RENTAL CAR FACILITY

The proposed Consolidated Rental Car Facility (CONRAC) would provide a centralized location for rental car agencies serving LAX. The CONRAC is proposed south of West Arbor Vitae Street, east of Aviation Boulevard, north of West Century Boulevard, and west of South La Cienega Boulevard (see Figure 9).

The CONRAC is intended to improve the rental car customer experience and the day-to-day operations of the rental car companies. The CONRAC is proposed to improve traffic flow in the CTA by removing all rental car shuttles driving into the terminal area at LAX and dramatically reducing the number of people on the airport roadway and curb. Currently, rental car facilities can be found in over 20 locations northeast of the airport. LAWA seeks to improve traffic congestion in the surrounding area of LAX by relocating rental car companies into a centralized location adjacent to Interstate 405 with improved connections to the APM system and the nearby freeways.

The facility would be up to approximately 6 million square feet in size and would include up to approximately 8,000 ready/return parking spaces for rental cars; a Quick Turnaround Area (QTA) building that would include areas for vehicle queuing, fueling, wash bays, and light maintenance; and a Customer Service Building that would include customer service counters, office space, restrooms, and retail areas. A water reclamation system to capture and reuse water used for washing rental vehicles may be incorporated into the proposed CONRAC. Additionally, the CONRAC would include up to approximately 11,000 parking spaces for overflow vehicles needed to meet peak demands, up to 1,700 employee parking spaces, and up to 800 QTA spaces. A circulation roadway system would be constructed to include access points to Aviation Boulevard, West Century Boulevard, South La Cienega Boulevard, and West Arbor Vitae Street. Improved access to Interstate 405 and Interstate 105 are also proposed by adding new on- and off-ramps, in coordination with Caltrans.

1.4.6 ROADWAY IMPROVEMENTS

Improvements to roadways serving the CTA and new proposed facilities are an important component of the LAX Landside Access Modernization Program. The proposed roadway improvements are designed to reduce congestion and enable passengers to more efficiently access LAX. The proposed roadway improvements would alleviate congestion during the construction period of the Project, provide convenient access to and from the proposed intermodal transportation facilities and the CONRAC, and provide improved access to the CTA. These proposed improvements may include, among others, new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new freeway ramps, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements.

1.4.6.1 Central Terminal Area Access Road Improvements

Improvements to the airport access road system being considered in coordination with Los Angeles Department of Transportation, Caltrans, and other relevant agencies (see **Figure 10**) may include the following:

1. A new underpass from southbound Sepulveda Boulevard (north of West 96th Street) to West 96th Street.
2. Improvements to northbound Sepulveda Boulevard (north of West Century Boulevard) for traffic to exit onto West 96th Street.
3. A new overpass allowing vehicles on the departures level to transition directly onto northbound Sepulveda Boulevard without having to transition down to the arrivals level roadway system.
4. The removal of the arrivals to departures transition ramp in the west area of the CTA.
5. A new north-south road east of Sepulveda Boulevard between Westchester Parkway and West Century Boulevard.
6. Shift of southbound Sepulveda Boulevard lanes between West 96th Street and West Century Boulevard to the west.
7. Improvements to West Century Boulevard between Aviation Boulevard and the CTA.
8. Elimination of the existing ramp from southbound Sepulveda Boulevard to the West 96th Street overpass/Sky Way.
9. Elimination of the Sky Way/West 96th Street Bridge over Sepulveda Boulevard.
10. Elimination of the ramp from northbound Sepulveda Boulevard to World Way.
11. Elimination or modification of the recirculation road around the Clifton Moore Administration Building (Admin East).
12. Improvements to World Way.
13. Realignment and modifications to West Way.
14. Realignment or modifications to East Way.

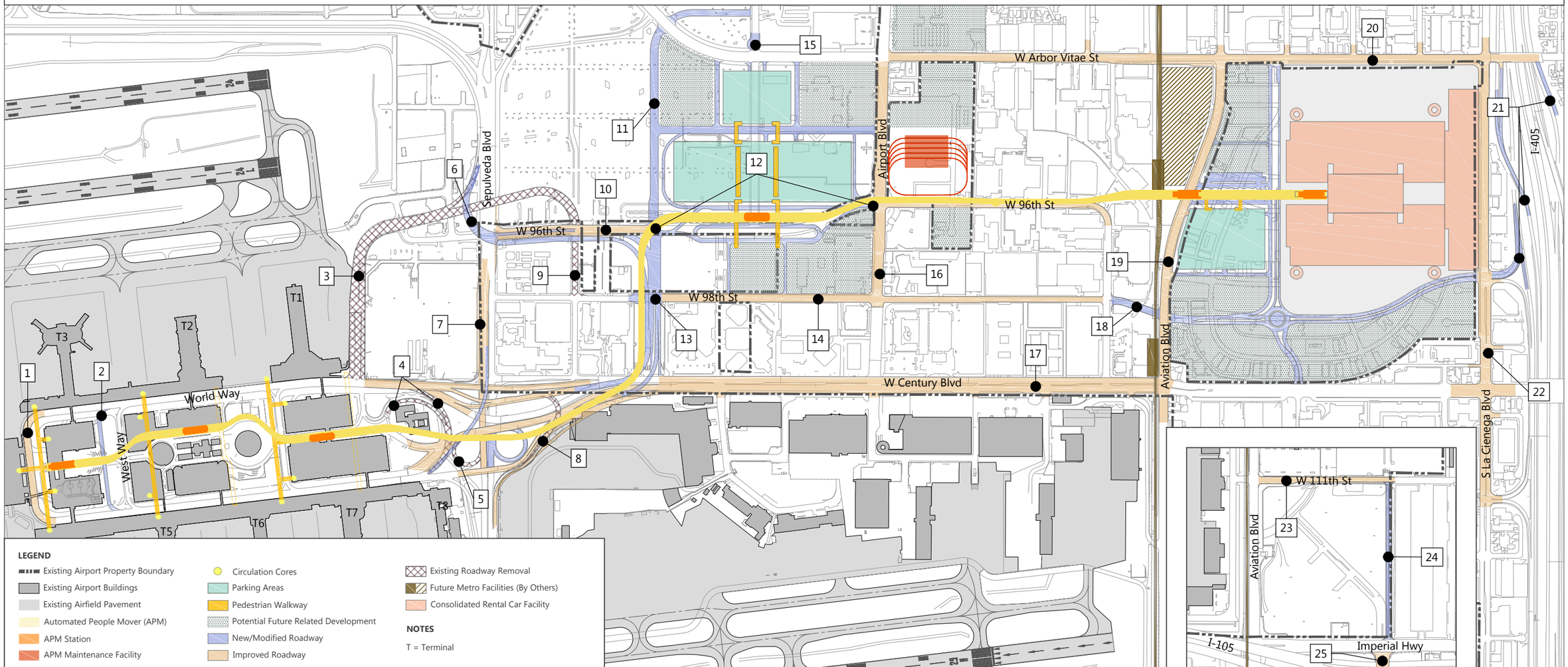
1.4.6.2 Roadway Improvements outside the CTA

Improvements to roadways proposed to provide access to the West ITF, East ITF, and the CONRAC (see Figure 10) being considered in coordination with Los Angeles Department of Transportation, Caltrans, and other relevant agencies, may include the following:

1. Improvements to West 96th Street between Sepulveda Boulevard and the new north-south road between Westchester Parkway and West Century Boulevard.
2. Improvements to West 98th Street between Aviation Boulevard and the new north-south road between Westchester Parkway and West Century Boulevard.

Roadway Improvements/Modifications

1. World Way improvements
2. West Way improvements
3. Elimination of Sky Way/W 96th St bridge demolition
4. Recirculation ramps demolition
5. Demolition of W Century Blvd eastbound ramp
6. New underpass from southbound Sepulveda Blvd to W 96th St
7. Shift of southbound Sepulveda Blvd lanes to the west
8. Demolition of Sepulveda northbound ramp
9. Vicksburg Ave closure
10. W 96th St improvements
11. New North-South Road
12. W 96th St closure
13. W 98th St Cul-de-Sac closure
14. W 98th St improvements
15. Jenny Ave Cul-de-Sac closure
16. Airport Blvd improvements
17. W Century Blvd improvements
18. W 98th St extension
19. Aviation Blvd improvements
20. W Arbor Vitae St improvements
21. New I-405 and I-105 on-and off-ramps
22. S La Cienega Blvd improvements
23. W 111th St improvements
24. New connection between W 111th St and Imperial Hwy/I-105 ramps
25. I-105 ramp improvements



SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc , January 2015

FIGURE 10

Roadway Improvements

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3. Improvements to Airport Boulevard between West Century Boulevard and Westchester Parkway.
4. New connection between 111th Street and Imperial Highway/I-105 ramps. Improvements to 111th Street between Aviation Boulevard and this new roadway.
5. Improvements to Aviation Boulevard between West Arbor Vitae Street and West Century Boulevard.
6. New ramps to West Arbor Vitae Street or improvements to existing I-405 and I-105 ramps from West Arbor Vitae Street/proposed CONRAC.
7. Improvements to South La Cienega Boulevard, including the ramps from and to I-405, between West Arbor Vitae Street and I-405.
8. Improvements to West Arbor Vitae Street between Airport Boulevard and South La Cienega Boulevard.
9. Extension of West 98th Street from Bellanca Avenue to South La Cienega Boulevard.
10. Realignment of Jenny Avenue north of Westchester Parkway.
11. Closure of Vicksburg Avenue between West 96th Street and West 98th Street.

1.4.7 UTILITIES

The LAX Landside Access Modernization Program would also include the provision of utilities to serve the proposed facilities, including: domestic water; fire water; chilled water and heated hot water; reclaimed water; electrical and communication systems; natural gas and fuel systems; storm water and waste water drainage systems.

The LAX Landside Access Modernization Program would also include demolition, reconstruction, and construction of new roadways or facilities within the CTA. Utilities serve the buildings, and are sized for the anticipated demand loads and expected lifetimes of the facilities. Most of the 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 provide direct connections from the buildings to the City storm drains and sewer systems 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.

The Los Angeles Department of Water and Power (LADWP) supplies water and power to the airport. This service also includes fire water and recycled or reclaimed water (provided by separate systems). Sempra Energy supplies natural gas. These two utilities will also serve the proposed ground transportation facilities that are east of the CTA. Telephone and internet services will be supplied by a variety of technology providers.

Within the CTA, internet services may be provided by private companies, or by the LAWA Information Technology (IT) Group. Hot and chilled water are provided to LAWA buildings within the CTA, and are produced at the Central Utility Plant (CUP) that is located near Terminals 4 and 5.

Jet fuel to the aircraft is provided at the various terminals through a complex network of pipes, valves, tanks, and hydrant systems. This infrastructure is securely located within the confines of the Air Operations Area (AOA), and would not be affected by the developments comprising the LAX Landside Access Modernization Program.

The LAX Landside Access Modernization Program would also include new buildings or facilities generally located to the east of the CTA (see Figure 6). All of these buildings would require new utility connections for their operations, and may require some level of new infrastructure within the adjacent roadways, depending on the quantity and quality of existing service. Each of the buildings would require new water, power, storm and wastewater drains, natural gas, communications, and related utility services. Utility service may be supplied from existing infrastructure that is typically located in the roadways or special easements; however, if the utility is not available in sufficient quantity then new services would need to be connected from the nearest available supply. These new buildings are likely too distant from the CTA to be able to use the CUP as a source for economical hot and chilled water.

The APM system would be electrically powered and would require up to three traction power substations, each of which would be up to approximately 3,000 square feet in size. The APM traction power substations would be connected to power feeds from the LADWP and are needed to distribute electricity throughout the APM system for vehicle propulsion, communications, and APM operation. Each substation would have an estimated capacity of 1 Megavolt-amps (MVA). The APM traction power substations would be located adjacent to the East APM Station in the CTA, the West ITF, and the East ITF.

As described above, several roadways would be affected under this program. Where existing utility service is located in an affected roadway, the utility would need to be rerouted before the land can be reused. If the utility is not rerouted, then easements may be required to provide for future maintenance, depending on the circumstances of the changed conditions.

The LAX Landside Access Modernization Program would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

1.4.8 ENABLING PROJECTS

Enabling projects required to implement the LAX Landside Access Modernization Program, identified on **Figure 11**, include: 1) demolition of parking garages P2A, P2B, and P5 and construction of replacement garages in the CTA that may result in an increase in the number of parking spaces within the CTA; 2) relocation of LAWA administrative offices housed in the Clifton Moore Administration building and former Airport Traffic Control Tower (1 World Way, also known as Admin East) to the existing LAWA-owned Skyview Center at 6053 West Century Boulevard or another location in the vicinity of LAX; 3) demolition of the Clifton Moore Administration building (1 World Way) and demolition of the former Airport Traffic Control Tower located east of the Clifton Moore Administration building; 4) relocation of existing rental car facilities; 5) demolition of the existing restaurant building located at 9601 Airport Boulevard on property owned by LAWA; 6) demolition of the Metro bus terminal located north of West 96th Street; 7) improvements of portions of Center Way within the CTA; 8) demolition of existing hangars/buildings located at 6150 and 6190 West Century Boulevard owned by LAWA that are currently leased for storage; 9) demolition and potential relocation of the Reliant Medical Center located on LAWA-owned property at 9601 South Sepulveda Boulevard; 10) construction of a new 5-story, 1,700-space Skyview Center replacement garage for displaced surface parking; 11) completion of the Manchester Square acquisition program including the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 West 98th Street; and 12) acquisition of other parcels where the APM or roadway improvements are proposed including, but not limited to: 1) 6141 West Century Boulevard owned by MTA and leased by an off-airport parking operator; 2) 9700 South Sepulveda Boulevard owned by the Los Angeles Community College District and leased by an off-airport parking operator; 3) 5651 West 96th Street owned by China Airlines Cargo; 4) 9606/9610 Bellanca Avenue occupied by Secom International; and 5) 9600 South Sepulveda Boulevard owned by WallyPark.

1.4.9 REGULATORY AMENDMENTS

The proposed Project may require amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan. These amendments are proposed to conform these plans, as necessary, to reflect updated Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program may require the subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals. In addition to the components of the proposed LAX Landside Access Modernization Program described above, LAWA may also consider changes to fees, pricing, licenses, traffic and agreements with various commercial vehicle operators at LAX and fees and prices imposed on the general public for roadway access and parking at LAX facilities as part of the Project.

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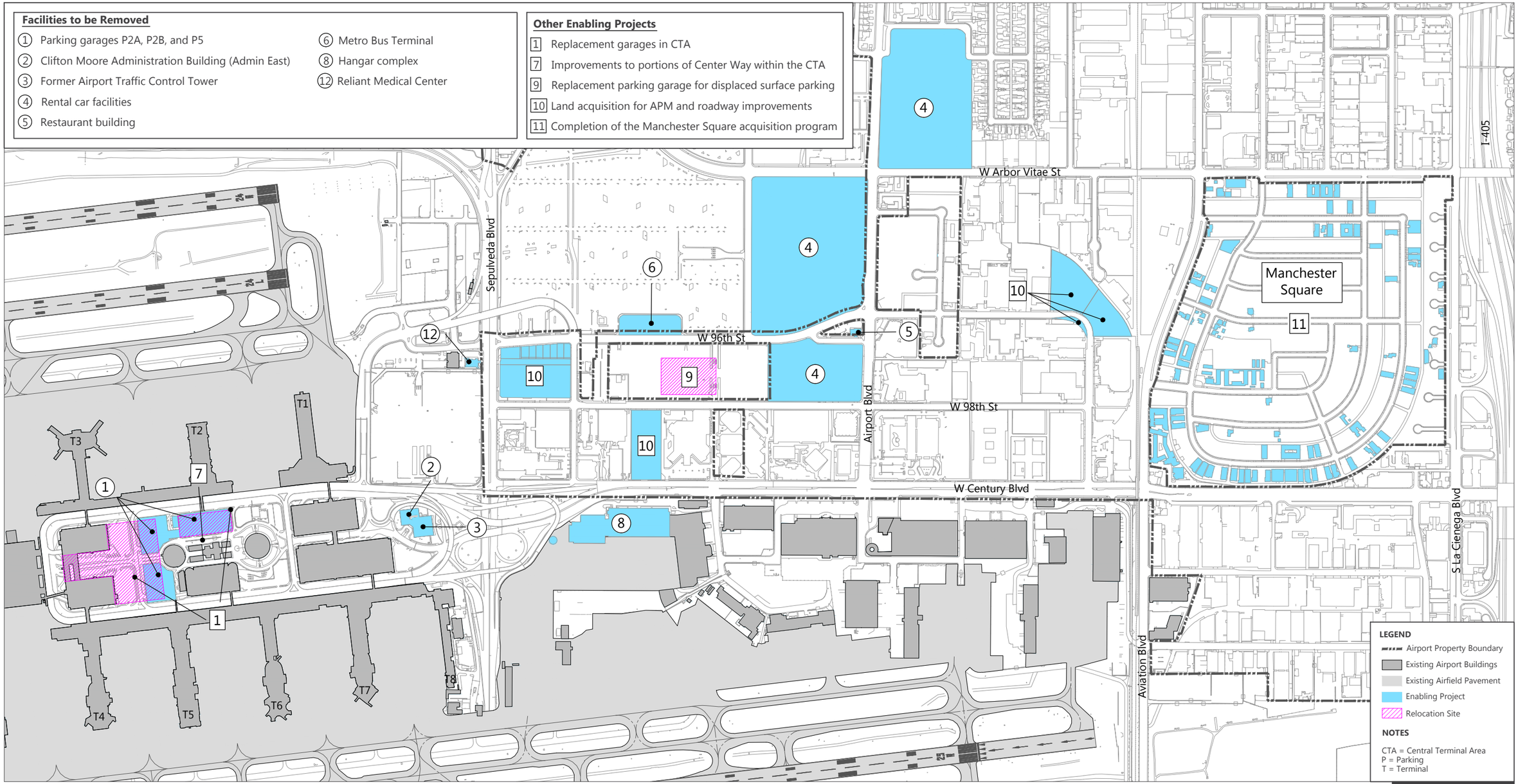

SOURCE: Ricondo & Associates, Inc , January 2015
PREPARED BY: Ricondo & Associates, Inc , January 2015

FIGURE 11

Enabling Projects

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1.4.10 POTENTIAL FUTURE RELATED DEVELOPMENT

The LAX Landside Access Modernization Program would require changes to the configuration and use of existing parcels owned by LAWA where the Project components are proposed to be constructed. Subdivision of parcels, tract maps, and/or other reconfiguration of parcels may be processed and existing zoning may be changed for these parcels. These changes would create new parcels owned by LAWA available for future development with commercial, light industrial, cargo, airport support, and parking uses. In addition, there are some parcels currently owned by rental car companies that may also need to be rezoned and reconfigured, as part of ongoing negotiations between LAWA and individual rental car companies. Because LAWA has no specific plans for development of these parcels at this time, the potential for environmental effects from future development of these parcels will be examined at a programmatic level in the EIR. LAWA envisions that any future development on LAWA property adjacent to the CONRAC, ITFs, or proposed roadways would provide airport support services or uses that would serve, or be complementary with, LAX passengers and visitors. Development of these areas would occur after construction of the proposed components of the LAX Landside Access Modernization Program. At such time as individual development projects are proposed on these parcels, additional CEQA project-level environmental review would be conducted, as necessary.

Figure 12 identifies the parcels that would be created and/or rezoned that would be available for future development.

