Appendix E3
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

SPAS EIR Notice of Preparation

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

CDM Smith
111 Academy, Suite 150
Irvine, CA 92617

Appendix E3-1
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

2008 Notice of Preparation

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

CDM Smith
111 Academy, Suite 150
Irvine, CA 92617

California Environmental Quality Act

NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Subject: **Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047)**

Project Title: Los Angeles International Airport Specific Plan Amendment Study

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified above. The subject EIR will be tiered from the Los Angeles International Airport (LAX) Master Plan EIR (State Clearinghouse Number 1997061047).

LAWA, as the Lead Agency, must prepare and distribute a Notice of Preparation (NOP) after it decides to prepare an EIR. LAWA, through the NOP, solicits participation in determining the scope of the EIR from responsible public agencies (those which may have discretionary approval power over the proposed Project or an aspect of it), trustee agencies (agencies with jurisdiction over a natural resource held in public trust that the Project may affect), and from local governments, regional agencies, private individuals and organizations which may have concerns about the Project. This NOP is intended to inform all those parties of LAWA's intent to prepare a draft EIR on the proposed Los Angeles International Airport Specific Plan Amendment Study. The NOP solicits comments regarding the proposed scope and content of the environmental studies and other information that will be included in the EIR. LAWA has prepared this NOP in accordance with the State CEQA Guidelines and the City of Los Angeles CEQA Guidelines.

On receipt of comments on the NOP, LAWA will consider those comments and prepare the draft EIR. The EIR will analyze the potential adverse impacts that are anticipated to result from the Project, identify potential mitigation measures where reasonable and feasible, and analyze reasonable and feasible alternatives to the proposed Project that could reduce or avoid identified impacts while still feasibly achieving most of the basic Project objectives.

LAWA is requesting input from interested government and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. In the future, public agencies receiving this notice may need to use the EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Notice of Preparation

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

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

As part of the scoping process, two (2) public scoping meetings will be held as follows:

Location: The Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

Dates & Times: Wednesday, May 7, 2008, 6:00 to 9:00 PM
Saturday, May 10, 2008, 9:00 AM to Noon

Your response to this NOP should be sent at the earliest possible date and must be received by LAWA no later than Wednesday, June 18, 2008.

Please send your response to Mr. Herb Glasgow, Senior City Planner, at the address shown above.

Signature: Herbert Glasgow
Herb Glasgow

Title: Senior City Planner

Date: 3/12/08

Telephone: (310) 646-7690

1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport.

2. PROJECT BACKGROUND

The LAX Master Plan, approved by the Los Angeles City Council in December 2004, is the strategic framework for future development of LAX. The LAX Master Plan provides for modernization of the runway and taxiway system, redevelopment of the terminal area, improvement of access to the airport, and enhancement of passenger safety, security, and convenience. Key improvements under the LAX Master Plan are identified and depicted on Figure 3.

The LAX Specific Plan, approved in December 2004 as part of the LAX Master Plan Program, establishes procedures for approval of all projects defined in the LAX Master Plan Program. The approval procedures are different for a subset of the LAX Master Plan projects. These projects are commonly referred to as the "Yellow Light Projects." Such projects, as delineated in Section 7.H of the LAX Specific Plan, include the following:[1]

- Ground Transportation Center (GTC);
- Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA);
- Demolition of CTA Terminals 1, 2, and 3;
- North Runway re-configuration, including center taxiways; and
- On-site road improvements associated with the GTC and APM 2.

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, LAWA is proceeding with the LAX Specific Plan Amendment Study (SPAS) process to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX

[1] Section 7.H of the LAX Specific Plan as approved in December 2004 also included the West Satellite Concourse and associated APM segments; however, those improvements were later removed from that section of the Specific Plan through a Specific Plan Amendment. As such, they are not considered to be Yellow Light Projects, which is consistent with Section V.D.1 of the Stipulated Settlement described herein.

Master Plan. The Stipulated Settlement and the Specific Plan Amendment approved by the Board of Airport Commissioners and the Los Angeles City Council remove the West Satellite Concourse and associated APM segments from this list of projects identified in the LAX Specific Plan that are to be addressed as part of the SPAS process.

The LAX Master Plan, LAX Specific Plan, and the Stipulated Settlement are available for review at http://www.laxmasterplan.org.

3. PROJECT DESCRIPTION

The proposed Project consists of the Specific Plan Amendment Study including related amendments to the adopted LAX Plan and LAX Specific Plan as identified through the evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. Figure 4 identifies the location of the Yellow Light Project areas. The following briefly describes, for each Yellow Light Project, existing conditions, the problem that was intended to be addressed, and the various options that have been formulated based on input received from the community and from the LAX SPAS Advisory Committee established through the Stipulated Settlement. Based on the nature and characteristics of the various options, several alternatives have been formulated for possible consideration in the SPAS EIR. The alternatives represent a reasonable range of how the various options might be combined to form complete potential scenarios for consideration in the EIR. The EIR will also evaluate whether there are other alternatives, to the extent such alternative could avoid or substantially reduce significant impacts identified in the EIR analysis.

The SPAS EIR will be a Supplemental EIR that is tiered from the LAX Master Plan EIR, providing new or revised analyses of the environmental impacts specific to the alternatives associated with the Yellow Light Project options. The discretionary actions to be addressed by the SPAS EIR are anticipated to include, but not be limited to, a general plan amendment and a specific plan amendment.