1.5 LAX Landside Access Modernization Program EIR

Consistent with the California Environmental Quality Act (CEQA, Public Resources Code §21000 et seq.) and the CEQA Guidelines (California Code of Regulations title 14, §15000 et seq.), LAWA is preparing an EIR to evaluate the environmental impacts of the LAX Landside Access Modernization Program at a project level. This Initial Study Checklist has been prepared to focus the issues that will be studied in further detail in the EIR by identifying the resource areas that could be subject to significant impacts from the LAX Landside Access Modernization Program, and that would require incorporation of mitigation measures where feasible. The Initial Study also identifies resource areas where the environmental effects of the LAX Landside Access Modernization Program would be less than significant with mitigation incorporated, less than significant, or where no impacts are anticipated. Based on a preliminary review of the Project site and in consideration of the proposed activities, LAWA has determined that potentially significant effects may occur related to the topics of Aesthetics, Air Quality, Cultural (Historic) Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation/Traffic, Utilities and Service Systems, and Mandatory Findings of Significance. As a result, these potential impacts will be evaluated further in the LAX Landside Access Modernization Program EIR.

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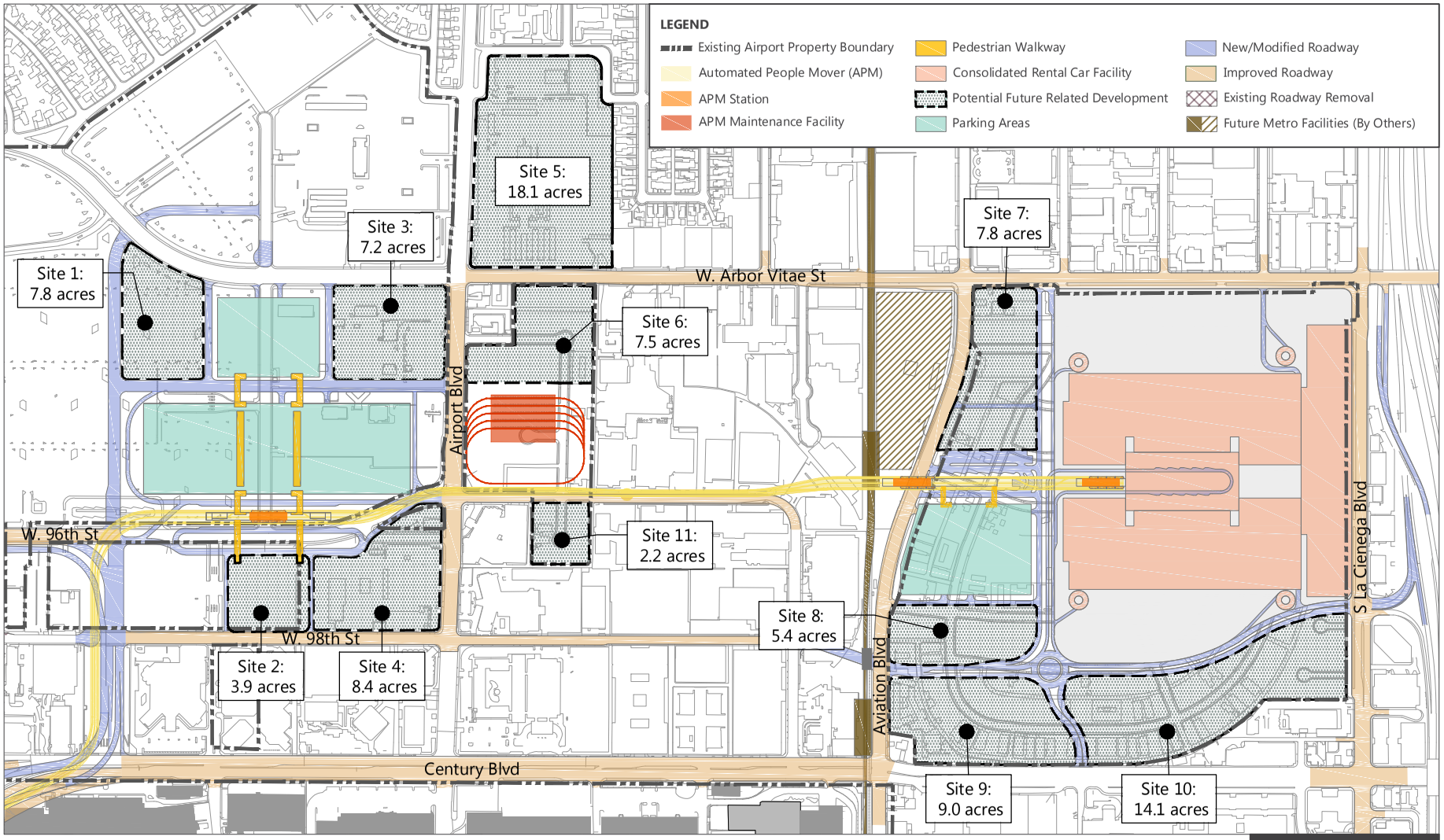

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 12

NORTH 0 800 ft.

Potential Future Related Development

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LAWA has determined based on substantial evidence as described below that no significant impacts would occur to Agricultural and Forestry Resources, Biological Resources, Cultural (Archaeological and Paleontological) Resources, Geology and Soils, Mineral Resources, and Recreation. Therefore, these topics will not be evaluated further in the EIR unless identified as necessary through public comments during the 30-day scoping period associated with circulation of the Notice of Preparation (NOP) for this EIR.

1.6 Required Approvals/Consultations

LAWA proposes to implement the LAX Landside Access Modernization Program as soon as the required CEQA environmental review is completed and the environmental approvals identified below are obtained.

1.6.1 FEDERAL

- Unconditional approval of the Airport Layout Plan (ALP) for the Airport depicting the proposed improvements pursuant to 49 U.S.C. 40103(b), 44718, and 47107(a)(16);
- Determination under 49 U.S.C. 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interest of national defense.
- Determinations under 49 U.S.C. §§ 47106 and 47107 relating to the potential eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or under 49 U.S.C. § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) collected at LAX for the proposed project to assist with construction of potentially eligible development items shown on the ALP.
- Approval of a construction safety and phasing plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150-5370-2F, *Operational Safety on Airports During Construction*, under 14 14 CFR 139 (49 U.S.C. 44706).
- Approval of changes to the Airport Certification Manual pursuant to 14 CFR 139 (49 U.S.C. 44706).
- Conformance of the proposed federal actions with the objectives of the State Implementation Plan (SIP) per the requirements of the Clean Air Act, as amended (40 CFR Part 93) for components of the LAX Landside Access Modernization Program
- Other approvals by the U.S. Department of Transportation, Federal Aviation Administration, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Approvals for federal financing plans or districts.

1.6.2 STATE AND REGIONAL ACTIONS

- Caltrans review and approval for I-105/I-405 improvements, Sepulveda Boulevard improvements, and crossing of Sepulveda Boulevard by proposed APM.
- South Coast Air Quality Management District and Southern California Association of Governments (SCAG) review for proposed project conformity with the State Implementation Plan and any permits required under the Clean Air Act.

- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but are not be limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- California Public Utilities Commission review and approval of a System Safety Program Plan and Security Plan for the proposed APM.
- Approvals for state financing plans or districts.

1.6.3 LOCAL

- Certification of the Final EIR for the LAX Landside Access Modernization Program.
- Updates/amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, and the LAX Plan, as well as the LAX Specific Plan. These changes relate to conforming the plans, as necessary, to reflect the physical projects within the LAX Landside Access Modernization Program and technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.
- LAX Plan Compliance determination from City Council pursuant to LAX Specific Plan Section 7.
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division.
- Los Angeles Fire Department approval.
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the project and any associated Department of Public Works permits for infrastructure improvements.
- Tract/parcel map and zone change approvals.
- Approvals for federal, state, or local financing plans or districts.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the project.

2. Explanation of Initial Study Checklist Determinations

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the LAX Landside Access Modernization Program (the proposed Project) as defined in the Project Description may affect existing environmental conditions at the Project site and in the surrounding area. The Environmental Impact Report (EIR) will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions which are carried forward for further analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

I. Aesthetics

Would the project:

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

a. Less Than Significant Impact.

No impacts to scenic vistas would occur with implementation of the LAX Landside Access Modernization Program Project or potential future related development, and no further analysis of potential impacts to scenic vistas is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located on the east end of LAX, an area that is developed with airport, commercial, and industrial uses. The Pacific Ocean is the only scenic vista in the vicinity of the Project site and the primary vista-related sensitive uses are residences located to the north and south of the Airport property. As the improvements associated with the proposed Project are located over 2.0 miles from the Pacific Ocean, which is not visible from the Project site due to topography, distance, and the intervening airport facilities, there will be less than significant impacts on scenic vistas.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, these areas are well removed from the Pacific Ocean, the only scenic vista in the vicinity of the Program site. As the improvements associated with the potential future related development are located over 2.0 miles from the Pacific Ocean, which is not visible from the Project site due to topography, distance, and the intervening airport facilities, there will be less than significant impacts on scenic vistas. Therefore, potential future related development of the LAX Landside Access Modernization Program would have less than significant impacts on scenic vistas.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

b. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on scenic resources in the vicinity of the proposed Project.

LAX Landside Access Modernization Program Project: The Project site is not located within a state scenic corridor. Although Vista Del Mar, a City of Los Angeles-designated scenic highway, is located 1.8 miles west of the Project site, the Project site is not located within or visible from Vista Del Mar. The Project site also does not contain scenic resources, such as trees or rock outcroppings; however, the proposed Project would be constructed adjacent to two historic buildings, the Theme Building and the Union Savings and Loan Building. Additionally, the proposed Project would result in the demolition of the existing former ATCT and the APM guideway would be constructed between the pylons located along West Century Boulevard at the entrance to the airport. These components of the LAX Landside Access Modernization Program would change the visual character of the airport entrance, which could result in a significant visual effect.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to affect scenic resources.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

c. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on the visual character and quality of the site and its surroundings.

LAX Landside Access Modernization Program Project: The APM would be developed within the CTA, situated on an elevated guideway located between the parking garages and the terminal buildings. The existing parking garages and terminal buildings are aging, functional in nature, and generally lack architectural interest or extensive landscaping, and do not contribute meaningfully to the aesthetic quality of the CTA. As such, the addition of the APM adjacent to these structures, while it would be visually noticeable, would introduce a new, modern feature within the CTA that would be consistent with the airport's image as a gateway to the City of Los Angeles. However, depending on the final height of the APM tracks, passenger walkways, and various support structures, the APM and/or passenger walkways could potentially diminish valued focal views of the LAX Theme Building from a variety of vantage points in the CTA, particularly views from terminal front areas and sidewalks to the north and south. Impacts to valued focal views of the Theme Building from different vantage points within the CTA under the proposed Project could be significant.

Additionally, the proposed Project would result in the demolition of the former ATCT and the APM guideway would be constructed between the pylons located along West Century Boulevard at the entrance to the airport. These components of the LAX Landside Access Modernization Program would change the visual character of the airport entrance, which could result in a significant visual impact.

Impacts to aesthetic and visual resources related to development of the CONRAC, intermodal transportation facilities, and parking areas are expected to be less than significant since the existing visual quality of this area is poor, the improvements would be compatible with surrounding land uses, and new facilities would be subject to design guidelines. Notwithstanding, the LAX Landside Access Modernization Program EIR will also analyze potential aesthetic impacts of these facilities in greater detail.

LAX Landside Access Modernization Program Potential Future Related Development: As specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to the visual character or quality of the site and its surroundings.

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

d. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on lighting and glare to surrounding areas.

LAX Landside Access Modernization Program Project: The proposed Project site is in an urban area with existing sources of ambient lighting from adjacent commercial and industrial development. Light and glare impacts associated with the CONRAC facility, intermodal transportation facilities, and APM would be designed to prevent spillover, while building facades would be required to be constructed of materials that do not generate substantial glare. Moreover, operation of these uses would not alter the existing high ambient light or glare environment at nearby light-sensitive receptors. Light associated with the APM would be directed downward onto the guideway tracks, but because the guideway would be up to approximately 65 feet above grade, the potential for light and glare impacts to surrounding structures will be evaluated in the LAX Landside Access Modernization Program EIR.

The parking facilities at the intermodal transportation facilities and CONRAC facility would potentially be visible from some elevated south-facing residential uses north of the airport property, and would be visible from adjacent hotels and businesses. While the parking facilities would replace existing brightly lit airport parking areas, they would introduce elevated structures in these areas, which could create new light and glare impacts. The potential for the LAX Landside Access Modernization Program project components to create a new source of substantial light or glare will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential to create a new source of substantial light or glare.

II. Agriculture and Forestry Resources

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in 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?

a-e. No Impact.

No impacts to agriculture or forestry resources would occur with implementation of the LAX Landside Access Modernization Program Project or potential future related development, and no further analysis of potential impacts to agriculture and forestry resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located within and adjacent to a fully-developed airport, surrounded by airport-related uses and urbanized areas, which have been disturbed and paved. There are no farmlands that are considered prime, unique or of statewide or local importance in the vicinity of the Project site. As indicated in the LAX Master Plan EIR, no agricultural resources or operations currently exist, or have existed in the recent past on the Project site or the vicinity of the Project site.[5] Furthermore, there are no Williamson Act contracts in effect on the Project site or surrounding areas.

[5] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

Additionally, no forest or timberland resources exist at the Project site or in the vicinity of the Project site. Consequently, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland (including timberland zoned as Timberland Production) or result in the loss or conversion of forest land to non-forest use.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, there are no farmlands that are considered prime, unique or of statewide or local importance in the vicinity of these areas. As indicated in the LAX Master Plan EIR, no agricultural resources or operations currently exist, or have existed in the recent past in the vicinity of the potential future related development sites.[6] *Furthermore, there are no Williamson Act contracts in effect on the potential future related development sites or surrounding areas. Additionally, no forest or timberland resources exist at the potential future related development sites or in the vicinity of these sites. Consequently, the potential future related development would not conflict with existing zoning for, or cause rezoning of, forest land or timberland (including timberland zoned as Timberland Production) or result in the loss or conversion of forest land to non-forest use.*

III. Air Quality

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d. Expose sensitive receptors to substantial pollutant concentrations?

a-d. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on air quality.

[6] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

LAX Landside Access Modernization Program Project: The Project site is located within the South Coast Air Basin (Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the federal level, the Basin is designated as a nonattainment area for ozone (O_3), fine particulate matter ($PM_{2.5}$), and lead (Pb). At the state level, the Basin is designated as nonattainment for O_3, particulate matter (PM_{10}), and $PM_{2.5}$.[7] Air emissions associated with construction activities and operations consist of carbon monoxide (CO), oxides of nitrogen (NOx), PM_{10}, $PM_{2.5}$, Pb, sulfur dioxide (SOx), and volatile organic compounds (VOC). These emissions related to construction and operations of the LAX Landside Access Modernization Program may exceed the SCAQMD CEQA thresholds, which could violate air quality standards or contribute to an existing air quality violation. These results may occur even after including the extensive air emissions control measures that LAWA currently employs and the measures mandated and recommended by SCAQMD.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to significantly impact air quality.

e. Create objectionable odors affecting a substantial number of people?

e. Less Than Significant Impact.

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. As none of these types of facilities are proposed as part of the Project or potential future related development, no significant impact would occur from objectionable odors from either the Project or potential future related development. Therefore, this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project would not include facilities typical of odor sources, as outlined above. However, diesel-fueled construction equipment associated with construction of the Project components would generate some odors associated with diesel exhaust. The proposed Project would comply with reduction strategies such as USEPA 2010 on-road emission standards for heavy-duty trucks and USEPA off-road emission standards for heavy-duty construction equipment. Due to mandatory compliance with SCAQMD Rules and compliance with reduction strategies, no construction activities or materials are proposed which would create objectionable odors affecting a substantial number of people. Therefore, impacts are expected to be less than significant and this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

[7] California Environmental Protection Agency, Air Resources Board, Area Designation Maps / State and National, effective June 2013.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals for these areas have not been identified, proposed zoning and use of these parcels would not include any of the typical odor source facilities mentioned above. Therefore, impacts are expected to be less than significant and this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

IV. Biological Resources

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, 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?

a. No Impact.

The LAX Landside Access Modernization Program Project would not affect any species identified as a candidate, sensitive, or special status species or species meeting the CEQA criteria for endangered, rare, or threatened in CEQA Guidelines Section 15380. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located in a highly urbanized area in and around LAX. As further described in Section 1, Project Description, Project improvements are primarily proposed within airport property, including areas within and to the east of the CTA, various developed parcels generally east of Sepulveda Boulevard, areas within the largely vacant Manchester Square neighborhood, and areas along or within existing roadways associated with the proposed APM alignment. With the exception of a few undeveloped parcels along West 96th Street, and the vacant areas within Manchester Square, both of which support non-native ruderal vegetation with extremely low habitat value to wildlife, the Project site is almost entirely developed with airport-related or urban uses.

Due to the urbanized nature of the Project site and surrounding area, the site does not support habitats for candidate, sensitive, or special status species. According to the LAX Specific Plan Amendment Study EIR, the nearest such species occur some 1.4 miles to the west of the Project within the southern tarplant mitigation area and Los Angeles/El Segundo Dunes.[8] Based on a review of biological surveys previously performed for

[8] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.3, January 2013.

the LAX Master Plan[9], a biological field survey of the unpaved/undeveloped portions of the LAX property conducted for the LAX Specific Plan Amendment Study,[10] a review of the California Natural Diversity Database (CNDDB),[11] and a review of the California Native Plant Society Inventory of Rare and Endangered Plans of California,[12] sensitive plant, wildlife and fish species are not known to occur on or otherwise utilize the Project site. Also, while nine ephemerally wetted areas on the Project site were found in 2001 to contain embedded cysts of the Riverside fairy shrimp, a federally-listed endangered species, (1) field surveys of these areas in 2003 concluded that these areas did not represent either federally protected wetlands or wetted areas subject to California Department of Fish and Game (CDFG) jurisdiction;[13] (2) the cysts were subsequently removed from the site, and the top layer of soil from occupied ponds was removed to prevent future formation of shrimp habitat, in July and August 2005 pursuant to LAX Master Plan Mitigation Measure ET-1 and the 2004 and 2005 Biological Opinions from the United States Fish and Wildlife Service (USFWS)[14], and (3) the U.S. Army Corps of Engineers (USACE) determined in 2009 that these areas are not waters of the United States.[15] Also, habitat assessments conducted in fall 2011 of the airport property, including the Project site, detected no new ephemerally ponded areas on the airport property (including on the Project site) that could support fairy shrimp.[16] Therefore, the Project would not directly impact sensitive species or their habitats. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

<u>LAX Landside Access Modernization Program Potential Future Related Development</u>: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from sensitive biological resources. As stated above, due to the urbanized nature of the surrounding area, the site does not support habitats for candidate, sensitive, or special status species. Therefore, the potential future related development areas would not directly impact sensitive species or their habitats. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

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9 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.11, April 2004.

10 Glen Lukos & Associates, *Biological Resources Technical Report for the LAX Specific Plan Amendment Study*, May 2012.

11 California Department of Fish and Game, *California Natural Diversity Database*, *Rarefind 3*, Sacramento, accessed December 2014.

12 California Native Plant Society, *Online Inventory of Rare and Endangered Plans of California, 8th Edition*, Available: http://www.cnps.org/cnps/rareplants/inventory/, accessed December 2014.

13 City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report, Los Angeles International Airport (LAX) Bradley West Project*, page 5-60, May 2009.

14 Sapphos Environmental, Inc. *Documentation of Salvage and Storage of Riverside Fairy Shrimp Cyst-Bearing Soil in Support of the April 20, 2004 Biological Opinion for Alternative D and the April 8, 2005 Biological Opinion for Operations and Maintenance*, 2005

15 Department of the Army, Los Angeles District, Corps of Engineers, *Letter from Daniel P. Swenson, D. Env. Chief, Los Angeles Section, to Robert Freeman, Los Angeles World Airports*, December 30, 2009.

16 Glen Lukos & Associates, *Biological Resources Technical Report for the LAX Specific Plan Amendment Study*, May 2012.

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

b. No Impact.

The LAX Landside Access Modernization Program Project would not affect any riparian habitat or other sensitive natural community. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed above, the proposed Project is located in urbanized and highly disturbed areas that are devoid of natural community vegetation. Based on the findings of the LAX Specific Plan Amendment Study (LAX SPAS) EIR, the nearest habitat or natural communities that could be considered riparian or sensitive in this regard are: 1) California bulrush marsh and sandbar willow thicket along the Argo drainage channel located approximately 3,000 feet to the north at its nearest point to the Project; and 2) the El Segundo Blue Butterfly Habitat Restoration Area (Habitat Restoration Area) within the Los Angeles/El Segundo Dunes, located approximately 1.4 miles to the west of the Project's westernmost improvements. At these distances, particularly given intervening airport runways, terminal facilities and industrial development, indirect effects (e.g., increased noise levels, construction activity) on these resources would not result from construction of the Project. There are potential construction staging areas located closer (525 feet) to the California bulrush marsh. However, neither the operation of excessively heavy and loud equipment nor other intense construction activity would occur at the laydown sites. Also, there are no drainage features within the Project site (inclusive of the staging areas) that fall under the regulatory purview of the California Department of Fish and Wildlife (CDFW). Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no mitigation measures are warranted.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from riparian habitat or sensitive natural communities. As stated above, due to the urbanized nature of the surrounding area, the site does not support habitats for sensitive natural communities. Therefore, the potential future related development areas would not directly impact riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

c. No Impact.

The LAX Landside Access Modernization Program Project and potential future related development would not affect any federally protected wetlands. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As with riparian habitats or other sensitive natural communities, no federally protected wetlands occur within or near areas proposed for improvement under the proposed Project. The nearest areas where federal regulatory jurisdiction could occur is the Argo drainage channel, approximately 3,000 feet to the north. As indicated in Response 2.IV.a above, in 2009, the USACE determined that nine areas within the western portion of the airport formerly identified as jurisdictional wetlands were not waters of the United States. As indicated in Response 2.IV.b above, the Project site does not contain federally protected wetlands. No federally protected wetlands occur in the area to be potentially impacted (inclusive of the construction staging areas). Further, the Project would not include construction activities within or proximate to the Argo drainage channel. Therefore, no impact would occur, and no mitigation measures are required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from federally protected wetlands. As stated above, due to the urbanized nature of the surrounding area, the site does not support federally protected wetlands. Therefore, the potential future related development areas would not directly impact federally protected wetlands. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

d. Interfere substantially with the movement of any 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?

d. Less than Significant Impact with Mitigation Incorporated.

The LAX Landside Access Modernization Program Project and potential future related development would not interfere substantially with the movement of any resident or migratory fish or wildlife species, native resident or migratory wildlife corridors, or the use of native wildlife nursery sites with incorporation of a mitigation measure. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Street trees within areas that have the potential to be directly or indirectly affected by Project construction and improvements were inventoried along the proposed APM alignment and on the lay down sites. In total, data for and the locations of 323 trees were recorded.[17] *These trees consisted of 27 individual species, all of which were non-native and commonly used in ornamental landscaping. Although native birds prefer native trees for nesting, these trees could harbor raptor and other native bird nests. Therefore, significant impacts could occur to nesting birds as a result of Project-related tree removals, trimming, or elevated ambient noise levels due to construction activities. This is considered a potentially significant impact as disturbing or destroying active bird nests is a violation of the federal Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under California Fish and Wildlife Code Section 3503. However, impacts to nesting birds would be less than significant with implementation of the mitigation measure listed below. Specifically, MM-BIO (LAMP)-1, Conservation of Faunal Resources: Nesting Birds/Raptors, requires nesting bird surveys by a biological monitor prior to vegetation clearing if clearing is to occur during the nesting season (generally February 1 to June 30 for raptors and March 15 to August 15 for other nesting birds). The mitigation measure also provides direction in the event active bird nests are found, including the establishment of an appropriate buffer around the nest and construction monitoring. Therefore, with implementation of this mitigation measure, potential impacts to nesting birds would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.*

> ***MM-BIO (LAMP)-1 – Conservation of Faunal Resources: Nesting Birds/Raptors:*** *For those areas of the project site that have a potential for nesting birds/raptors, if construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for nesting birds), vegetation clearing for the proposed project shall be conducted outside the nesting season if feasible. If this is not feasible, then a qualified wildlife biologist shall inspect the shrubs/trees prior to project activities to ensure that no nesting birds/raptors are present. If the biologist finds an active nest within the construction area and determines that the nest may be impacted, the wildlife biologist will delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity. Only construction activities (if any) that have been approved by a Biological Monitor will take place within the buffer zone until the nest is vacated. The wildlife biologist shall serve as a construction monitor during those periods when construction activities shall occur near active nest areas to ensure that no inadvertent impacts on these nests shall occur. Netting or other bird exclusion methods shall be used to discourage birds from nesting in construction equipment and facilities, if determined by the wildlife biologist to be necessary. These construction avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.*

[17] Carlberg, Cy, *Inventory of City of Los Angeles Trees, Los Angeles World Airports, Landside Transport Program*, January 2015.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from sensitive biological resources, with the exception of ornamental vegetation in developed areas that may support nesting birds. There are no wildlife movement/migration corridors associated with any portion of the potential future related development areas, however, these areas do contain mature trees that could harbor raptor and other native bird nests. Wth implementation of mitigation measure MM-BIO (LAMP)-1, potential impacts to nesting birds would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

e. Less than Significant Impact with Mitigation Incorporated.

The LAX Landside Access Modernization Program would result in the displacement of up to 323 trees, as a result of construction of the proposed Project and potential future related development. With implementation of the mitigation measure provided below, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

LAX Landside Access Modernization Program Project: A total of 323 non-native, ornamental street trees located within public right-of-ways were inventoried along the proposed APM alignment, construction staging areas and other improvement areas. None of these trees meet the criteria for being a locally protected tree, such as native oak, sycamore, or California walnut under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code). However, street trees within the public right-of-way are regulated under the Los Angeles Municipal Code, Chapter VI, Section 62.169 and 62.170. Additionally, removal of trees has the potential to result in impacts to nesting birds or raptors protected under the MBTA and/or California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513. Removal of trees that are documented to support nesting would be a significant impact. As such, Project-related impacts to any street trees within public right-of-ways may be mitigated at the direction of the City Forestry Division. Insofar as the limits of construction activities are not yet known, the total number of regulated street trees that could be affected by the Project cannot be determined at this time. Moreover, the number of trees that are documented to support nesting is not known. Impacts to street trees nesting birds would be less than significant with implementation of the mitigation measure listed below. Mitigation measure (MM-BIO (LAMP)-2 would require tree replacement at a ratio of 2:1. As required, each replacement tree would be at least a 15-gallon or larger specimen. It is anticipated that the replacement required would be incorporated into landscaping plans associated with the Project. Therefore, with implementation of the mitigation measure provided below, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

MM-BIO (LAMP)–2: Conservation of Floral Resources: Mature Tree Replacement - Nesting Raptors*: For those areas of the project site that have a potential for nesting raptors, prior to the initiation of construction activities during the nesting season (February 1 to June 30), all mature trees will be inspected for current or past raptor nesting activity. Inspections shall be conducted by a qualified biologist, and may be conducted outside of nesting season. The wildlife biologist shall identify active nests and/or evidence of past raptor nesting in mature trees to be removed from the construction area.*

LAWA or its designee shall compensate at a ratio of 2:1 for the loss of mature trees with either active nests or evidence of past raptor nesting, which would occur as a result of implementation of any of the project components. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen. The replacement will be implemented within the boundaries of LAX or at a suitable off-site location. If mitigation occurs within LAX boundaries, the replacement site and tree species will be determined in consultation with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.

LAX Landside Access Modernization Program Potential Future Related Development: The Los Angeles Municipal Code maintains a Tree Preservation Policy applicable to specific tree species native to Southern California. A tree survey was undertaken in December 2014 on the potential future related development sites to determine locations of existing trees. A total of 323 non-native, ornamental street trees located within public right-of-ways were inventoried along the proposed APM alignment, construction staging areas, and other improvement areas. None of these trees meet the criteria for being a locally protected tree, such as native oak, sycamore, or California walnut under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code). However, street trees within the public right-of-way are regulated under the Los Angeles Municipal Code, Chapter VI, Section 62.169 and 170. Additionally, removal of trees has the potential to result in impacts to nesting birds or raptors protected under the MBTA and/or California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513. Removal of trees that are documented to support nesting would be a significant impact. With implementation of mitigation measure MM-BIO (LAMP)-2, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

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?

f. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would affect any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state

habitat conservation plan. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. As mentioned above, the Los Angeles/El Segundo Dunes are located approximately 1.4 miles to the west of the Project's nearest improvements. A portion of the Los Angeles/El Segundo Dune area, the Habitat Restoration Area, has been set aside by LAWA as a natural wildlife preserve and is currently being restored to its native condition, including restored habitat for the federally-listed endangered El Segundo blue butterfly. In addition, the Los Angeles/El Segundo Dunes west of Pershing Drive has been designated as an environmentally sensitive habitat area (ESHA) by the California Coastal Commission as well as a Significant Ecological Area (SEA) by Los Angeles County. Given the intervening distance of approximately 1.4 miles and the terminal, airfield, and other airport facilities located between the Habitat Restoration Area and the Project improvement areas, no direct or indirect Project-related impacts would occur. Therefore, further analysis of this topic is not necessary and no mitigation measures are warranted.

LAX Landside Access Modernization Program Potential Future Related Development: There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the potential future related development areas. The Los Angeles/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX in the land bordered by Pershing Drive to the east, Vista Del Mar Boulevard to the west, Imperial Highway to the south, and Waterview Street and Napoleon Street to the north. This area also includes the 200-acre El Segundo Blue Butterfly Habitat Restoration Area. This area is located 2.5 miles west of the westernmost portion of the potential future related development areas; thus, development of the potential future related development areas would not affect the Los Angeles/El Segundo Dunes or El Segundo Blue Butterfly Habitat Restoration Area.

V. Cultural Resources

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

a. Potentially Significant Impact.

Implementation of the LAX Landside Access Modernization Program would not have any direct impacts to historical resources. However, due to the proximity of the proposed APM and passenger walkways to the LAX Theme Building and the proximity of proposed roadway improvements to the Union Savings and Loan Building, the LAX Landside Access Modernization Program may have an indirect effect to these historic resources. Additionally, the LAX Landside Access Modernization Program EIR will include an evaluation of the eligibility of existing structures within the Project site or vicinity to be listed as a historic resource, as well as potential effects to any such resources identified.

LAX Landside Access Modernization Program Project: The LAX Master Plan EIR[18] included historical resources surveys conducted in 2000. As part of the LAX SPAS EIR[19], additional historical resource surveys were conducted for properties not surveyed for the LAX Master Plan EIR. Previously identified historical resources at LAX include the following:

- *Hangar One (listed on the National Register of Historic Places) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway (approximately 1.1 miles from Project Site);*
- *Theme Building (eligible for the National Register of Historic Places) in the center of the LAX terminals (approximately 200 feet south of the proposed APM alignment);*
- *WWII Munitions Storage Bunker (eligible for the National Register of Historic Places) near the western boundary of LAX (approximately 2.3 miles from Project Site);*
- *Intermediate Terminal Complex (eligible for the California Register of Historical Resources) east of the Central Terminal Area and south of Century Boulevard between Sepulveda Boulevard and Airport Boulevard (approximately 1,200 feet from Project Site); and*
- *Union Savings and Loan Building (eligible for the California Register of Historical Resources) east of the Central Terminal Area and north of Century Boulevard between Sepulveda Boulevard and Airport Boulevard (adjacent to the proposed roadway improvements at Sepulveda and West 98th Street).*

The proposed Project would not affect Hangar One, the WWII Munitions Storage Bunker, or the Intermediate Terminal Complex. Based on the proximity of the Union Savings and Loan Building to the roadway improvements and APM alignment, this historical resource could potentially be impacted. Additionally, based on improvements to the parking garages and the construction of an APM within the CTA, facilities associated with the LAX Landside Access Modernization Program may have a significant impact on the Theme Building. Because the proposed Project could have a potentially significant impact on the historic resources identified above, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: While no known historic resources are located within or adjacent to the potential future related development areas, the LAX Landside Access Modernization Program EIR will include an evaluation of the eligibility of structures surrounding these areas to be considered historic resources. The LAX Landside Access Modernization Program EIR will identify any potential impacts to historic resources from development of the potential future related development areas.

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18 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.9, April 2004.

19 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.5, January 2013.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

b. Less Than Significant with Mitigation Incorporated.

No known archaeological resources would be impacted by the LAX Landside Access Modernization Program. As all of the areas to be impacted by the LAX Landside Access Modernization Program have been previously developed, any resources that may have existed at one time are likely to have been displaced and, as a result, the potential for the LAX Landside Access Modernization Program to impact buried resources is low. LAWA previously adopted the LAX Master Plan Archaeological Treatment Plan (ATP), as part of the mitigation monitoring program for the LAX Master Plan (mitigation measure MM-HA-4)[20], which would ensure that potential impacts associated with archaeological resources would be reduced to a less than significant level. Mitigation measure MM-HA (LAMP)-1 would be implemented to ensure compliance with the ATP, which requires monitoring of construction in sensitive areas. In the event that unknown subsurface deposits are encountered, the ATP will be used as a guideline for the evaluation and treatment of such resources. In addition, MM-HA (LAMP)-2 would ensure that construction personnel were trained to identify archaeological resources during project-related construction activities. With implementation of these measures, impacts to archaeological resources would be less than significant. As such, no further analysis of potential impacts to archeological resources is required for the LAX Landside Access Modernization Program EIR.

<u>LAX Landside Access Modernization Program Project:</u> A cultural resource records search was conducted on December 11, 2014 at the South Central Costal Information (SCCIC). The records search indicated that no previously recorded archaeological resources (including historic and/or prehistoric archaeological resources) are located within the Project site; however, 11 archaeological resources have been recorded within a one-half mile radius. Results of the records search also indicated that more than 15 cultural resource studies have been conducted within the Project site. These studies were conducted from 1974 to 2005 and collectively encompass approximately 50 percent of the one-half mile radius around the Project site. In 2004, the LAX Master Plan EIR identified 36 previously recorded and unrecorded archaeological sites within a radius of approximately 2 miles of LAX, including 8 sites located on LAX property.[21] Most recently, a cultural records search performed in 2011 for the LAX SPAS EIR indicated no new archaeological sites near

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[20] MM-HA-4: "Discover. The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; OHP Archaeological Resources Management." Subsequent to publication of the LAX Master Plan Final EIR, the ATP was prepared, thereby satisfying the requirements of MM-HA-4. The ATP provides additional information and guidance for understanding the conditions and implementation of LAX Master Plan Mitigation Measures MM-HA-4 through MM-HA-10 and, in effect, supersedes these mitigation measures.

[21] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.9, April 2004.

*LAX.[22] None of the eight sites identified at LAX are located within the Project site or in its immediate vicinity. The cultural resources records search is included in **Appendix A**, of this Initial Study.*

*In addition, a Sacred Lands File (SLF) search for the Project site, requested from the Native American Heritage Commission (NAHC), failed to indicate the presence of known Native American cultural resources or sacred lands from the SLF database within the Project site. In accordance with NAHC suggested procedure, follow-up letters were sent via certified mail on January 14, 2015 to the nine Native American individuals and organizations identified by the NAHC as being affiliated with the vicinity of the Project site. The letters requested any additional information or concerns regarding prehistoric or Native American resources (archaeological resources, sacred lands, or artifacts) located within the Project site or surrounding vicinity whose records may not be available at the SCCIC. As of January 23, 2015, no responses have been received from any of the Native American contacts. The Native American consultation documentation is included in **Appendix A**, of this Initial Study.*

*A pedestrian survey of the undeveloped portions of the Project site was conducted on January 7, 2015 and did not identify any new archaeological resources. A detailed description of the methods and results of the pedestrian survey is provided in the Archaeological and Paleontological Resources Assessment Report in **Appendix A**, of this Initial Study. Much of the Project site is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. The Project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial archaeological resources that may have existed at one time have likely been displaced by these disturbances. While discovery of archaeological resources in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact archaeological 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, including excavations at depths where native soils could be encountered, the proposed Project has the potential to impact previously unknown buried archaeological resources. Components of the Project with the most notable potential for excavation at depths that would encounter native soils include support columns for the APM guideway, tunneling of a roadway ramp underneath Sepulveda Boulevard, and foundations for parking garages, ITF buildings, and the CONRAC. LAWA adopted a number of mitigation measures as part of the LAX Master Plan, which are applicable to the LAX Landside Access Modernization Program. These are:*

- ***Mitigation Measure MM-HA-5. Archaeological Monitoring**. Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified*

[22] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.5, January 2013.

archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

- ***Mitigation Measure MM-HA-6. Excavation and Recovery**. Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Treatment Plan (ATP). Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.*
- ***Mitigation Measure MM-HA-7. Administration.** Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.*
- ***Mitigation Measure MM-HA-8. Archaeological/Cultural Monitor Report**. Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.*
- ***Mitigation Measure MM-HA-9. Artifact Curation**. All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state requirements.*
- ***Mitigation Measure MM-HA-10. Archaeological Notification**. If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.*

The ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American

monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. Mitigation measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), and Mitigation Measure MM-HA (LAMP)-2, Archaeological Resource Construction Personnel Briefing, described below, would reduce would reduce significant impacts to previously unidentified archaeological resources associated with the proposed Project to a less than significant level.

- ***Mitigation Measure MM-HA (LAMP)-1 – Conformance with LAX Master Plan Archaeological Treatment Plan**: Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain re-deposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of re-deposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.*
- ***Mitigation Measure MM-HA (LAMP)-2 – Archaeological Resource Construction Personnel Briefing**: Construction personnel will be briefed by the consulting archaeologist in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.*

Conformance with the LAX Master Plan ATP and implementation of mitigation measures MM-HA (LAMP)-1 and MM-HA (LAMP)-2 would ensure that potential impacts associated with archaeological resources would

be less than significant. As such, no further analysis of potential impacts to archaeological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: None of the known archaeological sites in the vicinity of the potential future related development areas would be impacted by development of the potential future related development areas. As indicated above, the records search indicated that no previously recorded archaeological resources (including historic and/or prehistoric archaeological resources) are located within the Project site, and the pedestrian survey identified no surficial archaeological resources. Any resources that may have existed on the potential future related development areas at one time are likely to have been displaced and, as a result, the potential for the development of the potential future related development areas to impact buried resources is low. However, excavation into native soils would most likely be necessary to develop the potential future related development areas, which could potentially result in the destruction of archaeological resources. As required for all LAX projects, the LAX Landside Access Modernization Program would conform to the relevant LAX Master Plan mitigation measures as incorporated into the LAX Master Plan ATP. With conformance to the LAX Master Plan ATP, and implementation of mitigation measures MM-HA (LAMP)-1 and MM-HA (LAMP)-2 potential impacts associated with archaeological resources would be less than significant. As such, no further analysis of potential impacts to archaeological resources is required for the Landside Access Modernization Program EIR.