3.1 Yellow Light Projects Options

The following sections provide a brief description of the options that have been formulated based on input received from the community and from the LAX SPAS Advisory Committee

3.1.1 North Airfield Reconfiguration, including Center Taxiways

Existing Conditions: There are currently two runways in the north airfield of LAX; Runways 6L/24R and 6R/24L. Runway 6L/24R is primarily used for arrivals and Runway 6R/24L is primarily used for departures. Runway 6R/24L, the inboard runway, is 10,285 feet long and 150 feet wide. Aircraft access to and from Runway 6R/24L is provided by a parallel taxiway located 400 feet south of Runway 6R/24L, and a series of connecting taxiways between the runway and the parallel taxiway. Outboard Runway 6L/24R, located approximately 700 feet to the north of Runway 6R/24L's centerline is

8,925 feet long and 150 feet wide. Aircraft access to and from Runway 6L/24R is provided by a series of connecting taxiways. At this time, there is no parallel taxiway associated with Runway 6L/24R.

The current north airfield was designed in the 1960s to accommodate the fleet of aircraft in use at that time. The largest of these older aircraft are known as Design Group IV aircraft, which are smaller than the fleet of aircraft currently using the north airfield (known as Design Group V aircraft) and smaller than the fleet of large aircraft that are currently in production and testing (known as Design Group VI). Group V aircraft are defined by certain characteristics, such as wingspan, tail height and weight, and include aircraft such as the Boeing B747 and the Airbus A340. Group VI aircraft are larger than Group V aircraft and include aircraft such as the Airbus A380 and the Boeing B747-8.

Problems the North Airfield Reconfiguration was Designed to Address: Under the LAX Master Plan, a primary function of the reconfiguration of the North Airfield is to provide a physical solution that would reduce the risk of runway incursions, enhance the safety of aircraft operations at LAX, and provide a better balance in operations between the North Airfield and the South Airfield. The approved Master Plan would achieve these goals by relocating Runway 6R/24L 340 feet to the south of the existing runway centerline in order to accommodate a 75-foot-wide centerfield taxiway between Runway 6L/24R and Runway 6R/24L with 520 feet separation between each of the runway centerlines and the new taxiway centerline.

This North Airfield design would provide for a Modified Group VI airfield. Group VI standards are designed to accommodate the new generation of wide-bodied airplanes set to be introduced to LAX and other airports in the near future. These aircraft, referred to as new large aircraft or NLA, have significantly wider wingspans, taller tail sections, and longer fuselages. In the absence of an airfield that meets Group VI aircraft, operational restrictions would have to be imposed to accommodate NLA at LAX.

SPAS Options: As part of the LAX SPAS process, LAWA, in consultation with members of the surrounding communities and the LAX SPAS Advisory Committee, has identified five options for the reconfiguration of the North Airfield that are under consideration for inclusion in the LAX SPAS and its EIR. The options for reconfiguration of the North Airfield are depicted on Figure 5 and described below.

Move Runway 6R/24L 340' South (Approved Master Plan)

- Move Runway 6R/24L340 feet south of the existing runway centerline.
- Extend Runway 6R/24L approximately 135 feet west and approximately 1,280 feet to the east and widen by 50 feet (i.e., The easterly runway extension would provide additional runway length from which departing aircraft, heading west, would start their takeoff; however, aircraft arriving from the east would continue to touch down in a similar location on the relocated runway).

- Extend Runway 6L/24R approximately 1,495 feet to the west. Construct a new Modified Group VI parallel center taxiway 520 feet north of relocated Runway 6R/24L and 520 feet south of Runway 6L/24R.
- Relocate, extend and/or widen other existing taxiways on the North Airfield.

Move Runway 6R/24L 100' South

- Move Runway 6R/24L 100 feet south of the existing runway centerline.
- Extend Runway 6R/24L approximately 135 feet west and approximately 1,280 feet to the east and widen by 50 feet (i.e., The easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new Group V parallel center taxiway 400 feet north of relocated Runway 6R/24L and 400 feet south of Runway 6L/24R.
- Relocate, extend and/or widen other existing taxiways on the North Airfield.

Keep Existing Runway Locations - Implement Operational Improvements Only

- Implement operational improvements, including upgrading the existing Airport Surface Detection Equipment (ASDE), surface radar equipment, Runway Status Lights (RWSL), and additional air traffic control tower staffing. While the other runway options described herein would also include operational improvements within the control of LAWA, this option relies solely on operational improvements with no changes to the current runway and taxiway configuration for the North Airfield.

Move Runway 6L/24R 100' North

- Move Runway 6L/24R 100 feet north of the existing runway centerline.
- Extend Runway 6L/24R approximately 1,495 feet west and widen by 50 feet.
- Displace threshold of Runway 24R approximately 1,440 feet west of existing Runway 24R threshold location. The runway pavement east of the displaced threshold would be useable for departures to the west and landings and takeoffs to the east but this section of runway pavement would not be useable for landings to the west.
- Extend Runway 6R/24L approximately 1,280 feet to the east and approximately 135 feet to the west and widen by 50 feet (i.e., the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).

3.1.3 Ground Transportation Center

Existing Conditions: Under existing conditions, vehicular access to the passenger terminals, including curb front facilities that allow for the drop-off and pick-up of passengers, is provided within the CTA. Commercial vehicles (i.e. taxis, shuttle vans and limos) provide direct service to passengers within the terminal area. Vehicle access to the CTA is provided via World Way, which operates as a one-way, multi-lane, two-level rectangular loop road within the CTA with direct connections to all the terminals. Ramps from the main access routes (i.e. Century Boulevard, Sepulveda Boulevard, and Sky Way) direct traffic onto World Way just east of Terminal 1. Parking structures located within the CTA provide close-in public parking. Security within the CTA is provided by police checkpoints, random vehicle checks, active curbfront traffic enforcement, police patrols, passenger and baggage screening, employee badging and other layered and coordinated policing techniques.