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

c. Less Than Significant Impact with Mitigation Incorporated.

Construction of facilities associated with the LAX Landside Access Modernization Program would require excavation to depths of up to approximately 80 feet; thus, there is a possibility of discovering paleontological resources during ground-disturbing activities. LAWA previously adopted the LAX Master Plan Paleontological Management Treatment Plan (PMTP)[23], as part of the mitigation monitoring program for the LAX Master Plan (mitigation measure MM-PA-1)[24], which would ensure that potential impacts associated with paleontological resources would be reduced to a less than significant level. Conformance with the LAX

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23 Los Angeles World Airports. December 2005. *Paleontological Management Treatment Plan*. Prepared by: Brian F. Smith and Associates, San Diego, CA.

24 MM-PA-1: "A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological Management Treatment Plan - PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate." Subsequent to publication of the LAX Master Plan Final EIR, the PMTP was prepared, thereby satisfying the requirements of MM-PA-1. The PMTP provides additional information and guidance for understanding the conditions and implementation of LAX Master Plan Mitigation Measures MM-PA-1 through MM-PA-7 and, in effect, supersedes these mitigation measures.

Master Plan PMTP as required in mitigation measure MM-PA (LAMP)-1, along with implementation of mitigation measure MM-PA (LAMP)-2, would ensure that potential impacts associated with paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: 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 San 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 unique paleontological deposits. The Palos Verdes San formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.

A paleontological resources records search commissioned on December 30, 2014 through the Natural History Museum of Los Angeles County (NHMLAC) indicated that no previously recorded vertebrate fossil localities from the NHMLAC database are located within the Project site. However, museum records indicate that two fossil localities, LACM 3264 (Prodoscidea, elephant) and LACM 7332 (Mammuthus, mammoth), are located adjacent to the Project site and five fossil localities, LACM 3789 (Mammuthus), LACM 7332 (Rodentia, rodent), LACM 8734 (Citharichthys sitigmaeus, speckled sanddab), LACM 1180 (Equus sp., horse), and LACM 4942 (Lepus sp., rabbit) are located within a one-half mile radius of the Project site. These fossils were discovered at depths between 13 to 40 feet below the surface. In 2013, invertebrate (shell) fossil specimens were encountered during construction monitoring services for the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

A pedestrian survey of the undeveloped portions of the Project site was conducted on January 7, 2015 and did not identify any new paleontological resources. Much of the Project site is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. According to the NHMLAC, the Project site is comprised of surficial deposits consisting of older Quaternary Alluvium derived as fluvial deposits composed from older Quaternary dune sands located in the western portion of the Project site, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the Project site. Both of these types of sedimentary deposits typically do not contain paleontological resources in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth.

As mentioned above, the Project site is located on artificial fill material ranging in depth throughout due to the disturbances from previous onsite development and operations that have also likely displaced surficial paleontological resources. While discovery of paleontological resources in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact 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, including excavations at depths where native soils would be encountered, the proposed Project has potential to impact previously unknown buried paleontological resources. LAWA adopted a number of mitigation measures as part of the LAX Master Plan, which are applicable to the LAX Landside Access Modernization Program. These are:

- ***Mitigation Measure MM-PA-2. Paleontological Authorization**. The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.*
- ***Mitigation Measure MM-PA-3. Paleontological Monitoring Specifications.** Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.*
- ***Mitigation Measure MM-PA-4. Paleontological Resources Collection.** Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils.*
- ***Mitigation Measure MM-PA-5. Fossil Preparation.** Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.*
- ***Mitigation Measure MM-PA-6. Fossil Donation.** All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History.*
- ***Mitigation Measure MM-PA-7. Paleontological Reporting**. A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.*

The LAX Master Plan PMTP provides for evaluation and treatment of paleontological resources consistent with the Society of Vertebrate Paleontology and other applicable guidance and industry standards. Requirements outlined in the PMTP include specific procedures for paleontological construction monitoring, identifying and assessing the significance of resources, reporting, and for the recovery and curation of resources when warranted. Mitigation measures MM-PA (LAMP)-1, Conformance with LAX Master Plan Paleontological Management Treatment Plan, and MM-PA (LAMP)-2, described below, would reduce impacts associated with buried paleontological resources to a level that is less than significant and further analysis of this issue in the EIR is not warranted.

- ***Mitigation Measure MM-PA (LAMP)-1 – Conformance with LAX Master Plan Paleontological Management Treatment Plan:** Prior to initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Final LAX Master Plan MMRP Paleontological Management Treatment Plan (PMTP), who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed. If the project site is*

determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

- ***Mitigation Measure MM-PA (LAMP)-2 - Construction Personnel Briefing:*** *In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.*

With conformance to the LAX Master Plan PMTP and implementation of mitigation measures MM-PA (LAMP)-1 and MM-PA (LAMP)-2, potential impacts to paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: As construction of potential future related development would require excavation, there is a possibility of discovering paleontological resources during ground-disturbing activities. The disturbance or destruction of potentially significant undiscovered resources by construction-related activities would be considered a significant effect unless mitigated. As required for all LAX projects, the LAX Landside Access Modernization Program would conform to the relevant LAX Master Plan mitigation measures as incorporated into the LAX Master Plan PMTP. In addition, potential future related development would comply with mitigation measures MM-PA (LAMP)-1 and MM-PA (LAMP)-2, potential impacts to paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries?

d. Less Than Significant Impact with Mitigation Incorporated.

Implementation of the steps outlined below would ensure that potential impacts associated with human remains would be less than significant, and further analysis is not required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is in a highly developed area that has been extensively disturbed and is developed with airport, commercial, and industrial uses. Within the vicinity of LAX, any traditional burials would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, and 2011 for the LAX SPAS EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport.

As discussed in Response 2.V.b, a SLF search for the Project site requested from the NAHC failed to indicate the presence of Native American cultural resources or sacred lands from the SLF database within the Project

site. The NAHC results also noted, however, that the "NAHC [SLF] inventory is not exhaustive and does not preclude the discovery of cultural resources during any project groundbreaking activity." Results of the cultural resource records search through the SCCIC and pedestrian survey also did not encounter any known human remains within the Project site. As stated above, the Project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial human remains that may have existed at one time have likely been displaced by these disturbances. While discovery of human remains in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact human remains 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, including excavations at depths where native soils would be encountered, the proposed Project has the potential to impact previously unknown buried human remains. Mitigation Measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan), described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code. Therefore, with incorporation of mitigation measure MM-HA (LAMP)-1, less than significant impacts associated with human remains would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

<u>LAX Landside Access Modernization Program Potential Future Related Development:</u> The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. These potential future related development areas are in a highly developed area. Based on previous surveys conducted at LAX and the results of record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, and 2011 for the LAX SPAS EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport. As the potential future related development areas would be located in areas that have been previously disturbed, it is unlikely that human remains would be encountered. However, in the unlikely event that human remains are encountered, existing regulations require all grading and excavation activities in the vicinity to cease immediately, and the appropriate LAWA authority would be notified. Mitigation Measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan, described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code. Therefore, less than significant impacts associated with human remains would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

VI. Geology and Soils

Would the project:

a. Expose people or structures to 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.

a.i. Less Than Significant Impact.

Impacts to people or structures resulting from rupture of a known earthquake fault would be less than significant, and no further analysis of potential impacts related to fault rupture is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Fault rupture is the displacement that occurs along the surface of a geologic fault during an earthquake. As indicated in the LAX Master Plan EIR, while the Project site is located within the seismically active Southern California region, it is not located within an Alquist-Priolo Special Study Zone.[25] Geotechnical literature and mapping data indicates that the Charnock Fault may be located through the proposed Project site, running north to south approximately 3,000 feet east of Sepulveda Boulevard.[26,27] The Charnock Fault is not considered active by the State of California, and therefore, is not subject to the zoning restrictions of the Alquist-Priolo Earthquake Fault Zoning Act. Additionally, 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.[28]

LAX Landside Access Modernization Program Potential Future Related Development: While the potential future related development areas of the LAX Landside Access Modernization Program are located within the seismically active Southern California region, these areas are not located within an Alquist-Priolo Special Study Zone.[29] The closest fault, the Charnock Fault is considered to have low potential for surface rupture

25 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

26 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Earth/Geology Technical Report*, January 2001.

27 United States Geological Survey, Quaternary Faults, 2010.

28 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

29 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[30]

ii. Strong seismic ground shaking?

a.ii. Less Than Significant Impact.

All construction would comply with the Uniform Building Code (UBC) and City of Los Angeles Building Code (LABC) requirements; thus, potential impacts associated with strong seismic ground shaking would be less than significant, and no further analysis of potential impacts associated with seismic ground shaking is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located in the seismically active Southern California region along the Charnock Fault; however, the Project site is not located within an Alquist-Priolo Special Study Zone.[31] *Nevertheless, all construction would be designed in accordance with the provisions of the UBC and LABC requirements; thus, potential impacts associated with strong seismic ground shaking would be less than significant.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program is located in the seismically active Southern California region along the Charnock Fault; however, the sites are not located within an Alquist-Priolo Special Study Zone.[32] *All construction associated with the potential future related development of the LAX Landside Access Modernization Program would be designed in accordance with the provisions of the UBC and the LABC.*

iii. Seismic-related ground failure, including liquefaction?

a.iii. Less Than Significant Impact.

Because all construction would comply with UBC and LABC requirements and appropriate geotechnical design recommendations, potential impacts associated with seismic-related ground failure would be less than significant, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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30 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

31 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

32 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

LAX Landside Access Modernization Program Project: 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. As indicated in the LAX Master Plan EIR, the depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the Project site has a very low susceptibility to liquefaction. However, perched groundwater[33] conditions have been noted in the upper 20 to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered medium to low. Liquefaction could, therefore, occur in localized areas; however, the overall potential for liquefaction at LAX is considered low.[34]

Seismically induced ground shaking also can cause slope-related hazards through various processes including slope failure, lateral spreading[35], flow liquefaction, and ground lurching.[36] Because existing slopes in the LAX vicinity are relatively small in area and of low angle and height (less than 15 feet) the overall potential for such failures is considered to be low.[37]

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[38] to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes. 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 most recent Seismic Hazard Maps for the Inglewood and Venice Quadrangles, no potential liquefaction zones are located within the vicinity of LAX. Isolated zones of potential seismic slope instability are identified near the western edge of LAX, within the undeveloped dune area to the west of the Project site.[39,40]

Finally, the LAX Landside Access Modernization Program Project would comply with UBC and LABC requirements and appropriate geotechnical design recommendations, regarding seismic construction materials and methods. Therefore, less than significant impacts associated with seismic-related ground

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33 Perched groundwater is groundwater that is generally shallow and is isolated and not connected to an aquifer.

34 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

35 Lateral Spreading is 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. This reduces the shear strength of the soil, causing failure and "spreading" of the slope.

36 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.

37 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

38 California Public Resources Code, §2690-2699.6 (Seismic Hazards Mapping Act of 1990).

39 State of California, Seismic Hazard Zones, Inglewood Quadrangle, March 25, 1999.

40 State of California, Seismic Hazard Zones, Venice Quadrangle, March 25, 1999.

failure would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program would have no different risk of seismic ground failure or liquefaction. The potential for seismic-related ground failure at the potential future related development areas of the LAX Landside Access Modernization Program is considered low. In addition, all construction would be designed in accordance with the provisions of the UBC and the LABC. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

iv. Landslides?

a.iv. No Impact.

No impacts resulting from landslides would occur, and no further analysis of potential impacts associated with landslides is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site and surrounding areas are relatively flat, primarily surrounded by existing airport and urban development. Isolated zones of potential seismic slope instability have been identified near the western edge of LAX, within the undeveloped dune area to the west of the Project site. Construction and operations of facilities associated with the LAX Landside Access Modernization Program would not result in the exposure of people or structures to the risk of landslides during a seismic event and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program would have no different risk of landslides. Implementation of the potential future related development of the LAX Landside Access Modernization Program would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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

b. Less Than Significant Impact.

Impacts related to soil erosion would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The potential for soil erosion on the Project site is low due to its gentle topography. In addition, the LAX Landside Access Modernization Program site is predominantly developed with buildings and/or covered with impervious surfaces. Construction of the

proposed Project would include grading, excavation, and use of fill. Conformance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan that is 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). LAWA would be required to prepare an erosion control plan to reduce soil erosion. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are predominantly covered with impervious surfaces on level topography. LAWA would be required to conform with LABC Sections 91.7000 through 91.7016 and to prepare an erosion control plan to reduce soil erosion. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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?

c. Less Than Significant Impact.

Impacts related to soil settlement would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of 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. 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.[41] Project design and construction would be required to adhere to the engineering and design recommendations of a future geological and/or soils report required by LAMC Section 91.7006.2. Foundation design features and construction methods will be performed in accordance with the UBC and with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work. This will reduce the potential for excessive settlement beneath the LAX Landside Access Modernization Program facilities; thus, the overall potential for damaging settlement is considered low.[42] See also Responses VI.a.iii and VI.a.iv, above.

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41 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

42 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of facilities associated with the potential future related development of the LAX Landside Access Modernization Program will be required to incorporate the same foundation design features and construction methods in accordance with the UBC and with LABC Sections 91.7000 through 91.7016. This will reduce the potential for excessive settlement beneath the potential future related development facilities; thus, the overall potential for damaging settlement is considered low.[43] Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

d. Less Than Significant Impact.

Impacts related to expansive soils would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: 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 LAX could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX, may also be prone to expansion due to their high content of clay and silt.[44] All construction would occur in accordance with the LAMC Sections 91.7001 through 91.7016 and with the City of Los Angeles Department of Building and Safety requirements, which include construction requirements for grading, excavation, and foundation work, and the requirement to prepare a geological and/or soils report.

LAX Landside Access Modernization Program Potential Future Related Development: Facilities associated with the potential future related development of the LAX Landside Access Modernization Program could be subject to the effects of expansive soils. However, because project construction of these facilities would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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43 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

44 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.22, April 2004.

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

e. No Impact.

No impacts related to septic tanks or alternative wastewater disposal systems would occur and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located in an urbanized area where wastewater infrastructure is currently in place. Facilities associated with the LAX Landside Access Modernization Program would not use septic tanks or alternative wastewater disposal systems. Consequently, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed Project.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are located in an urbanized area where wastewater infrastructure is currently in place. Facilities associated with the potential future related development areas of the LAX Landside Access Modernization Program would not use septic tanks or alternative wastewater disposal systems. Consequently, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the potential future related development of the LAX Landside Access Modernization Program.

VII. 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?

a-b. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the LAX Landside Access Modernization Program Project components and the potential future related development areas of the LAX Landside Access Modernization Program to have significant greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

LAX Landside Access Modernization Program Project: Construction and operations associated with the LAX Landside Access Modernization Program Project may generate greenhouse gas emissions. As such, the LAX Landside Access Modernization Program EIR will evaluate the potential for the Project to have significant

greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

LAX Landside Access Modernization Program Potential Future Related Development: Construction and operations associated with the potential future related development of the LAX Landside Access Modernization Program may generate greenhouse gas emissions. However, as specific development proposals for areas adjacent to the West ITF, East ITF, and the CONRAC have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for an increase in greenhouse gas emissions. As such, the LAX Landside Access Modernization Program EIR will evaluate the potential for the potential future related development to have significant greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

VIII. 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?

***a. Less Than Significant Impact**.*

Construction and operation of the LAX Landside Access Modernization Program Project components or the potential future related development areas would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would increase hazardous materials use and hazardous waste generation during routine fueling and maintenance of buses and vehicles, and maintenance of the APM cars, as well as during construction, which would increase the chances of a spill or release of substances that could result in contamination of soil or groundwater. Additionally, gasoline for storage and use would occur in the CONRAC facility once the proposed Project was completed. However, the handling and storage of hazardous substances are stringently regulated, as are releases of hazardous materials, including emergency response and clean up requirements. Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes, which are mostly promulgated by the U.S. Environmental Protection Agency (USEPA). The two statutes most applicable to airport projects are the Resource Conservation and Recovery Act (RCRA, as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) in the environment. Besides RCRA and CERCLA, hazardous materials are also regulated by the Clean Air Act (CAA), Clean Water Act (CWA), the Safe Drinking Water Act (SDWA), Hazardous Materials Transportation

Act (HMTA), and the Emergency Planning & Community Right to Know Act (EPCRA). Together, these regulations serve as guiding principles governing the storage, use, and transportation of hazardous and other regulated materials from their time of origin to their ultimate disposal. The recovery and clean-up of environmental contamination resulting from the accidental or unlawful release of these materials and substances are also governed by these regulations.

On the state level, the agency with similar authority to the USEPA over hazardous materials is the California Environmental Protection Agency (Cal-EPA). Specifically, the Cal-EPA Department of Toxic Substances Control (DTSC) is responsible statewide for matters concerning the use, storage, transport and disposal of hazardous materials. Similarly, the California Integrated Waste Management Board (CIWMB) is responsible for the management of solid wastes and the Cal-EPA Office of Environmental Health Hazard Assessment (OEHHA) is involved in the evaluation of risks to public health and the environment posed by hazardous materials and environmental contamination. Importantly, Cal-EPA delegates much of the enforcement responsibility for hazardous materials to local governments under the Certified Unified Program Agency (CUPA) program.

Locally, the City of Los Angeles Fire Department (LAFD) serves as the CUPA and is responsible for regulating hazardous materials, hazardous wastes, and underground storage tanks (USTs). The Los Angeles County Environmental Health Services Department (LACEHSD) is designated as the Local Enforcement Agency (LEA) by the CIWMB and is responsible for enforcing regulations pertaining to solid waste disposal units (i.e., landfills, old burn dumps, etc.). The Los Angeles Regional Water Quality Control Board also has jurisdiction over the management of potential sources of surface and groundwater contamination such as the cleanup of UST and aboveground storage tank (AST) spill sites. Finally, the SCAQMD is involved in the assessment of health and environmental hazards associated with toxic (or hazardous) air pollutants.

In addition, LAWA's Procedure for the Management of Contaminated Materials Encountered during Construction, which was prepared in accordance with LAX Master Plan Commitment HM-2, Handling of Contaminated Materials during Construction, includes procedures to reduce hazardous materials-related incidents and spills, as well as emergency response procedures that would be implemented in the event of a spill.

Rental car companies that would use the CONRAC facility would be inspected periodically to ensure compliance with all applicable laws and regulations that governs the storage and use of fuel. The LAX Landside Access Modernization Program would not lead to an increase in the amount of fuel transported to the Airport via the local road network. In addition, the consolidation of rental car services to one area would reduce the number of fuel storage tanks, centralize fuel storage tank location, and reduce the size of area in which fuel for rental car facilities at LAX is currently transported. These factors would reduce the potential for creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials and any resulting impact would be less than significant.

<u>LAX Landside Access Modernization Program Potential Future Related Development:</u> Construction and operation of the potential future related development areas of the LAX Landside Access Modernization Program would involve similar use of hazardous materials and would be subject to compliance with existing

federal, state, and local regulations, as well as routine precautions to reduce the potential for accidental releases of hazardous materials to minimize the impact of an accident, should one occur. Compliance with these regulations and procedures would reduce the potential for creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials and any resulting impact would be less than significant.

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

b. Potentially Significant Impact.

Impacts related to the creation of a significant hazard to the public or environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment would be potentially significant; thus, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would be developed in areas that have previously been graded and paved. However, the ITF and a portion of the APM may interfere with ongoing remediation at the Budget Rent-A-Car site and construction of the redesigned entry roadways may interfere with ongoing remediation at the Park One site. Construction of the West ITF east of Lot C may interfere with ongoing remediation at the Avis Rent-A-Car and Former National Car Rental sites. Demolition of structures built prior to 1980 may result in the exposure of the public and/or the environment to asbestos-containing material (ACMs) and or lead-based paint (LBP). During construction, previously unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes may be encountered and may result in the exposure of the public and/or the environment to hazardous materials. Additionally, construction activities, including demolition, may encounter or generate hazardous or solid wastes and debris and may result in the exposure of the public and/or the environment to hazardous materials.

Following implementation of the proposed Project there may be a risk of exposure to hazards and hazardous materials (e.g., fuel spills, etc.) due to rental car maintenance and operations at the consolidated rental car facility. However, as activities that may lead to these kinds of incidents already take place at the Airport and the proposed Project would simply relocate these activities from one area to another, no increase in the potential for fuel spills would occur. Furthermore, all rental car activity would be conducted in conformance with current regulatory requirements governing and mitigating the effects of fuel spills. Due to the potential for the LAX Landside Access Modernization Program to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, impacts associated with the potential for the release of hazardous materials harmful to the public or the environment will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: There is the potential that previously unidentified contaminated soils at the potential future related development areas of the LAX

Landside Access Modernization Program could be encountered during construction of the potential future related development areas of the LAX Landside Access Modernization Program. Thus, impacts associated with the potential for the release of hazardous materials harmful to the public or the environment will be programmatically examined in the LAX Landside Access Modernization Program 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?

c. Potentially Significant Impact.

The potential for the LAX Landside Access Modernization Program to emit significant hazardous emissions or involve the handling of acutely hazardous materials, substances or waste within one-quarter mile of an existing school will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Construction and operation of the LAX Landside Access Modernization Program Project would result in the handling of hazardous materials, which could occur within a one-quarter mile of the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 W. 98th Street, depending on when those schools are acquired and vacated. Therefore, the potential for the LAX Landside Modernization Program to emit hazardous emissions or handle hazardous or acutely hazardous waste within one-quarter mile of an existing or proposed school will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program may cause hazardous emissions to be emitted. Construction and operation of the potential future related development of the LAX Landside Access Modernization Program would result in the handling of hazardous and possibly acutely hazardous materials. Therefore, the potential for the LAX Landside Modernization Program to emit hazardous emissions or handle hazardous or acutely hazardous waste within one-quarter mile of an existing or proposed school will be programmatically evaluated in the LAX Landside Access Modernization Program EIR.

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?

d. Potentially Significant Impact.

The proposed Project may impact ongoing remediation at existing hazardous materials sites. As such, this issue will be analyzed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Government Code Section 65962.5 requires that the California Department of Toxic Substances Control (DTSC) compile and maintain a list of all hazardous substance release sites pursuant to Section 25356 of the Health and Safety Code. DTSC's list of sites that

meet the criteria of HSC § 25356 has been compiled into a "Cortese" list. A review of this list has determined that the Project site is located in the vicinity of several DTSC hazardous materials sites.[45] *As discussed in Response VIII.b. above, the potential for the LAX Landside Access Modernization Program to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, will be examined in the LAX Landside Access Modernization Program EIR.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential for development of the potential future related development areas to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, will be examined in the LAX Landside Access Modernization Program EIR.

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 for people residing or working in the project area?

e. Less Than Significant Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would result in a significant impact with regard to safety for people working in the Project area, as discussed below. As such, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program is located within or adjacent to LAX, 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. City of Los Angeles Ordinance No. 132,319 regulates building height limits and land uses within the Hazard Area established by the Los Angeles Planning and Zoning Code to protect aircraft approaching and departing from LAX from obstacles. 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.

The facilities associated with the LAX Landside Access Modernization Program would meet all applicable safety related design standards and comply with Los Angeles Ordinance No. 132,319; thus, it would not result in a safety hazard for people residing or working in the vicinity of the LAX Landside Access Modernization Program.

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[45] California Department of Toxic Substances Control, *available at: www.envirostor.dtsc.ca.gov/public/.* Accessed December 3, 2014.

LAX Landside Access Modernization Program Potential Future Related Development: All of the components of the potential future related development areas of the LAX Landside Access Modernization Program would comply with FAA design standards, City of Los Angeles' ordinances, and applicable safety related design standards; thus, they would not result in a safety hazard for people residing or working in the vicinity of the LAX Landside Access Modernization Program.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?

f. No Impact.

Neither the LAX Landside Access Modernization Program Project components nor potential future related development of the LAX Landside Access Modernization Program are located in the vicinity of a private airstrip. Thus, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program is located approximately two miles northwest of Hawthorne Airport, the closest private airstrip. Although the proposed Project site is located near this private airstrip, as LAX is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. The LAX Landside Access Modernization Program Project will not cause any changes to the number or type of aircraft operations or aircraft flight paths at LAX or Hawthorne Airport. Therefore, people residing or working in the Project area within the vicinity of a private airstrip will not be exposed to safety hazards from the proposed Project. This topic will not be evaluated further in the LAX Landside Access Modernization Program EIR and no mitigation is required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are not located within the vicinity of a private airstrip but rather within areas adjacent to a public airport (see Response VIII.e, above). Therefore, people residing or working in the vicinity of a private airstrip will not be exposed to safety hazards from the proposed Project. This topic will not be evaluated further in the LAX Landside Access Modernization Program EIR and no mitigation is required.

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

g. Potentially Significant Impact.

Impacts related to emergency access and response plans would be less than significant with the development of Emergency Response Evacuation Plans, in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. However, because the timing and sequencing of the LAX Landside Access Modernization Program Project and potential future related development areas of the LAX Landside Access Modernization Program have not been finalized, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident, should one occur. Construction of the LAX Landside Access Modernization Program Project may result in temporary and permanent closures to local Airport circulation roads at LAX. However, emergency access to areas within the Project site would remain accessible. Other areas of the Airport would be kept clear and unobstructed at all times during construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Local access would be adequately maintained during construction through detours and diversions and emergency access would be coordinated and ensured through the implementation of the LAX Master Plan EIR commitments. However, because the timing and sequencing of the LAX Landside Access Modernization Program Project has not been finalized, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program would be required to adhere to FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Coordination of any temporary closures to local Airport circulation roads would be made with the City of Los Angeles Fire Department to ensure no interference with emergency response or emergency evacuation plans. However, because the timing and sequencing of the potential future related development areas of the LAX Landside Access Modernization Program have not been finalized, this topic will be programmatically evaluated in the LAX Landside Access Modernization Program EIR.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

h. No Impact.

Because there are no potential sources of wildland fires within the Project site vicinity, no impacts related to wildland fires would occur, and no further analysis of this topic is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program Project site is located in a developed, paved, urbanized area. There are no wildlands located within the Project site. In addition, the Project site is not within the City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[46] Consequently, the proposed Project would not expose people or structures to significant loss, injury, or death due to wildland fires.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future

[46] 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*, November 1996.

related development areas of the LAX Landside Access Modernization Program and surrounding areas are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees and the potential future related development areas of the LAX Landside Access Modernization Program are not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[47] Consequently, the proposed Project would not expose people or structures to significant loss, injury, or death due to wildland fires.

IX. Hydrology and Water Quality

Would the project:

a. Violate any water quality standards or waste discharge requirements?

a. Potentially Significant Impact.

The potential for the LAX Landside Access Modernization Program to violate waste discharge requirements will be analyzed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would include development of several new structures located on the airport and adjacent urbanized areas, which would increase impervious areas and thus stormwater runoff. The increase mainly is attributable to the conversion of the Manchester Square area for the CONRAC. Since much of the area surrounding the airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. Furthermore, the proposed Project would not provide additional sources of polluted runoff or substantially degrade water quality. However, the conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact.

To reduce potential impacts, LAWA would comply with the Standard Urban Stormwater Management Plan (SUSMP) for Los Angeles County and cities within Los Angeles County issued by the Regional Water Quality Control Board. Compliance with the SUSMP is required under the Los Angeles' National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004001. Additionally, a Storm Water Pollution Prevention Plan (SWPPP) would be developed for the Project to address construction-related surface water quality impacts and delineate water quality control measures to address those impacts. Control measures such as best management practices are specified in LAWA's existing Construction SWPPP for LAX. These include, but are

[47] 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*, November 1996.

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. Because the proposed Project could result in flooding, which may cause a violation of state water quality standards, this topic will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program could include development of several new structures located on urbanized areas, which could increase impervious areas and thus stormwater runoff. Since much of the area surrounding the Airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. The conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be analyzed at a programmatic level in the LAX Landside Access Modernization Program EIR. Potential future related development would also be subject to the SUSMP and a SWPPP would be required for any potential future related development.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

b. Potentially Significant Impact.

Impacts to groundwater supplies would be less than significant; however, the potential for any reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As indicated in the LAX Master Plan EIR, the Project site is located within the West Coast Groundwater Basin.[48] Groundwater beneath LAX and surrounding areas including the Project site is not used for municipal or agricultural purposes. Construction and operation of the facilities associated with the LAX Landside Access Modernization Program would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the Project site is developed and paved; however, the proposed Project may increase impervious area and decrease the volume of surface recharge within the LAX area when compared to existing conditions. The potential for any

[48] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.7, April 2004.

reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: As stated above, groundwater beneath LAX and surrounding areas including the potential future related development areas is not used for municipal or agricultural purposes. Construction and operation of the potential future related development areas would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the potential future related development areas are developed and paved; however, the potential future related development may increase impervious area and decrease the volume of surface recharge within the LAX area when compared to existing conditions. The potential for any reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined at a programmatic level in the LAX Landside Access Modernization Program EIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e. 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?

f. Otherwise substantially degrade water quality?

c-f. Potentially Significant Impact.

As the LAX Landside Access Modernization Program may alter existing drainage patterns and increase storm runoff that could result in flooding, these issues will be analyzed further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would include development of several new structures located on the airport and in adjacent urbanized areas, which would increase impervious areas and thus storm water runoff. The increase mainly is attributable to the conversion of the Manchester Square area for the proposed CONRAC. Since much of the area in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. Additionally, the proposed Project would not provide additional sources of polluted runoff or substantially degrade water quality. However, the conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious

area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program could include development of several new structures located on urbanized areas, which would increase impervious areas and thus storm water runoff. Since much of the area surrounding the Airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. The conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be analyzed at a programmatic level in the LAX Landside Access Modernization Program EIR.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

g-h. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would place housing or structures within a 100-year floodplain; thus, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: A review of the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for the LAX area (September 26, 2008) indicates that no 100-year floodplain areas are located within the LAX Landside Access Modernization Program boundaries.[49] Further, the LAX Landside Access Modernization Program does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required.

[49] Federal Emergency Management Agency, *Flood Insurance Rate Map, Panels 1760 and 1780 of 2350, Map Number 06037C1780F*, September 26, 2008.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program does not involve the construction of housing and, as stated above, no 100-year floodplain areas are located in these areas. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j. Inundation by seiche, tsunami, or mudflow?

i-j. No Impact.

No impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. Similarly, no impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur. As such, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located approximately 2 miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami affected area on the California Emergency Management Agency (CEMA) Tsunami Inundation Map for Emergency Planning.[50] Further, none of the facilities associated with the LAX Landside Access Modernization Program are located within the downstream influence of any levee or dam. Seiches and mudflows are not a risk as the Project site is located on, and is surrounded by, relatively level terrain and urban development. Thus, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. Similarly, no impacts resulting from inundation by seiche, tsunami, or mudflow would occur.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are located approximately 3 miles east of the Pacific Ocean and are not delineated as a potential inundation or tsunami affected area on the CEMA Tsunami Inundation Map for Emergency Planning,[51] nor is the Program site located within the downstream influence of any levee or dam. Seiches and mudflows are not a risk as the potential future related development areas are located on, and are surrounded by, relatively level terrain and urban development. Thus, no impacts related to these topics would occur from the potential related development areas.

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50 California Emergency Management Agency, *Tsunami Inundation Map for Emergency Planning, Venice Quadrangle*, March 1, 2009.

51 California Emergency Management Agency, *Tsunami Inundation Map for Emergency Planning, Venice Quadrangle*, March 1, 2009.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

a. No Impact.

The LAX Landside Access Modernization Program would introduce new airport related ground transportation facilities in areas where the existing uses include hotels, office buildings, parking lots, parking garages, rental car facilities, light industrial uses, MTA facilities, vacant land owned by LAWA, and existing streets. Many of these uses, including hotels, light industrial uses, parking garages and rental car facilities, are related to LAX. The new transportation facilities proposed as part of the LAX Landside Access Modernization Program would complement the existing land use pattern in the area and would not physically divide an existing community.

The CONRAC and East ITF are proposed in Manchester Square, located between Century Blvd, Interstate 405, West Arbor Vitae Street, and Aviation Boulevard, where LAWA has been acquiring residential property to mitigate the impact of aircraft noise. LAWA will complete the acquisition of the remaining property in Manchester Square not owned by LAWA to facilitate development of the CONRAC. The conversion of this area from a residential neighborhood to airport related facilities has been anticipated for over 10 years since adoption of the LAX Master Plan and, for this reason, the transition of this area to airport related uses will not result in an impact on the structure of the community, a division of an established community would not occur, and no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The facilities associated with the LAX Landside Access Modernization Program would occur largely on airport property or on property developed for airport, commercial, or transportation related uses. No acquisition of residential properties is proposed for the LAX Landside Access Modernization Program. As further discussed in Response XIII.a, LAWA has an existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP). A total of over 2,500 houses and apartments in Manchester Square, the future location of the East ITF and the CONRAC facility, and the Belford residential area, the future location of the APM Maintenance Yard, have been or are planned to be acquired and the residents relocated under the existing ANMP. Prior to construction of the facilities within these areas, LAWA will complete the ongoing acquisition of properties in Manchester Square. Therefore, no land acquisition or new facilities are proposed in the surrounding communities that would disrupt or divide the physical arrangement of the established community and no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas associated with the LAX Landside Access Modernization Program would occur on parcels located adjacent to the West ITF, East ITF, and CONRAC on property developed with airport, commercial, or transportation related uses. No land acquisition or new facilities are proposed that would

disrupt or divide the physical arrangement of the established community. Therefore, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

b. Potentially Significant Impact.

While the proposed LAX Landside Access Modernization Program would not conflict with established goals of the LAX Plan or Specific Plan, it would require modifications to the LAX Plan and LAX Specific Plan. As such, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Land use designations and development regulations applicable to LAX, including the Project site, are set forth in the LAX Plan and the LAX Specific Plan. The proposed facilities associated with the LAX Landside Access Modernization Program would be consistent with the goals and policies of both the LAX Plan and Specific Plan, as discussed below. Additionally, the LAX Landside Access Modernization Program would be consistent with the policy framework of the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

The majority of the Project site is in an area designated in the LAX Plan as "Airport Landside," with small portions designated as "Airport Airside" and the "Belford Special Study Area." The proposed parking areas and CONRAC facility would be consistent with the corresponding Airport Landside land use designation shown on the LAX Plan. While the LAX Landside Access Modernization Program would be consistent with the goals and corresponding policies of the LAX Plan, the Project would include amendments to ensure consistency.

Facilities associated with the LAX Landside Access Modernization Program are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area as shown on the LAX Specific Plan. The LAX Specific Plan will be amended for consistency with the LAX Landside Access Modernization Program.

LAX Landside Access Modernization Program Potential Future Related Development: The LAX Landside Access Modernization Program will require changes to tract maps and zoning on parcels where the proposed intermodal transportation facilities and CONRAC are to be constructed. These changes will result in areas owned by LAWA that could be developed in the future into compatible land uses. Designations for these areas in the LAX Plan and LAX Specific Plan will be reviewed and may need to be updated as part of the LAX Landside Access Modernization Program.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

c. No impact.

No conflicts with any habitat conservation plan would occur, and no further analysis of potential impacts associated with conflicts with a habitat conservation plan is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Los Angeles/El Segundo Dunes, managed by LAWA, supports the largest of four remaining occupied habitats for the El Segundo Blue Butterfly, which the City of Los Angeles has designated as a Habitat Restoration Area pursuant to City Ordinance 167940 for the long-term conservation of the El Segundo Blue Butterfly. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the proposed Project site. The Los Angeles/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX in the land bordered by Pershing Drive to the east, Vista Del Mar Boulevard to the west, Imperial Highway to the south, and Waterview Street and Napoleon Street to the north. This area also includes the 200-acre El Segundo Blue Butterfly Habitat Restoration Area. This area is well removed from the Project site with more than 1.6 miles of separation; the Project would not affect these areas.

LAX Landside Access Modernization Program Potential Future Related Development: There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the proposed potential future related development areas. The Los Angeles/El Segundo Dunes Specific Plan Area is well removed from the potential future related development areas with more than 2 miles of separation and would not be affected.

XI. 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?

a-b. No Impact.

No impacts to the availability of mineral resources would occur; thus, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The State Mining and Geology Board classifies mineral resource zones throughout the State. As indicated in the LAX Master Plan EIR, the Project site is

contained within an MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[52] The Project site is developed with airport-related or other urban uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively mined mineral or timber resources on the Project site, nor is the site available for mineral resource extraction given the existing airport, commercial, transportation, and residential land uses. Thus, the LAX Landside Access Modernization Program Project would have no impact on mineral resources.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are developed with airport-related or other urban uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively mined mineral or timber resources on the potential future related development areas, nor are these sites available for mineral resource extraction given the existing airport, commercial, transportation, and residential land uses. Thus, the potential future related development would have no impact on mineral resources.

XII. Noise

Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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 expose people residing or working in the project area to excessive noise levels?

[52] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.17, April 2004.

a-e. Potentially Significant Impact.

Impacts associated with exposure of persons to or generation of noise and vibration levels, both temporary and permanent, in excess of applicable standards will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located within a developed, urbanized area consisting of airport, commercial, transportation, and residential land uses. Ambient noise levels in the immediate vicinity of the Project site are characterized by frequent aircraft arrival and departure operations. The nearest off-site existing noise sensitive residential land uses to the APM alignment and West ITF are located in the City of Los Angeles community of Westchester, to the north of West Arbor Vitae Street. However, this area is currently exposed to noise levels in excess of federal and state standards of 65 dBA Community Noise Equivalent Level (CNEL) which would likely exceed any noise impacts from these components of the proposed Project. The nearest noise sensitive residential land uses closest to the CONRAC facility and East ITF would be in Inglewood, east of I-405 between West Arbor Vitae Street and West Century Boulevard; however, these residential areas would be separated by the I-405 which would most likely exceed noise levels of the CONRAC facility. Notwithstanding, components of the LAX Landside Access Modernization Program, including the APM and roadway improvements, would increase road traffic noise, construction traffic and equipment noise, and transit noise and vibration. Thus, the potential for increased noise and groundborne vibrations arising from the proposed Project will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential for the potential future related development areas of the LAX Landside Access Modernization Program to increase road traffic noise, construction traffic and equipment noise, and transit noise and vibration will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

f. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would affect a private airstrip; thus, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project is located approximately 2 miles northwest of Hawthorne Airport, the closest private airstrip. Although the proposed Project site is located near this private airstrip, as LAX is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. The LAX Landside Access Modernization Program Project will not cause any changes to the number or type of aircraft operations at LAX or at Hawthorne Airport or to aircraft flight paths. Therefore, people residing or working in the LAX Landside Access Modernization Program Project area will not be exposed to excessive noise levels, as a result of a private airstrip.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are not located within the vicinity of a private airstrip but rather within areas adjacent to a public airport. Therefore, people residing or working in the potential future related development areas will not be exposed to excessive noise levels, as a result of a private airstrip.