The site proposed for the GTC under the LAX Master Plan, known as Manchester Square, is located northeast of the intersection of Aviation and Century Boulevards. Manchester Square is part of the ongoing LAX Voluntary Residential Acquisition and Relocation Program, through which much of the area has been vacated.

Problem the Ground Transportation Center was Designed to Address: Under the LAX Master Plan, the function of the GTC is to replace CTA curb front for drop-off and pick-up of passengers and to replace a portion of private vehicle parking area and all of the commercial vehicle (e.g., taxis, shuttle vans and limousines) staging area. The GTC was designed to allow closure of the CTA to private vehicle access and provide the curb front function at a location well-removed from the main terminal area, which could help enhance security within the CTA. The GTC, in conjunction with the Intermodal Transit Center and other parking facilities proposed as part of the LAX Master Plan, also provided replacement parking for the existing parking that would be eliminated under the Master Plan, such as in the CTA and Lots C and D.

SPAS Options: As part of the LAX SPAS process, LAWA, in consultation with members of the surrounding communities, has identified three options to the GTC that are under consideration for inclusion in the LAX SPAS. The options to the GTC are depicted on Figure 6 and described below. Inasmuch as the GTC was an integral part of the LAX Master Plan's design to address potential security concerns arising from the events of September 11, 2001, the SPAS evaluation of the options described below will include security considerations.

Close Access to CTA – Build GTC at Manchester Square (Approved Master Plan)

- Eliminate private vehicle access to the CTA.
- Construct GTC at Manchester Square.

- Construct a new Group V parallel center taxiway 400 feet south of relocated Runway 6L/24R and 400 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield.

Move Runway 6L/24R 340' North

- Move Runway 6L/24R 340 feet north of the existing runway centerline.
- Extend Runway 6L/24R approximately 1,495 feet west and widened by 50 feet.
- Extend Runway 6R/24L approximately 1,280 feet to the east and approximately 135 feet to the west and widen by 50 feet (i.e. the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct anew Modified Group VI parallel center taxiway 520 feet south of relocated Runway 6L/24R and 520 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield.

3.1.2 Demolition of CTA Terminals 1-3

Existing Conditions: Terminals 1, 2, and 3 are located on the north side of the Central Terminal Area (CTA). The three terminals are configured in a pier formation and consist of aircraft gates, over one million square feet of terminal and concourse space, including passenger processing, passenger holdroom, concessions, airline operations, and administrative space.

Problem the Demolition of Terminals 1-3 was Designed to Address: Under the LAX Master Plan, Terminals 1-3 would be demolished in order to provide room for the relocation of Runway 6R/24L 340 feet to the south of the existing runway centerline. The existing terminals would be replaced by a linear concourse that would provide aircraft gates and passenger holdrooms but no passenger processing capacity. Under the approved Master Plan, the passenger processing capacity provided by the existing Terminals 1-3 would be replaced by new passenger processing facilities in the interior of the CTA (where the existing parking garages are currently located). Under the LAX Specific Plan and Stipulated Settlement, only the Demolition of Terminals 1-3 is a Yellow Light Project.

SPAS Options: There are two options for Terminals 1-3 that are under consideration for inclusion in the environmental evaluation for the LAX SPAS. These Terminals 1-3 options consist of the following:

- Demolish Terminal 1-3 (Approved Master Plan)
- Do Not Demolish Terminals 1-3 – Keep Existing Configuration

3.1.4 Automated People Mover 2

Existing Conditions: LAX is not served by an Automated People Mover (APM) system under existing conditions.

Problem the APM2 was Designed to Address: Under the LAX Master Plan, the function of APM2 is to provide connection between the planned GTC and the CTA.

SPAS Options: As part of the LAX SPAS process, LAWA, in consultation with members of the surrounding communities, has identified three options for APM2 that are under consideration for inclusion in the LAX SPAS. The options for APM2 are depicted on Figure 6 and described below.

Build APM2 (Approved Master Plan)

- Construct APM2 to connect the GTC and the CTA via a route along the south side of Century Boulevard.

Do Not Build APM2 - Build Only APM1 With An Additional Stop

- Do not build APM2. To provide an APM connection between the optional Transportation Centers (identified above) and the CTA, modify the APM1 route, which is an approved Master Plan improvement planned to provide access between the CTA, the Consolidated Rental Car (RAC) facility, and the Intermodal Transit Center, by adding a stop at Manchester Square (i.e., at the Transportation Center proposed at Manchester Square described above for the GTC options).

Do Not Build APM2 - Build Only APM1 With Two Additional Stops

- Do not build APM2. To provide an APM connection between the optional Transportation Centers and Ground Access Facility (identified above) and the CTA, modify the APM1 route, which is an approved Master Plan improvement planned to provide access between the CTA, the Consolidated Rental Car (RAC) facility, and the Intermodal Transit Center, by adding a stop at Manchester Square (i.e., at the Transportation Center proposed at Manchester Square described above for the GTC options) and a stop east of the CTA (i.e., at the New Drop-Off/Pick-Up Area East of Terminal 1 described above for the GTC options).

3.1.5 On-Site Road Improvements Associated with the GTC and APM2

The on-site road improvements that are associated with Yellow Light Project status consist of roadways that would provide access to the GTC and APM2. Without these facilities, it is not necessary to develop alternative designs, technologies or configurations that would provide the access to the GTC and APM2 that these improvements were designed to address.