XIII. Population and Housing

Would the project:

a. Induce substantial 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)?

***a. Potentially Significant Impact**.*

While the LAX Landside Access Modernization Program does not propose development of any new residences, it does include potential future related development; the potential for the LAX Landside Access Modernization Program to induce substantial population growth will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project does not include residential development. While the proposed Project would extend existing infrastructure through the construction of an APM, two ITFs, and a CONRAC facility, these developments would be unlikely to indirectly induce substantial population growth in the area surrounding the airport. The APM and ITFs would not require a significant number of employees, and the CONRAC facility would only relocate existing operations already occurring at the airport. Therefore, the proposed Project is not anticipated to result in substantial direct or indirect growth in population and housing and no further analysis of the proposed Project in the LAX Landside Access Modernization Program EIR is required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX, with compatible, commercial and light industrial uses. The potential for the development of these areas to induce substantial population growth will be analyzed in the LAX Landside Access Modernization Program EIR.

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

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

b-c. Less Than Significant Impact.

The LAX Landside Access Modernization Program will not require acquisition of any residential areas or displacement of people that have not already been identified in the LAX Master Plan EIR, as part of the Aircraft Noise Mitigation Program. As such, no additional analysis of this topic is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in the LAX Master Plan EIR, but independent of the LAX Master Plan, LAWA has an existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP). A total of over 2,500 houses and apartments in Manchester Square, the future location of the East ITF and the CONRAC facility, and the Belford residential area, the future location of the APM Maintenance Yard, have been or are planned to be acquired and the residents relocated under the existing ANMP. No additional residential acquisition is proposed for the LAX Landside Access Modernization Program. However, should the land acquisition under the existing ANMP Relocation Plan for Manchester Square not be completed by the time the proposed Project is approved and advanced into implementation, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or eminent domain) to ensure that the designated areas are vacated consistent with the project construction sequencing plan. As indicated in Section 4.4.2 of the LAX Master Plan EIR, these measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. Compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 would adequately address residential relocation, and impacts to existing housing would therefore be less than significant. No mitigation measures are required. Notwithstanding, the LAX Landside Access Modernization Program EIR will include a discussion of the current status of the property acquisitions in Manchester Square and Belford.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development will not require the acquisition of any residences or displacement of any people. Thus, the potential effect of the potential future related development to displace housing or people will not be assessed in the LAX Landside Access Modernization Program EIR.

XIV. 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?

a. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program on fire protection service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The City of Los Angeles Fire Department (LAFD) provides fire protection services throughout LAX, including the Project site. Four fire stations are located at LAX (Fire Station Nos. 80, 51, 5, and 95). Fire Station No. 80, located at 7250 World Way West, is approximately 3,800 feet southwest of the Project site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 4,000 feet south of the Project site; Fire Station No. 5, located at 8900 Emerson Avenue, is approximately 3,200 feet north of the Project site; and Fire Station No. 95, located at 10010 International Road, is adjacent to the roadway improvements along Century Boulevard as part of the proposed Project. Access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

The proposed Project would comply with all applicable LAWA, City, state, and federal fire codes and ordinances. While the LAX Landside Access Modernization Program will not affect aircraft activity levels at LAX, it will change access routes, access points for passengers, and create new public facilities that will require fire protection. Therefore, the effect of the Project on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

b. Police protection?

b. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program on police protection service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Los Angeles World Airports Police Division (LAWAPD), the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail), and the Los Angeles Police Department (LAPD) provide police protection services to LAX and surrounding areas, including the Project site. The LAWAPD is located just east of the CTA and the LAPD LAX Detail station is also located on the east side of the airport. Demand for on-airport police protection services is typically determined by increases in aircraft activity and employees. While the LAX Landside Access Modernization Program will not affect aircraft activity levels at LAX, it will change access routes, access points for passengers, and create new public facilities that will require police protection. The LAX Landside Access Modernization Program EIR will evaluate the effect of the proposed Project on service ratios, response times, and other performance objectives.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

c. Schools?

c. Potentially Significant Impact

The construction of the proposed CONRAC would require that the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 West 98th Street in the Manchester Square neighborhood be acquired. Thus, the LAX Landside Access Modernization Program EIR will evaluate potential impacts to school facilities.

LAX Landside Access Modernization Program Project: Construction of the proposed CONRAC in the Manchester Square neighborhood would require the acquisition of the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 West 98th Street. While LAWA has an existing relocation program underway to mitigate aircraft noise impacts on the Manchester Square neighborhood, as part of LAWA's Aircraft Noise Mitigation Program (ANMP), which includes the Stella Middle Charter Academy and Bright Star Secondary Charter, the potential effects of acquiring this school will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential for the potential future related development to impact school facilities will be evaluated in the LAX Landside Access Modernization Program EIR.

d. Parks?

d. Less than Significant Impact

The effect of the transportation facilities proposed in the LAX Landside Access Modernization Program and the related future development of commercial uses on adjacent land would not require the provision of any new parks. Thus, this topic will not be discussed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would not induce residential development or require the provision of new park facilities; thus, no impact to parks would result, and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of land located adjacent to the West and East ITFs and CONRAC with commercial and light industrial uses would not induce significant residential development or require the provision of new park facilities; thus, no impacts to parks would occur and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

e. Other public facilities?

e. Less than Significant Impact

The LAX Landside Access Modernization Program Project and potential future related development would not significantly impact any other existing public facilities. Thus, this topic will not be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would not induce residential development or require the provision of new public facilities; thus, no impact to other public facilities would result, and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of land located adjacent to the West and East ITFs and CONRAC with commercial and light industrial uses would not induce significant residential development or require the provision of new public facilities; thus, no impacts to other public facilities would occur and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

XV. 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?

a-b. Less Than Significant Impact.

The LAX Landside Access Modernization Program would not cause any potential increase in the use of existing neighborhood and regional parks or other recreational facilities or require the construction or expansion of recreational facilities. No further evaluation of impacts to recreational facilities is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project does not include development of recreational facilities. The proposed Project will provide facilities for passengers and visitors to access LAX in different ways and locations than is currently available. The proposed Project components will not cause an increase in residential uses in the vicinity of the airport, nor will it provide improved access to existing public recreation areas. Therefore, the LAX Landside Access Modernization Program would not result in substantial physical deterioration of existing recreational facilities or require the construction or expansion of recreational facilities. As such, less than significant impacts related to Recreation would occur.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with compatible commercial and light industrial uses. The potential future related development will not cause an increase in residential uses in the vicinity of the airport, nor will it provide improved access to existing public recreation areas. Therefore, the potential future related development would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational

facilities. As such, less than significant impacts related to Recreation would occur.

XVI. Transportation/Traffic

Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

a-b. Potentially Significant Impact.

Impacts of the LAX Landside Access Modernization Program related to circulation plans and programs would be potentially significant; thus, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would modify existing on-airport roadways, parking systems, remote parking facilities, rental car facilities, transit systems, and pedestrian activities. The proposed Project would also modify off-airport transportation components, including: arterial roads and highways segments, as well as ramps that serve traffic approaching and departing the airport. These improvements could result in traffic pattern changes and increased volumes on surrounding roadways, thus potentially resulting in traffic impacts. Additionally, construction of the proposed Project would also generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period. Thus, the potential for the proposed Project to have significant impacts on circulation plans and programs will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with compatible commercial and light industrial uses. Development of these areas could cause increased volumes on surrounding roadways, thus potentially resulting in traffic impacts. Additionally, construction of the potential future related development would also generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking

areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period. Thus, the potential for the potential future related development to have significant impacts on circulation plans and programs will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

c. No Impact.

The LAX Landside Access Modernization Program would not affect aircraft operations at the airport, and therefore would not change air traffic patterns, increase traffic levels, or change the location of aircraft operations. Therefore, no impacts to air traffic patterns or air traffic levels would result and this topic will not be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would not affect the number or type of aircraft operations or air traffic patterns at LAX. The proposed Project would improve access to the airport by giving passengers multiple choices on how to access or exit the CTA, but it will result in no changes to the runway or taxiway system at LAX. Thus, no change in aircraft operations or aircraft activity levels would result from implementation of the proposed Project and will not be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. The potential future related development would not result in any change to aircraft operations, aircraft activity levels, or air traffic patterns at LAX and will not be evaluated further in the LAX Landside Access Modernization Program EIR.

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

d. Potentially Significant Impact.

Construction and operations of all improvements under the LAX Landside Access Modernization Program would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. However, components of the LAX Landside Access Modernization Program and potential future related development may unintentionally increase hazards from design features, thus, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in Response XVI.a-b, the proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. Construction and operations of all improvements would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. The goal of the LAX Landside Access Modernization Program is to improve access and traffic circulation on the on- and off-airport roadway system. However, during the design of the proposed facilities, there may be unavoidable design features which could be potentially hazardous; including roadway modifications and the crossing of the proposed APM and the MTA Crenshaw Line. The design goal is to avoid dangerous intersections or other hazardous design features; however, as design of these facilities is still underway, this issue will be further evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. Any roadway improvements associated with the potential future related development would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. However, as specific development proposals for areas adjacent to the West ITF, East ITF, and the CONRAC have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for an increase in hazards due to design features.

e. Result in inadequate emergency access?

e. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program Project and the potential future related development of the LAX Landside Access Modernization Program on emergency access will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. The proposed Project would comply with all applicable LAWA, City, state, and federal fire codes and ordinances. Access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. However, the effect of the proposed Project on emergency access both during construction and operation will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on emergency access routes as part of the LAX Landside Access Modernization Program will be evaluated in the LAX Landside Access Modernization Program EIR.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

f. Potentially Significant Impact.

The LAX Landside Access Modernization Program would comply with existing policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. Improved access to these facilities is a key component of the LAX Landside Access Modernization Program; however, because design of these facilities and potential roadway improvements is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in Response XVI.a-b, the proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. Construction and operations of all improvements would be consistent with local and regional policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. The APM would provide a connection point to Metro's proposed 96th Street/Aviation Boulevard station, and would improve passenger and visitor access to the airport by encouraging pedestrian and bicycle access at the intermodal transportation facilities. However, because design of these facilities and potential roadway improvements is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. Any development of these areas would comply with existing policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. However, because the roadway improvements associated with the LAX Landside Access Modernization Program is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

XVII. Utilities and Service Systems

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

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

a-e. Potentially Significant Impact.

Water, wastewater treatment, and storm water requirements associated with development of the LAX Landside Access Modernization Program will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would result in an increased demand for water and would generate wastewater requiring conveyance and treatment. The Los Angeles Department of Water and Power prepares and adopts an Urban Water Management Plan (UWMP) every five years to forecast the future water demands and water supplies for the City. LADWP's current UWMP was adopted on April 11, 2011 (2010 UWMP) and uses a service-area-wide method in developing City water demand projections. This methodology does not rely on individual development demands to determine area-wide growth but, instead, looks at the growth in water use for the entire service area. The UWMP provides demand projections in five-year increments through 2035 and includes demographics, weather, and water conservation. The 2010 UWMP demographic projections are based on the 2008 Regional Transportation Plan (RTP) forecast generated by the Southern California Association of Governments (SCAG). However, on April 4, 2012, SCAG adopted the 2012-2035 RTP/SCS, which has not yet been incorporated into LADWP's UWMP. Construction of new water lines to serve the proposed transportation may be required. The water demand associated with the Project in relation to available water supplies and the impact of constructing new water lines will be analyzed in the LAX Landside Access Modernization Program EIR.

The City of Los Angeles operates four wastewater treatment facilities; the Hyperion Treatment Plant (HTP) treats sanitary wastewater generated by activities at LAX. The HTP had baseline wastewater flows of 299 million gallons per day (mgd) in 2010 and a design capacity of 450 mgd. The Hyperion Service Area (HSA), which includes the HTP and additional facilities, has a combined capacity of 550 mgd. Historical data shows a significant decrease in wastewater flow within the HSA; future trendlines show continued declines in wastewater flows through 2020, where there will be substantial available capacity within the HSA to treat projected flows.[53] Construction of new wastewater lines to serve the proposed transportation facilities would be required and additional wastewater would be generated by the proposed facilities and future commercial development on adjacent property. The impact of constructing new wastewater lines and the impact of

[53] City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.13.3, July 2012.

additional wastewater existing conveyance and treatment facilities will be analyzed in the LAX Landside Access Modernization Program EIR.

The LAX Landside Access Modernization Program would include development of new facilities that would require the alteration of existing storm drain facilities and the construction of new storm drain facilities. The impact of constructing new storm drainage facilities will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. This future development may require the construction of new water, wastewater, and storm drain facilities and would increase water demand and generate additional wastewater requiring conveyance and treatment. These potential impacts will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Comply with federal, state, and local statutes and regulations related to solid waste?

f-g. Less Than Significant Impact.

Impacts related to solid waste would be less than significant and these issues require no further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: There are eight major landfills and several smaller landfills currently accepting municipal solid waste in Los Angeles County. As indicated in the LAX SPAS EIR, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 60.2 million tons in 2010. Based on the average countywide disposal rate in 2010, this capacity would not be exhausted for approximately 41 years.[54] Construction and demolition activities for the proposed Project would generate a substantial amount of solid waste; however, the proposed Project would adhere to LAWA's recycling program and mitigation measures, which are intended to comply with Assembly Bill 939. Removed pavement from the Project site would be used as filler below any new paving, and any materials would be reused to the extent possible. There is expected to be no negative impact from the Project on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The Project will comply with federal, state, and local statutes and regulations related to solid waste that were

[54] City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.13.2, July 2012.

included in the LAX Master Plan EIR, as well as any statutes or regulations adopted after the compilation of the LAX Master Plan EIR. In December 2010, the Los Angeles City Council adopted Ordinance No. 181519 (signed by the Mayor in January 2011) to assist in meeting the diversion goals of AB 939. Ordinance No. 181519 amended sections of the City's municipal code to require that construction and demolition waste generated within the City of Los Angeles be taken to a City-certified construction demolition waste processing facility.[55] *Additionally, the proposed Project would not cause any increase to the number of flights oroperations at LAX, and therefore would not result in an increase in solid waste. Thus, no significant impact to landfill capacity and solid waste would occur and these topics will not be evaluated in the LAX Landside Access Modernization Program EIR.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. There is expected to be no negative impact from the potential future related development on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The potential future related development will comply with federal, state, and local statutes and regulations related to solid waste that were included in the LAX Master Plan EIR, as well as any statutes or regulations adopted after the compilation of the LAX Master Plan EIR. Thus, no significant impact to landfill capacity and solid waste would occur and these topics will not be evaluated in the LAX Landside Access Modernization Program EIR.

XVIII. Mandatory Findings of Significance

a. Does the project have the potential to 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, 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?

a. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: The proposed LAX Landside Access Modernization Program has the potential to degrade the quality of the environment with the potential to have an effect on aesthetics, air quality, cultural (historic) resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems. Therefore, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

[55] City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.13.2, July 2012.

LAX Landside Access Modernization Program Potential Future Related Development: The proposed potential future related development has the potential to degrade the quality of the environment with the potential to have an effect on aesthetics, air quality, cultural (historic) resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems. Therefore, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

b. Does the project have impacts that 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).

b. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: Implementation of the proposed LAX Landside Access Modernization Program may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of the potential future related development may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

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

c. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: Implementation of the proposed LAX Landside Access Modernization Program may result in adverse environmental effects which could potentially result in substantial adverse effects on humans for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of the potential future relates development may result in adverse environmental effects which could potentially result in substantial adverse effects on humans for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

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4. Preparers and Persons Contacted

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Appendix A

Archaeological and Paleontological Resources Assessment

January 23, 2015

Mr. Stephen Culberson, Director
RICONDO & ASSOCIATES, INC.
20 North Clark Street, Suite 1500
Chicago, Illinois 60602

RE: ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES ASSESSMENT FOR THE PROPOSED LANDSIDE TRANSPORTATION PROGRAM AT LOS ANGELES INTERNATIONAL AIRPORT; CITY OF LOS ANGELES, CALIFORNIA

Dear Mr. Culberson:

PCR Services Corporation (PCR) conducted an archaeological and paleontological resources assessment for the above-referenced project. This letter presents our methods, results, and recommendations from the assessment.

1.0 PROJECT UNDERSTANDING AND SCOPE OF STUDY

Ricondo & Associates, Inc. is assisting Los Angeles World Airports (LAWA) with the preparation of environmental documentation for the proposed Landside Transportation Program (LTP) to improve the ground access systems at the Los Angeles International Airport (LAX), to better accommodate airport-related traffic, especially within the Central Terminal Area (CTA). Elements of the LTP would include an Automated People Mover System (APM) to transport passengers between the CTA and ground transportation facilities located east of the CTA, Intermodal Transportation Facilities (ITF) for the drop-off and pickup of passengers, a Consolidated Rental Car Facility (CONRAC) that would centralize most rental car operations, public parking facilities, roadway improvements, utilities, and various laydown/staging areas across the LAX property. The depth of proposed excavations associated with implementation of the proposed project is yet to be determined, but it can be anticipated that there will be excavations across several portions of the study area associated with the development of the APM, ITF, CONRAC, and related underground utilities.

PCR conducted an archaeological and paleontological resource assessment from December 2014 to January 2015 to determine the potential impacts to archaeological and paleontological resources associated with implementation of the proposed project to demonstrate compliance with the California Environmental Quality Act (CEQA) and to support the Initial Study. The scope of work for the assessment included conducting records searches, review of historic aerials from the National Environmental Title Research Online (NETR) Online, Native American consultation, and a pedestrian survey of the study area. The records searches were conducted through the California Native American Heritage Commission's (NAHC) Sacred Lands File (SLF), the California Historical Resources Information System's (CHRIS) South Central Coastal Information Center (SCCIC) and the Natural History Museum of Los Angeles County (NHMLAC). Consultation letters were also sent to appropriate local Native American representatives identified by the NAHC.

2.0 PROJECT LOCATION

The proposed LTP study area is located within LAX in a densely urbanized area of the City of Los Angeles, California (**Figure 1**, *Regional Map*, attached) and is illustrated on the United States Geological Survey (USGS) 7.5-minute series, Venice, California, topographic quadrangle in unsectioned portions of Township 2 South, Range 15 West (**Figure 2**, *Vicinity Map*, attached). The elevation within the study area ranges from 126 feet above mean sea level (MSL) to 86 feet above MSL. The areas surrounding the study area are developed with transportation infrastructure (airport and interstate highways), commercial, and residential uses (**Figure 3,** *Aerial Photograph*, attached). To the north of LAX is the community of Westchester in the City of Los Angeles, to the east is the City of Inglewood, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Highway access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways that serve LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

3.0 CULTURAL SETTING

3.1 Prehistoric Background

Prehistory is most clearly discussed chronologically, in terms of environmental change and recognized cultural developments. Several chronologies have been proposed for inland southern California, the most widely accepted of which is Wallace's (1955) four-part Horizon format, which was later updated and revised by Claude Warren (1968). The advantages and weaknesses of southern California chronological sequences are reviewed in Moratto (1984), Chartkoff and Chartkoff (1984), and Heizer (1978). The following discussion is based on Warren's (1968) sequence, but the time frames have been adjusted to reflect more recent archaeological findings, interpretations, and advances in radiocarbon dating.