Keep Access to CTA - Build Transportation Centers at Manchester Square and at Aviation/Imperial

- Maintain private vehicle access to the CTA.
- Construct a Transportation Center in the Manchester Square area and a second Transportation Center on Aviation Boulevard near Imperial Highway. The Transportation Center in Manchester Square would provide an airport transit connection for passengers using public transportation (bus services, future Metro Green Line), remote public employee parking, remote passenger pick-up and drop-off, and remote transportation services (taxis, shuttles, etc). The Transportation Center on Aviation Boulevard would serve as a second connection point between the airport and ground transportation services, including parking, the existing Green Line Aviation Station, and regional bus service.

Keep Access to CTA - Build Transportation Centers at Manchester Square and at Aviation/Imperial and Provide New Drop-Off/Pick-Up Area East of Terminal 1

- Maintain private vehicle access to the CTA.
- Construct a Transportation Center in the Manchester Square area and a second Transportation Center on Aviation Boulevard near Imperial Highway. The Transportation Center in Manchester Square would provide an airport transit connection for passengers using public transportation (bus services, future Metro Green Line), remote public parking, remote passenger pick-up and drop-off, and remote transportation services (taxis, shuttles, etc). The Transportation Center on Aviation Boulevard would serve as a second connection point between the airport and ground transportation services, including parking, the existing Green Line Aviation Station, and regional bus service.
- Provide additional curb-front area for vehicles to drop off and pick up passengers on the east side of Terminal 1. This would occur by replacing all or part of the existing Park One parking facility, located east of Terminal 1, and realigning Sky Way eastward to provide area adjacent to Terminal 1 for passengers to be dropped off or picked up. Other roads and ramp connections may be needed between this new ground access facility and the existing CTA roads and ramps to ensure efficient movement of airport ground traffic. Additionally, this option may include, within the area currently occupied by Park One, construction of a new parking structure and adjacent landside building that provides a limited level of passenger processing.

3.2 EIR Alternatives Based on Yellow Light Project Options

The discussion above focuses on alternative designs, technologies and configurations to the specific Yellow Light Projects identified in the LAX Specific Plan (as modified by the Stipulated Settlement). However, for purposes of the environmental impact report (EIR), individual options to each Yellow Light Project were grouped together to create comprehensive project alternatives for study in the EIR. The resulting potential project alternatives are the product of the community-based planning process LAWA engaged in during the initial phase of the SPAS process.

CEQA requires that an EIR include among the range of alternatives a "no project" scenario, which, in accordance with Section 15126.6 of the CEQA Guidelines, can be considered in two ways. Relative to the SPAS EIR, the No Project/No Development Alternative assumes that none of the Yellow Light Projects, or options thereto, are implemented. Under this No Project scenario the existing conditions for each Yellow Light Project, as described above, generally remain and the only changes would be those that could be reasonably be assumed to occur in the absence of the Project (i.e., airfield-related operational improvements currently being advanced at LAX). Under the No Project/No SPAS Alternative, it is assumed that all of the Yellow Light Projects are implemented as originally planned, i.e., none of the new options developed as part of the SPAS process are implemented.

In addition to the two variations of the No Project Alternative required by CEQA, this NOP identifies four possible alternatives that represent a reasonable range of combinations for the various Yellow Light Project options. The four alternatives are identified at this point as being "potential," pending completion of the scoping process. The two variations of the No Project Alternative required by CEQA and the four potential alternatives that have been formulated for possible consideration in the SPAS EIR are:

- Required Alternative - No Project/No Development (Existing Conditions)
- Required Alternative - No Project/No Specific Plan Amendment (Implement Approved Master Plan)
- Potential Alternative - Runway 6R/24L 100' South
- Potential Alternative - Existing Runways with Operational Improvements Only
- Potential Alternative - Runway 6L/24R 100' North
- Potential Alternative - Runway 6L/24R 340' North

The basic characteristics of these six alternatives are summarized in Table 1, and depicted in Figures 7 through 12.

Table 1
Potential Alternatives that may be Analyzed in the EIR

	No Project/No Development Alternative	No Project/No SPAS Alternative (Approved Master Plan)	Runway 6R/24L 100' South Alternative	Existing Runways	Runway 6L/24R 100' North Alternative	Runway 6L/24R 340' North Alternative
Yellow Light Project Options						
North Airfield Reconfiguration						
Keep Existing Runway Layout	√			√		
Move Runway 6R/24L 340' South		√				
Move Runway 6R/24L 100' South			√			
Move Runway 6L/24R 100' North					√	
Move Runway 6L/24R 340' North						√
Demolition of Terminals 1, 2, and 3						
Keep Existing Terminals 1-3	√			√	√	√
Demolish Terminals 1-3		√	√			
Ground Transportation Center						
Keep Existing CTA Ground Access System (CTA Open to Public Access - No GTC)	√		√	√	√	√
Close CTA to Public Access - Build GTC		√				
Keep CTA Open to Public Access - Build Transportation Centers at Manchester Square and Aviation/Imperia			√		√	√
Keep CTA Open to Public Access - Build Transportation Centers at Manchester Square and at Aviation/Imperial and Provide New Drop-Off/Pick-Up Area East of Terminal 1				√		
Automated People Mover 2						
Existing Conditions (No APM)	√					
Build APM2 (Connecting GTC to CTA)		√				
Build Modified APM1 instead of APM2 to connect Transportation Centers to CTA			√		√	√
Build Modified APM1 instead of APM2 to connect Transportation Centers and New Drop-Off/Pick-Up Area East of Terminal 1 to CTA				√		
On-Site Road Improvements Associated with the GTC and APM2						
Existing System (No GTC and APM2; therefore No GTC/APM-Related Road Improvements)	√		√	√	√	√
Build On-Site Road Improvements Associated with the GTC and APM2		√				

3.3 Probable Environmental Effects of the Project

An Initial Study Checklist has been prepared for the proposed Project and is attached at the end of this NOP. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, LAWA has determined that potentially adverse effects may occur in the following areas:

- Air Quality/Human Health Risk
- Traffic and Circulation
- Noise
- Land Use
- Cultural Resources
- Biological Resources
- Hydrology/Water Quality
- Hazardous Materials/Risk of Upset
- Aviation Safety
- Aesthetics
- Public Services
- Public Utilities (Water, Wastewater and Solid Waste)
- Cumulative Impacts

These topics will be addressed in the Draft EIR.

3.4 Comments and Next Steps

Comments regarding the scope and content of the Draft EIR will be accepted for 90 days following issuance of this notice (i.e., comments are due to LAWA no later than June 18, 2008 - see page 2 of NOP). They will assist LAWA in the preparation of the Draft EIR. The Draft ER is scheduled to be completed in August 2009. At that time, a Draft EIR Notice of Completion will be filed with the Los Angeles County Clerk and the document will be circulated for a 45-day public review period.

LAWA will prepare responses to comments received during the public review period regarding the adequacy of the Draft EIR. The comments and responses, together with the Draft EIR and its appendices, will comprise the Final EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under CEQA.

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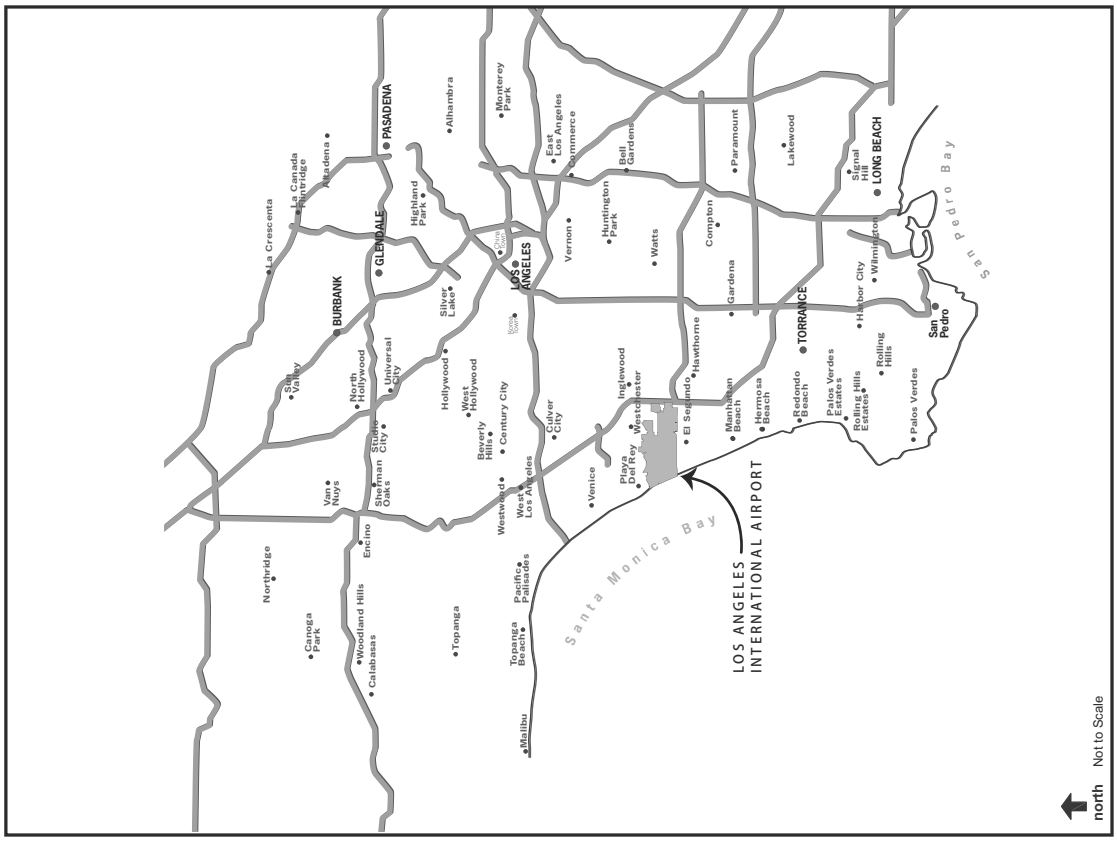
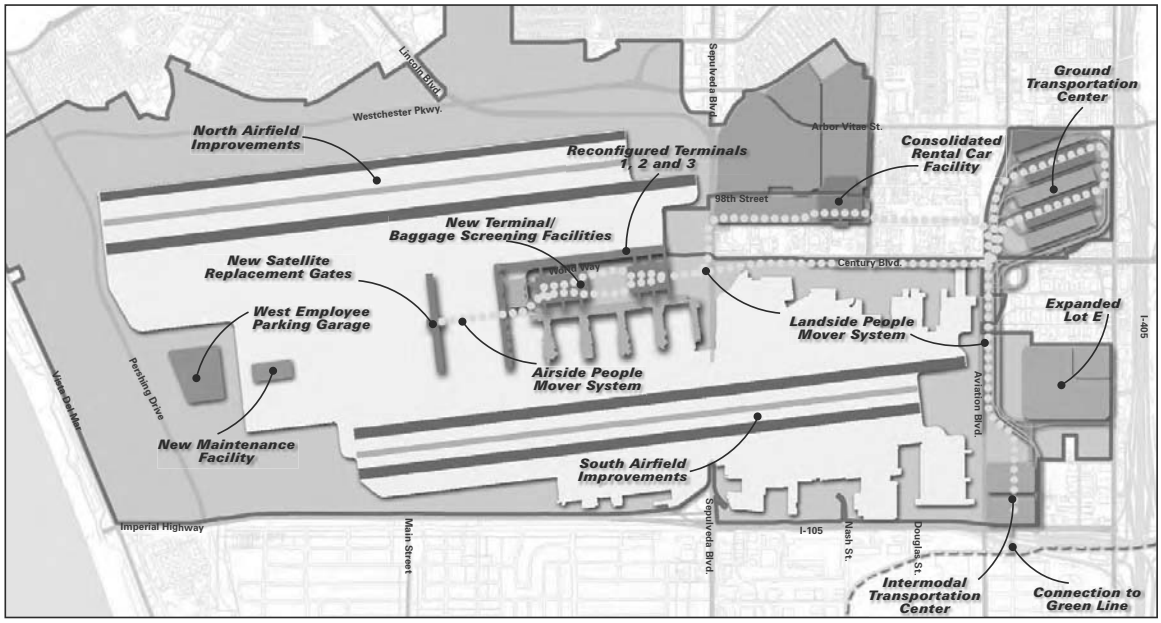
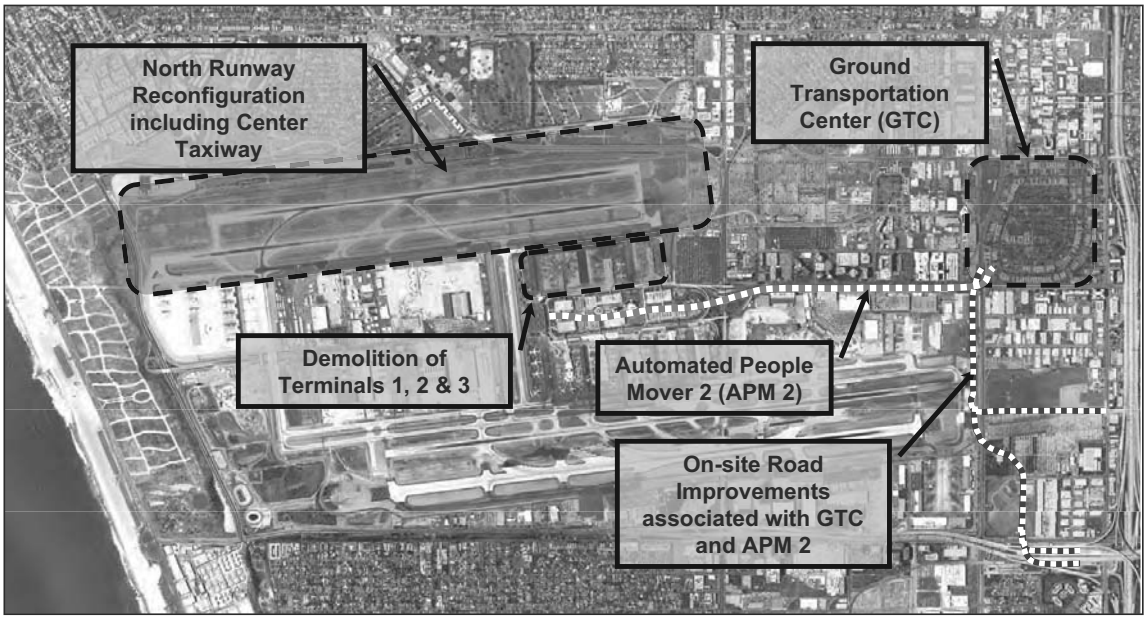