3.1.1 Paleoindian Period (ca. 13,000-11,000 Years Before Present [YBP])

Little is known of Paleoindian peoples in inland southern California, and the cultural history of this period follows that of North America in general. Recent discoveries in the Americas have challenged the theory that the first Americans migrated from Siberia, following a route from the Bering Strait into Canada and the Northwest Coast sometime after the Wisconsin Ice Sheet receded (ca. 14,000 YBP), and before the Bering Land Bridge was submerged (ca. 12,000 YBP). A coastal migration route somewhat before that time is also possible (Johnson et al. 2002). The timing, manner, and location of this crossing are a matter of debate among archaeologists, but the initial migration probably occurred as the Laurentide Ice Sheet melted along the Alaskan Coast and interior Yukon. The earliest radiocarbon dates from the Paleoindian Period in North America come from the Arlington Springs Woman site on Santa Rosa Island. These human remains date to approximately 13,000 YBP (Johnson et al. 2002). Other early Paleoindian sites include the Monte Verde Creek site in Chile (Meltzer et al. 1997) and the controversial Meadowcroft Rockshelter in Pennsylvania. Both

sites have early levels dated roughly at 12,000 YBP. Lifeways during the Paleoindian Period were characterized by highly mobile hunting and gathering. Prey included megafauna such as mammoth and technology included a distinctive flaked stone toolkit that has been identified across much of North America and into Central America. They likely used some plant foods, but the Paleoindian toolkit recovered archaeologically does not include many tools that can be identified as designed specifically for plant processing.

The megafauna that appear to have been the focus of Paleoindian lifeways went extinct during a warming trend that began approximately 10,000 years ago, and both the extinction and climatic change (which included warmer temperatures in desert valleys and reduced precipitation in mountain areas) were factors in widespread cultural change. Subsistence and social practices continued to be organized around hunting and gathering, but the resource base was expanded to include a wider range of plant and game resources. Technological traditions also became more localized and included tools specifically for the processing of plants and other materials. This constellation of characteristics has been given the name "Archaic" and it was the most enduring of cultural adaptations to the North American environment.

3.1.2 Archaic Period (ca. 11,000-3,500 YBP)

The earliest Archaic Period lifeways in inland southern California have been given the name San Dieguito tradition, after the San Diego area where it was first identified and studied (Warren 1968). Characteristic artifacts include stemmed projectile points, crescents and leaf-shaped knives, which suggest a continued subsistence focus on large game, although not megafauna of the earlier Paleoindian period. Milling equipment appears in the archaeological record at approximately 7,500 years ago (Moratto 1984:158). Artifact assemblages with this equipment include basin millingstones and unshaped manos, projectile points, flexed burials under cairns, and cogged stones, and have been given the name La Jolla Complex (7,500–3,000 YBP). The transition from San Dieguito lifeways to La Jolla lifeways appears to have been an adaptation to drying of the climate after 8,000 YBP, which may have stimulated movements of desert peoples to the coastal regions, bringing millingstone technology with them. Groups in the coastal regions focused on mollusks, while inland groups relied on wild-seed gathering and acorn collecting.

3.1.3 Late Prehistoric Period (ca. 3,500 YBP-A.D. 1769)

Cultural responses to environmental changes around 4,000–3,000 YBP included a shift to more land-based gathering practices. This period was characterized by the increasing importance of acorn processing, which supplemented the resources from hunting and gathering. Meighan (1954) identified the period after A.D. 1400 as the San Luis Rey complex. San Luis Rey I (A.D. 1400–1750) is associated with bedrock mortars and millingstones, cremations, small triangular projectile points with concave bases and Olivella beads. The San Luis Rey II (A.D. 1750–1850) period is marked by the addition of pottery, red and black pictographs, cremation urns, steatite arrow straighteners and non-aboriginal materials (Meighan 1954:223, Keller and McCarthy 1989:6). Work at Cole Canyon and other sites in southern California suggest that this complex, and the ethnographically described

lifeways of the native people of the region, were well established by at least 1,000 YBP (Keller and McCarthy 1989:80).

3.1.4 Ethnography – The Gabrielino

At the time of contact, the Native Americans subsequently known as the Gabrielino occupied lands around the LAX and whose territories comprised nearly the entire basin comprising the Counties of Los Angeles and Orange. They belonged to the Takic family of the Uto-Aztecan linguistic stock. Named after the Mission San Gabriel, the Gabrielino are considered to have been one of the two wealthiest and largest ethnic groups in aboriginal southern California (Bean and Smith 1978:538), the other being the Chumash in the Santa Barbara Channel region. This was largely due to the many natural resources within the land base they controlled, primarily the rich coastal section from Topanga Canyon to Aliso Creek, and the offshore Channel Islands of San Clemente, San Nicholas, and Santa Catalina.

The Takic-speaking ancestors of the Gabrielino arrived in the Los Angeles basin around 1500 BC and spread throughout the area, displacing a preexisting Hokan-speaking population (Sutton 2009). The first Spanish contact with the Gabrielino took place in 1520, when Juan Rodriguez Cabrillo arrived in Santa Catalina Island. In 1602, the Spanish returned to Santa Catalina under Sebastián Vizcaíno, and in 1769, Gaspar de Portolá made the first attempt to colonize Gabrielino territory. By 1771, the Spanish had built four missions, and the decimation of the Gabrielino had already begun (Bean and Smith 1978:540-541). European diseases and conflicts among the Gabrielino population, as well as conversion to Christianity, carried a toll in their numbers, traditions, and beliefs.

Although determining an accurate account of the population numbers is difficult, Bean and Smith (Bean and Smith 1978:540), state that by AD 500, the Gabrielino established permanent settlements and their population continued to grow. Early Spanish accounts indicate that the Gabrielino lived in permanent villages with a population ranging from 50 to 200 individuals. The Gabrielino population surpassed 5,000 people by around 1770.

Several types of structures characterized the Gabrielino villages. They lived in domed circular structures covered with tule, ferm, or carrizo. Communal structures measured over 60 feet in diameter and could house three or four families. Sweathouses, menstrual huts, and a ceremonial enclosure were also part of the village arrangements (Bean and Smith 1978:542).

The Gabrielino practiced different subsistence strategies that included hunting, fishing, and gathering. Hunting activities in land were carried out with the use of bow and arrow, deadfalls, snares, and traps. Smoke and throwing clubs also were used to assist with the hunt of burrowing animals. Aquatic animals were hunted with harpoons, spear-throwers, and clubs. Although most fishing activities took place along rivers and from shore, open water fishing trips between mainland and the islands also took place using boats made from wood planks and asphaltum. The Gabrielino

fishing equipment included fishhooks made of shells, nets, basketry traps, and poison substances obtained from plants (Bean and Smith 1978:546).

The Gabrielino diet included a large number of animals, such as deer, rabbit, squirrel, snake, and rats, as well as a wide variety of insects. However, some meat taboos also existed. The meat of bears, rattlesnakes, stingrays, and ravens were not consumed; these animals were believed to be messengers of the god *Chengiichngech*. Aquatic animals such as fish, whales, seals, sea otters, and shellfish were also an important part of the diet, mainly among the coastal population (McCawley 1996:116-126).

A variety of plant foods were consumed by the Gabrielino, the main one being acorns. These nuts are rich in nutrients and have a high content of fiber and fat. Other plants used for consumption by the Gabrielino include the seeds of the Islay (*Prunus ilicifolia*), which were ground into a meal, and the seeds and shoots of the Chía (*Salvia columbariae*), which were eaten raw, made into loaves, or mixed with water to make a beverage. Roots and bulbs were also part of the diet among the mainland and island groups, as well as clover, wild sunflower seeds, and cholla seeds. Wild tobacco was used for medicinal purposes and as a sedative and narcotic population (McCawley 1996:131).

The Gabrielinos were involved in trade among themselves and with other groups. Coastal Gabrielinos exchanged steatite, shell and shell beads, dried fish, sea otter pelts, and salt with inland groups for acorns, seeds, obsidian, and deerskins (Bean and Smith 1978:547). During the late prehistoric period, the principal trade item, both among the Gabrielino and for export to other groups, was steatite. Also known as soapstone or soaprock, major outcroppings of steatite are found on Santa Catalina Island. Steatite was widely used among the Gabrielino to make arrow straighteners and artistic or ritualistic objects. In addition, this rock was used in the making of functional objects for food preparation such as bowls, mortars, pestles, and comals (Bean and Smith 1978:547). Archaeological data indicate that a steatite "industry" developed prehistorically on the island that involved the large-scale trade of both raw materials and finished artifacts to mainland communities (Bean and Smith 1978:547).

4.0 METHODS

4.1 Cultural Resources Records Search

On December 11, 2014, PCR archaeologist, Mr. Chris Purtell, M.A., RPA conducted a cultural resources records search at the CHRIS-SCCIC at California State University, Fullerton. This records search included a review of all recorded archaeological resources within a one-half mile radius of the study area. The records search also reviewed cultural resource reports/studies and historic topographic maps on file. In addition, PCR reviewed the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, and the California State Historic Resources Inventory listings. The purpose of the updated record search was to determine whether or not there are newly inventoried archaeological and historical resources within the study area and surrounding vicinity

that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the study area for additional and buried archaeological resources.

4.2 Sacred Lands File Search and Native American Consultation

On December 30, 2014, Mr. Purtell commissioned an updated SLF records search through the NAHC and conducted follow-up consultation with Native American groups and/or individuals identified by the NAHC as having affiliation with the study area vicinity. Each Native American group and/or individual listed was sent a project notification letter and map and was asked to convey any knowledge regarding prehistoric or Native American resources (archaeological sites, sacred lands, or artifacts) located within the Study area or surrounding vicinity. The letter included information such as project location and a brief description of the proposed project. The purpose of the search and follow-up consultation was to obtain information regarding the nature and location of additional prehistoric or Native American resources whose records may not be available at the CHRIS-SCCIC.

4.3 Paleontological Resources Records Search

On December 30, 2014, Mr. Purtell commissioned a paleontological resources records search through the Vertebrate Paleontology Department at NHMLAC. This records search entailed an examination of current geologic maps and known fossil localities on and within the general vicinity of the study area. The purpose of the records search was to determine whether or not there are previously recorded paleontological resources and/or fossiliferous geologic units within the study area. The results also provided a basis for assessing the sensitivity of the study area for additional and buried resources.

4.4 Pedestrian Survey

For the current assessment, PCR relied on previous full-coverage surveys conducted by PCR (Garcia) in 2011 and 2012 for the Southwest Remain Overnight Apron project and LAX Specific Plan Amendment Study, respectively, and by Sapphos Environmental, Inc. (Purtell) in 2013 for the Runway 6L-24R Safety Area and Associated Improvements project. All three of these investigations included surveys of portions or the entirety of the current LTP study area, including the laydown/staging areas that are within the Airport Operations Area (AOA). As a result, PCR focused the LTP survey on the undeveloped portions areas outside the AOA. These surveys were conducted in areas where the ground surface was exposed and where the likelihood of surface resources was possible. These areas included the following project elements: CONRAC, one of the APM Stations, portions of the APM alignment associated support facilities, and four laydown areas. PCR classified the laydown areas into the following designations: Laydown Area No. 1 - located north and south of Westchester Parkway and west of Sepulveda Westway; Laydown Area No. 2 - located at the intersection of South La Cienega Boulevard and Lennox Boulevard; Laydown Area No. 3 - located at the intersection of Imperial Highway and Aviation Boulevard; and Laydown Area No. 4 - located at the intersection of Imperial Highway and Main Street. Where open access and ground surface

visibility permitted, the ground surfaces in these areas were examined for the presence of archaeological and paleontological resources. Some areas were fenced-off and inaccessible during the survey; therefore, PCR could not thoroughly inspect these areas but they could be viewed from a distance. Given the high level of ground disturbance from airport operations and development, commercial and residential development, and other on-going construction activities that would have displaced resources, it is unlikely that any resources were overlooked in these areas. The survey was conducted by Mr. Purtell on January 7, 2015. Detailed notes were made, and digital photographs were taken of the study area and surrounding vicinity during the survey.

5.0 RESULTS

5.1 Cultural Resources Records Search

Results of the records search from the SCCIC indicated no archaeological resources have been recorded within the study area and 11 archaeological resources have been previously recorded within a half-mile radius. The 11 resources are summarized in **Table 1**, *Archaeological Resources Within a One-Half Mile Radius of the Study Area*, below. These resources include both archaeological resources from the prehistoric and historic period. None of these resources would be impacted by the proposed project.

Table 1

Archaeological Resources Within a One-Half Mile Radius of the Study Area

Resource Designation	Description	Status Code
CA-LAN-202	Contents of resource unknown; currently does not exist on surface	6Z
CA-LAN-214	"small site" consisting of "points"; paved over with single family residences	6Z
CA-LAN-691	Shell scatter recorded in 1972; likely displaced from subsequent airport activities	6Z
CA-LAN-1118	Shell midden with lithic debitage; likely displaced from subsequent airport activities	6Z
CA-LAN-2345	Large prehistoric site (tools, faunal remains, shell, fire-affected)	3CS
CA-LAN-2385H	Historic debris (concrete, window glass, asphalt, brick, plaster, and metal fragments)	6Z
P-19-100115	Isolated prehistoric chipped stone tool	6Z
P-19-100116	Isolated prehistoric chipped stone flake (quartzite)	6Z
P-19-004352	Sewer pipe fragments, railroad ties, metal spikes, and iron pipe (3-8 ft below surface)	7
P-19-004353	1940s to 1950s bottle deposit (at depth during monitoring)	7
P-19-004354	1950s bottle, mammal bones, and shell (4 feet below surface during monitoring)	7

3CS – Appears eligible for California Register of Historical Resources through survey evaluation; 6Z – Found not eligible for CRHR through survey evaluation; 7 – Not Evaluated; 6ZNRHP = National Register of Historic Places

The records also indicated that more than 15 cultural resource studies have been conducted within the study area. These studies were conducted for various projects across LAX from 1974 to 2005 and encompass approximately 50 percent of the study area footprint.

5.2 Sacred Lands File Search and Native American Consultation

Results of the updated SLF search through the NAHC failed to indicate newly inventoried Native American cultural resources within the study area. The NAHC results letter can be found as an attachment to this report. The NAHC results also noted, however, that the absence or resource information in the SLF inventory does not preclude the discovery of cultural resources within any project area (Sanchez 2015). Pursuant to NAHC suggested procedure, letters were sent via certified mail on January 14, 2015 to the nine Native American individuals and organizations (from the Gabrielino/Tongva tribes) identified by the NAHC as being affiliated with the vicinity of the study area to request any additional information or concerns they may have about Native American cultural resources that may be affected by the proposed project. As of January 23, 2015, no responses have been received from any of the Native American contacts.

5.3 Paleontological Resources Records Search

The record search from the Vertebrate Paleontology Department at the NHMLAC indicated that there were no known paleontological localities within the study area. However, museum records indicated that two fossil localities (LACM 3264 and LACM 7332) were recorded adjacent to the study area and five fossil localities (LACM 3789, LACM 7332, LACM 8734, LACM 1180, and LACM 4942) were recorded within a one-half radius of the study area. These fossils were discovered at depths between 13 to 40 feet below the surface and are summarized in **Table 2**, *Vertebrate Fossils Localities in the Vicinity of the Study Area*, below.

Table 2

Vertebrate Fossil Localities in the Vicinity of the Study Area

Locality Number and Approximate Location	Taxa	Common Name
LACM 3264, near the Tom Bradley International Terminal at LAX	Prodoscidea	Baby elephant
LACM 7332, south of West 98th Street and west of Bellanca Avenue	*Mammuthus* sp.	Baby mammoth
LACM 3789, 9734 Bellanca Avenue south of Manchester Avenue	*Mammuthus* sp.	Mammoth
	Rodentia	Rodent
	Citharichthys sitigmaeus	Speckled sanddab
LACM 1180 and LACM 4924, northwest and southeast sides respectively of Airport Boulevard at the intersection with Manchester Avenue	*Equus* sp.	Horse
	Mammuthus sp.	Mammoth
	Lepus sp.	Rabbit

In 2013, PCR also encountered invertebrate (shell) fossil specimens during construction monitoring services for with the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

The geology of the study area can be characterized as surficial deposits composed of older Quaternary dune sands located in the western portion of the study area, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the study area. Both of these types of sedimentary deposits typically do not contain significant vertebrate fossils in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth (McLeod 2015). The paleontological records search results letter from the NHMLAC is provided as an attachment to this report.

5.4 Pedestrian Survey

The results of the three cultural resource surveys of the areas within the AOA for other LAX projects identified no resources within the LTP study area. Results from PCR's pedestrian survey of project elements outside the AOA also yielded negative results.

CONRAC, APM Station, and APM Alignment

As discussed earlier, many areas that exhibited exposed ground surface were fenced-off with locked gates that prevented access. However, PCR was able to inspect these areas along their fence lines which revealed that ground surface visibility is fair, with low-lying non-native grasses and/or non-native plants covering approximately 90-100 percent of the surface area (**Figures 4** and **5**, *Study Area Photographs*, attached). Additionally, these areas receive regular and/or routine maintenance that utilizes an above ground sprinkler system made of PVC piping. With the exception of mature trees/landscaping, driveways, and the occasional concrete/stone planter, there is limited evidence of the past residential housing, streets, buildings and/or other structures that were once present in these areas. Areas inside the fence exhibit little to no modern refuse while areas outside the fence are scattered with various amounts and types of modern refuse including paper, plastic, glass bottle fragments, crushed aluminum cans, and household items. No archaeological or paleontological resources were identified in these areas.

Laydown/Staging Areas

The areas that exhibited exposed ground surface in four laydown areas were fenced-off with chain-link fencing, with locked gates that prevented access. However, PCR was able to inspect these areas along their fence lines which revealed that the ground surface visibility varied from poor to excellent (**Figures 6** and **7**, *Study Area Photographs*, attached). Laydown Area No. 1 is currently being used by LAWA for their elevator operations while Laydown Area No. 2 is paved over and appears to have been used for parking. Laydown Area No. 3 was undergoing earthmoving construction activities of unknown nature at the time of the survey while Laydown Area No. 4 is

developed with a LAWA Facilities Building. Similar to the other project elements surveyed by PCR, no remnants of the former residential communities were identified and modern refuse was scattered throughout. No archaeological or paleontological resources were identified in these areas.

6.0 IMPACT ANALYSIS

6.1 Archaeological Resources

The cultural resource records search indicated that no previously recorded archaeological resources (including historic or prehistoric archaeological resources) are located within the study area; however, 11 archaeological resources have been recorded within a half-mile radius. Recent surveys by PCR in 2011 (Garcia) and Sapphos in 2013 (Purtell) and the current survey by PCR of the undeveloped portions of the study area did not identify any new archaeological resources. Much of the study area is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. The study area is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial archaeological resources that may have existed at one time have likely been displaced by these disturbances. While discovery of archaeological resources in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact archaeological 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 study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried archaeological resources. Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described below, would reduce this impact to a level that is less than significant.

The ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. The procedures outlined in the ATP would reduce significant impacts to previously unidentified archaeological resources associated with the proposed project to a less than significant level.