LAX Specific Plan Amendment Study	Project Location Map	Figure 1

LAX Specific Plan Amendment Study	Existing Airport	Figure 2



LAX Specific Plan Amendment Study	Approved LAX Master Plan	Figure 3



Source: LAX Specific Plan, 2004 and LAX Stipulated Settlement, 2006

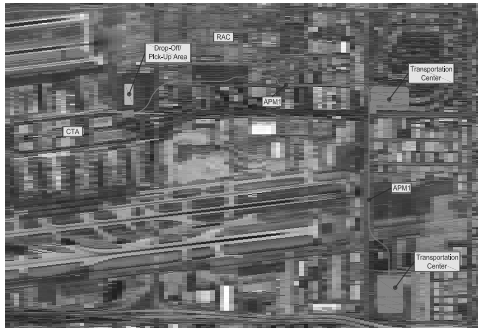
LAX Specific Plan Amendment Study	SPAS Project Site Areas	Figure 4

Approved Master Plan

- Close Access to CTA
- Build GTC at Manchester Square
- Built APM2

Note: APM1 is not a Yellow Light project

- Keep Access to CTA
- Build Transportation Centers at Manchester Square and Aviation/Imperial
- Build Modified APM1



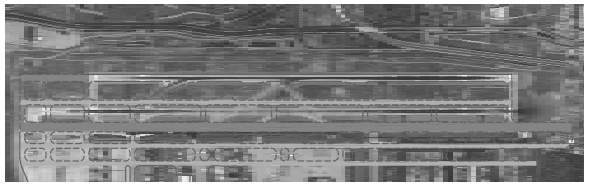
- Keep Access to CTA
- Build Transportation Centers at Manchester Square and Aviation/Imperial
- Provide New Drop-Off/Pick-Up Area East of Terminal 1
- Build Modified APM1

North

0 3,000'

Scale

LAX Specific Plan Amendment Study	Options for Ground Transportation Center and Automated People Mover 2	Figure 6



Move Runway 6R/24L 340' South (Approved Master Plan)

Move Runway 6R/24L 100' South

Existing Runway Locations - Implement Operational Improvements Only

Move Runway 6L/24R 100' North

Move Runway 6L/24R 340' North

Legend

Runway

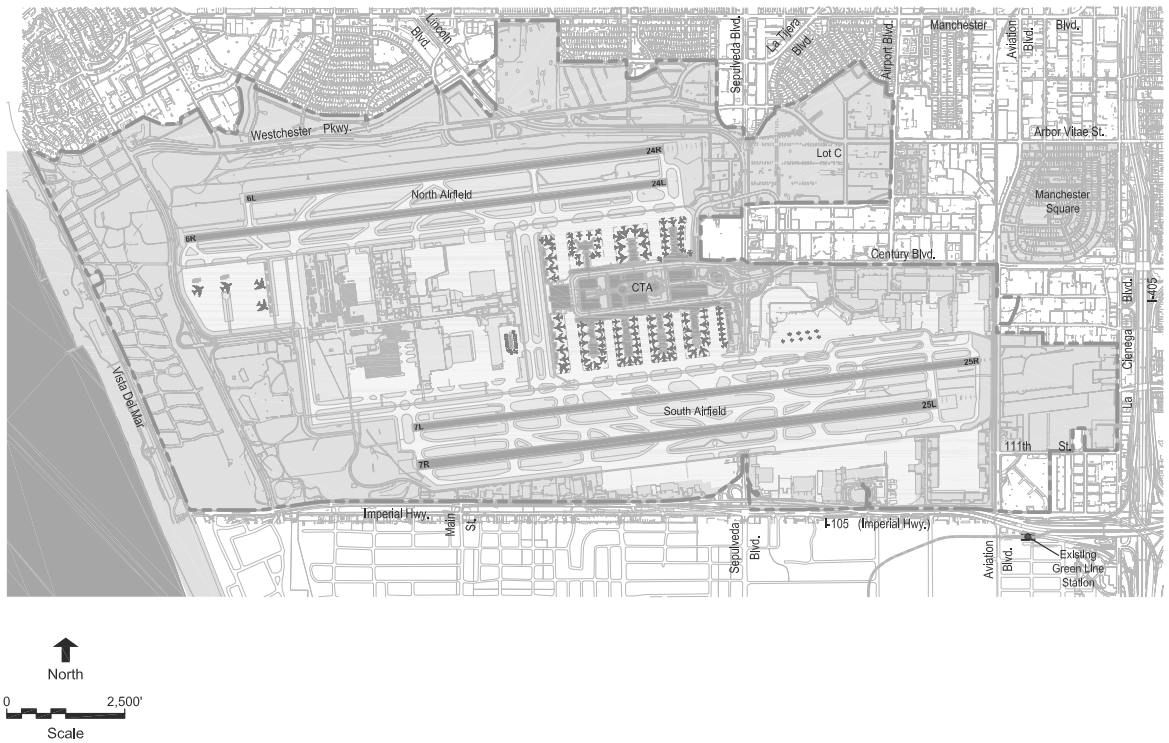
Parallel Taxiway

North

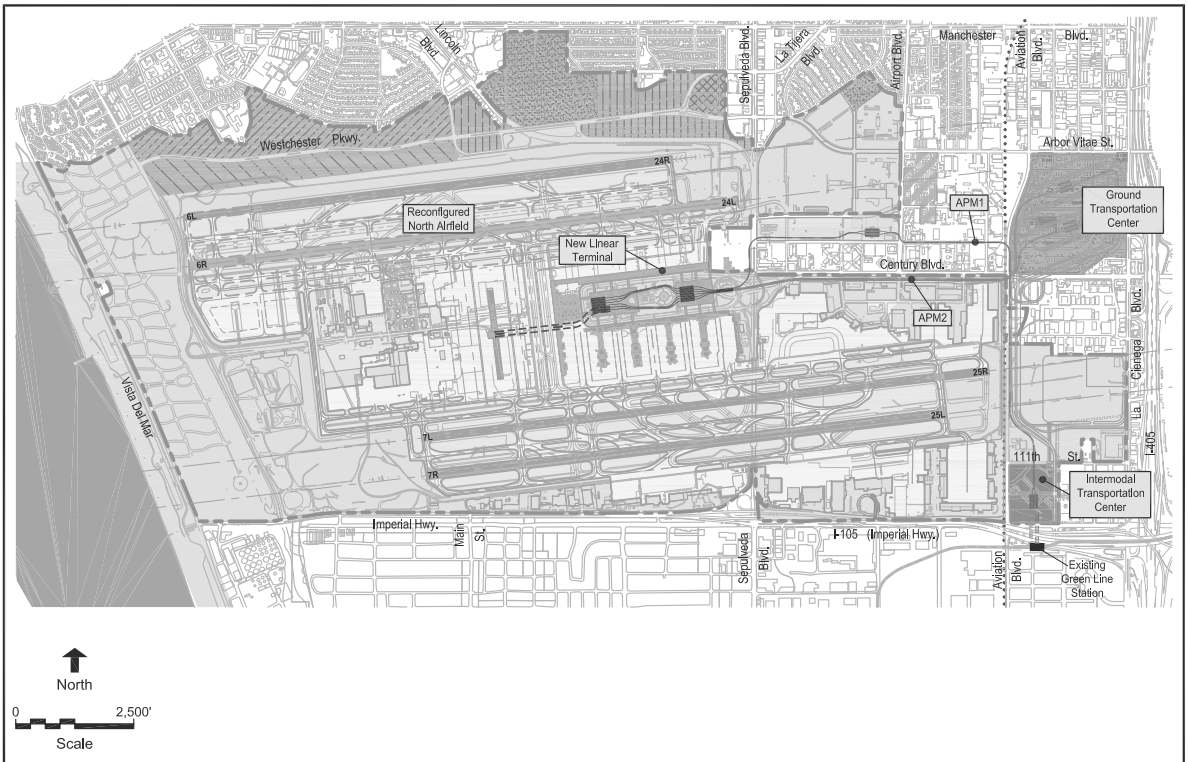
0 2,500'

Scale

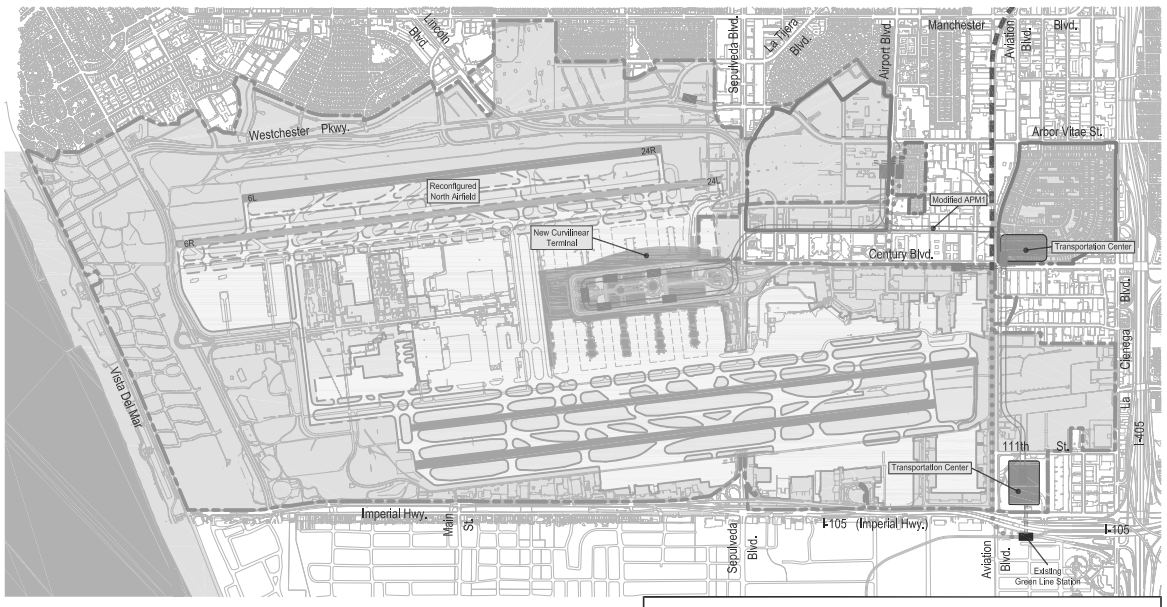
LAX Specific Plan Amendment Study	Options for North Airfield	Figure 5



LAX Specific Plan Amendment Study	Required Alternative No Project/No Development (Existing Conditions)	Figure 7

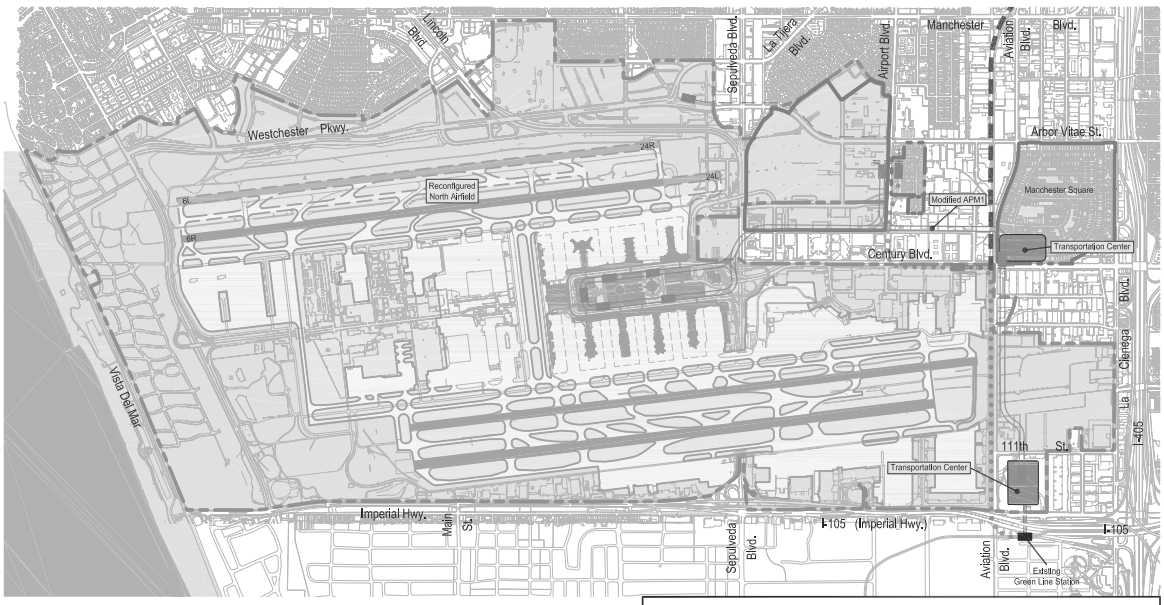


LAX Specific Plan Amendment Study	Required Alternative - No Project/No Specific Plan Amendment (Implement Approved Master