6.2 Paleontological Resources

The paleontological resources records search indicated that no previously recorded vertebrate fossil localities from the NHMLAC database are located within the study area. However, museum records indicate that two fossil localities; LACM 3264 (Prodoscidea, elephant) and LACM 7332 (*Mammuthus*, mammoth) located adjacent to the study area and five fossil localities; LACM 3789 (*Mammuthus*), LACM 7332 (Rodentia, rodent), LACM 8734 (*Citharichthys sitigmaeus*, speckled sanddab), LACM 1180 (*Equus* sp., horse), and LACM 4942 (*Lepus* sp., rabbit) located within a one-half radius of the study area. These fossils were discovered at depths between 13 to 40 feet below the surface. In 2013, PCR also encountered invertebrate (shell) fossil specimens during construction monitoring services for with the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

PCR's pedestrian survey did not identify any new paleontological resources; however, much of the study area is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. According to the NHMLAC, the study area is comprised of surficial deposits consisting of older Quaternary Alluvium derived as fluvial deposits composed from older Quaternary dune sands located in the western portion of the study area, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the study area. Both of these types of sedimentary deposits typically do not contain paleontological resources in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth.

As mentioned above, the study area is located on artificial fill material ranging in depth throughout due to the disturbances from previous onsite development and operations that have also likely displaced surficial paleontological resources. While discovery of paleontological resources in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact 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 study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried paleontological resources. Mitigation Measure CULT-2, Conformance with LAX Master Plan Paleontological Management Treatment Plan (PMTP), described below, would reduce this impact to a level that is less than significant

The PMTP provides for evaluation and treatment of paleontological resources consistent with the Society of Vertebrate Paleontology and other applicable guidance and industry standards. Requirements outlined in the PMTP include specific procedures for paleontological construction monitoring, identifying and assessing the significance of resources, reporting, and for the recovery and curation of resources when warranted.

6.3 Human Remains

As discussed earlier, a SLF search requested by PCR from the NAHC failed to indicate the presence of Native American cultural resources from the NAHC archives within the study area or surrounding vicinity. Results of the cultural resource records search through the SCCIC and PCR's pedestrian survey also did not encounter any known human remains within the study area. As stated above, the study area is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial human remains resources that may have existed at one time have likely been displaced by these disturbances. While discovery of human remains in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact human remains that have not been disturbed or displaced by previous development. Since the proposed project would include excavations of varying depths across portions of the study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried human remains. Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described below, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with State Health and Safety Code 7050.5 and Public Resources Code Section 5097.98.

7.0 RECOMMENDED MITIGATION MEASURES

7.1 Archaeological Resources

Mitigation Measure CULT-1 – Conformance with LAX Master Plan Archaeological Treatment Plan: Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain re-deposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of re-deposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of

inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.

7.2 Paleontological Resources

Mitigation Measure CULT-2 – Conformance with LAX Master Plan Paleontological Management Treatment Plan: Prior to initiation of grading and construction activities, LAWA will retain an on-site paleontologist as defined in the LAX Master Plan MMRP Paleontological Management Treatment Plan (PMTP), who will determine if the proposed project proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

7.3 Human Remains

As discussed earlier, Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with State Health and Safety Code 7050.5 and Public Resources Code Section 5097.98.

Please contact us if you have any questions about the results and recommendations presented in this report.

Sincerely,

PCR SERVICES CORPORATION

Chris Purtell, M.A., RPA
Senior Archaeologist I

Kyle Garcia
Senior Archaeologist I

Attachments (as noted)

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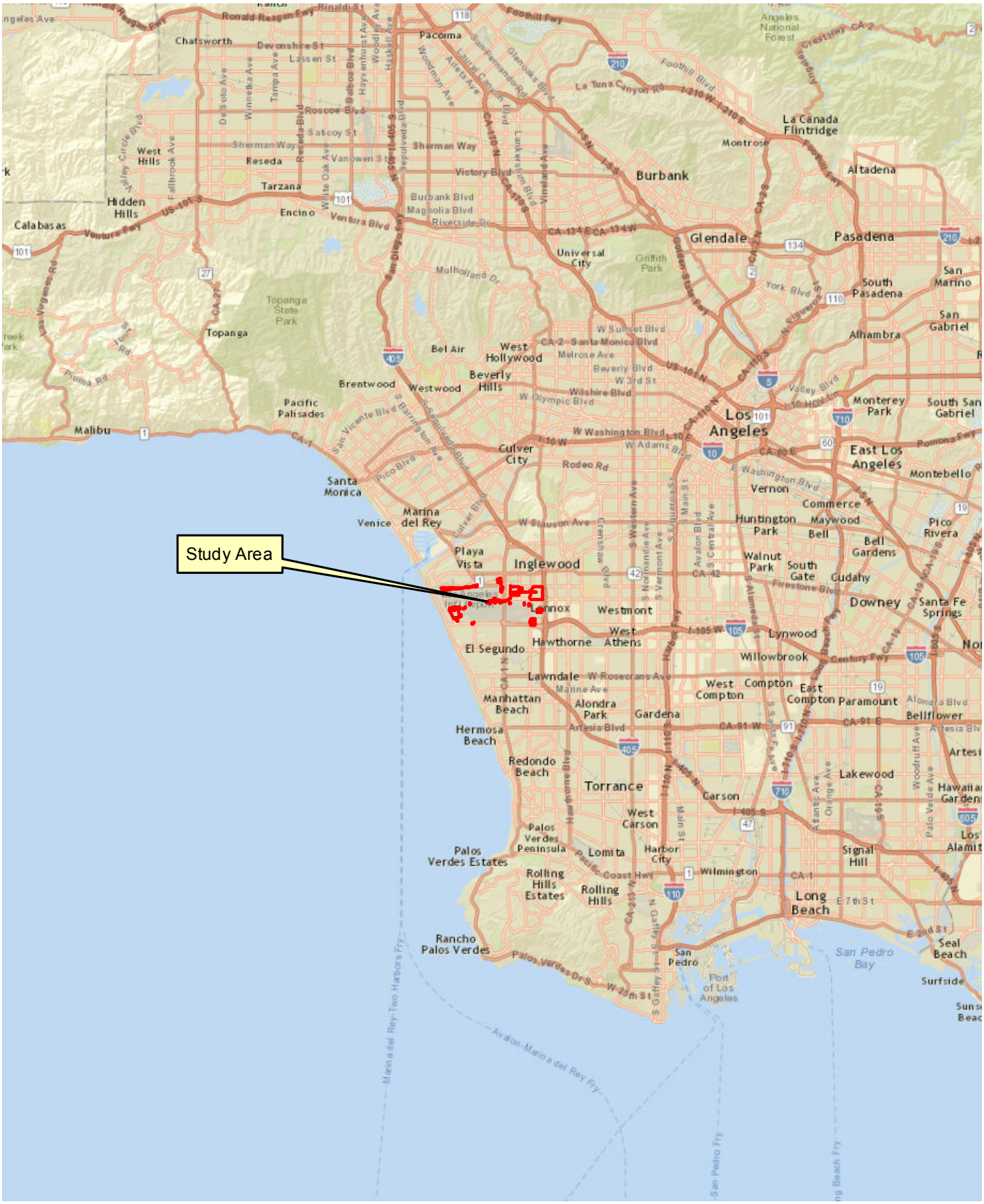


PCR

N

0 5 Miles 0 10 Kilometers

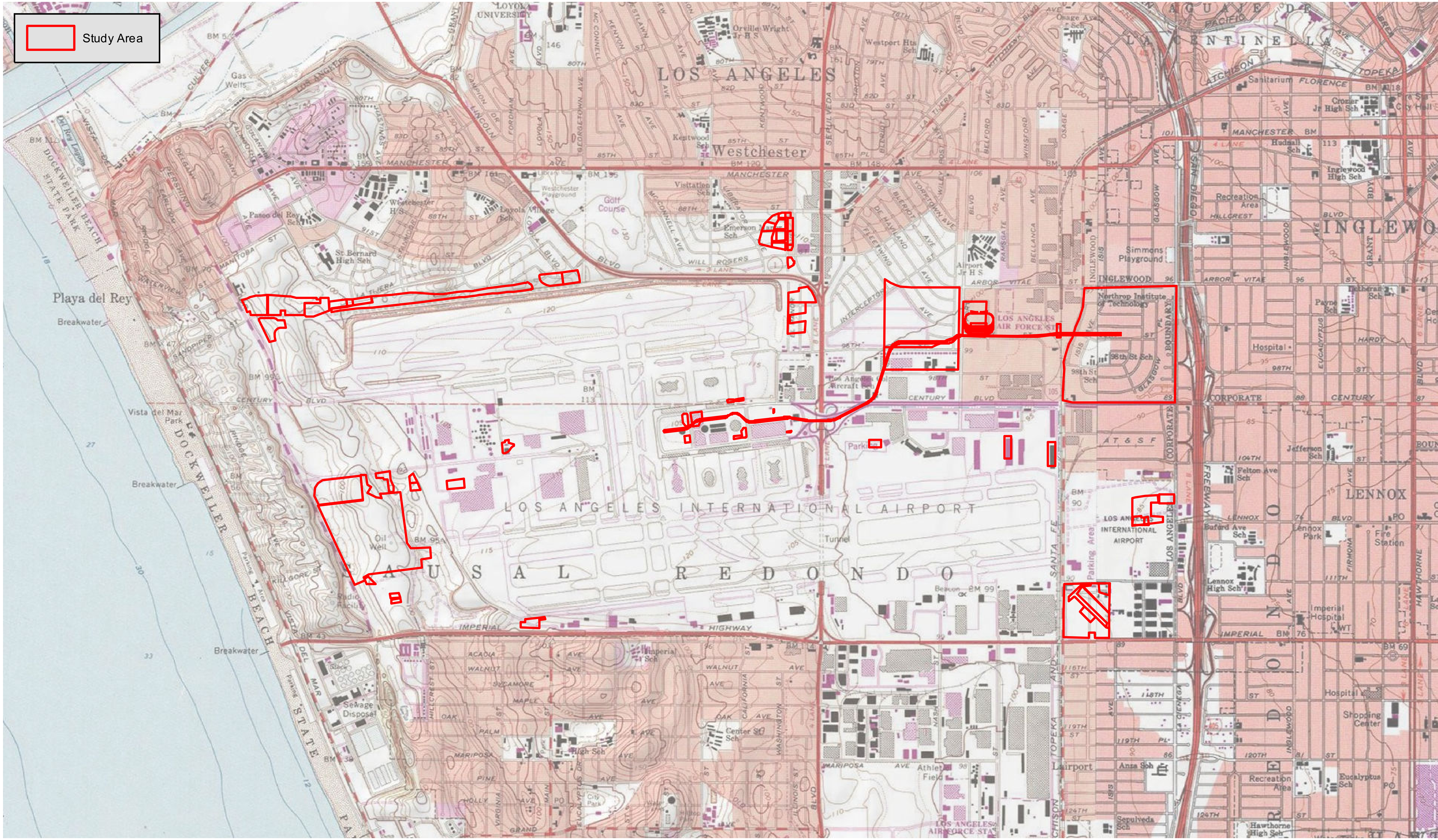
Regional Map

LAX Landside Transportation Program

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

1



0 2,000 4,000 Feet 0 600 1,200 Meters

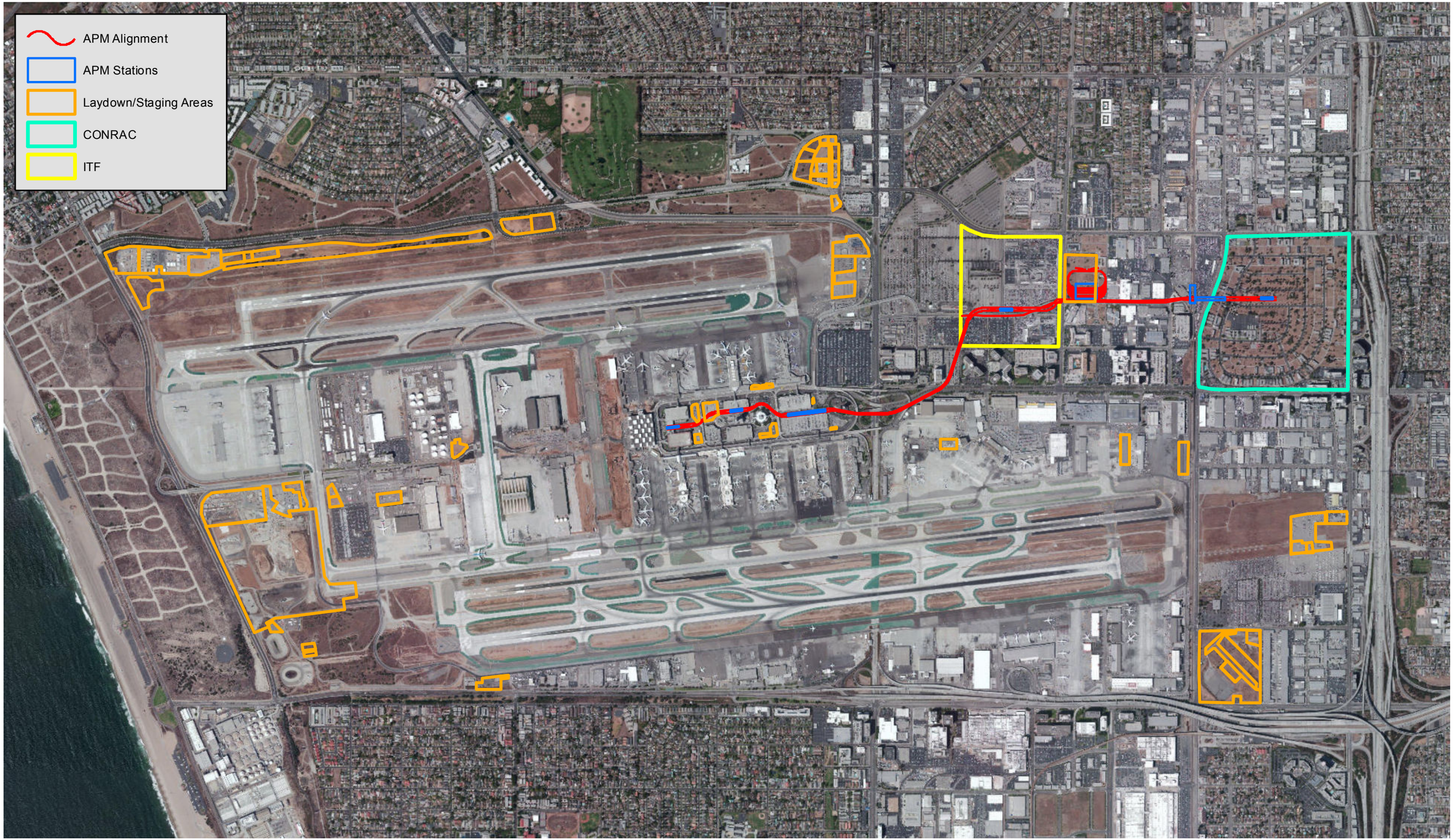
Vicinity Map

LAX Landside Transportation Program

Source: USGS Topographic Series (Venice, Inglewood, CA); PCR Services Corporation, 2015.

FIGURE

2



PCR

N

0 1,500 3,000 Feet

0 500 1,000 Meters

Aerial Photograph

LAX Landside Transportation Program

Source: Microsoft, 2010 (Aerial); PCR Services Corporation, 2015.

FIGURE

3

Photograph 1: Overview of dense vegetation in ITF area, view north.

Photograph 2: Overview of APM alignment area, view north.

PCR

Study Area Photographs

LAX Landside Transportation Program
Source: PCR Services Corporation, 2015.

FIGURE
4

Photograph 3: Overview of dense vegetation in CONRAC area, view west.

Photograph 4: Overview of CONRAC area, view east.

PCR

Study Area Photographs

LAX Landside Transportation Program
Source: PCR Services Corporation, 2015.

FIGURE
5

Photograph 5: Overview of Laydown Area No. 2 locate at the instersection of South Cienega Boulevard and Lennox Boulevard, view towards the west.

Photograph 6: Overview of Laydown Area No. 3 located at the intersection of Imperial Highway and Aviation Boulevard, view towards the north.

PCR

Study Area Photographs

LAX Landside Transportation Program
Source: PCR Services Corporation, 2015.

FIGURE
6

Photograph 7: Overview of Laydown Area No. 1 located at the southwest corner of Westchester Parkway and Sepulveda Westways, view towards the south.

Photograph 8: Overview of Laydown Area No. 1 located at the intersection of Westchester Parkway and Sepulveda Westways, view towards the north.

PCR

Study Area Photographs

LAX Landside Transportation Program
Source: PCR Services Corporation, 2015.

FIGURE
7

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

January 8, 2015

Christopher W. Purtell
PCR Services Corporation
2121 Alton Parkway, Suite 100
Irvine, CA 92606

Sent by Fax: (949) 753-7002
Number of Pages: 3

RE: Landslide Transportation Program at Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Dear Mr. Purtell,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst

Native American Contacts
Los Angeles County
January 7, 2015

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
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(310) 570-6567

Gabrielino-Tongva Tribe
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1999 Avenue of the Stars, Suite 1100 Gabrielino
Los Angeles , CA 90067

(310) 428-5690 Cell

Gabrieleno/Tongva San Gabriel Band of Mission Indian
Anthony Morales, Chairperson
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Gabrielino /Tongva Nation
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Gabrieleno Band of Mission Indians
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(626) 926-4131

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
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Gabrielino-Tongva Tribe
Conrad Acuna
1999 Avenue of the Stars, Suite 1100 Gabrielino
Los Angeles , CA 90027

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed Landside Transportation Program, Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Native American Contacts
Los Angeles County
January 7, 2015

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed Landside Transportation Program, Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

8 January 2015

Planning Consultants Research
2121 Alton Parkway, Suite 100
Irvine, CA 92606

Attn: Christopher W. Purtell, Senior Archaeologist

re: Paleontological Records Check for the proposed Landside Transportation Program at Los Angeles International Airport Project, in the City of Los Angeles, Los Angeles County, project area

Dear Christopher:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Landside Transportation Program at Los Angeles International Airport Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Venic USGS topographic quadrangle map that you sent to me via e-mail on 30 December 2014. We have two vertebrate fossil localities that lie within the proposed project site boundaries, and we have other localities nearby from the same sedimentary units that occur in the proposed project area.

In the western portion of the proposed project area, roughly west of Sepulveda Boulevard, the surficial deposits are composed of older Quaternary dune sands. In the eastern portion of the proposed project area the surficial deposits consist of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east. Both of these types of deposits typically do not contain significant vertebrate fossils in the uppermost layers, but at depth they may well contain significant fossil vertebrate remains.

One of our vertebrate fossil localities that lies within the boundaries of the proposed project area, LACM 3264, in the middle of the Los Angeles International Airport near what is

now the Tom Bradley International Terminal, produced a fossil specimen of a elephant, Proboscidea, at a depth of 25 feet below the surface. Our other vertebrate fossil locality that lies within the boundaries of the proposed project area, LACM 7332, in the northeastern portion of the proposed project area just south of West 98th Street and west of Bellanca Avenue, produced a fossil baby mammoth, *Mammuthus*, at a depth of 40 feet below street grade. Our other nearby vertebrate fossil localities include LACM 3789, further north of locality LACM 7332 at 8734 Bellanca Avenue south of Manchester Avenue, that produced fossil mammoth, *Mammuthus*, rodent, Rodentia, and even a speckled sanddab, *Citharichthys stigmaeus*, at a depth of 14 feet below the surface; and two localities, LACM 1180 and LACM 4942, immediately northwest of locality LACM 3789 on the northeast and southeast sides respectively of Airport Boulevard at the intersection with Manchester Avenue, that produced fossil specimens of horse, *Equus*, mammoth, *Mammuthus*, bison, *Bison*, and rabbit, *Lepus*, at depths of 13 to 16 feet below the surface.

Surface grading or very shallow excavations in the Quaternary Alluvium and dune sands exposed in the proposed project area probably will not encounter significant fossil vertebrate remains. Deeper excavations in the proposed project area, however, may well uncover significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice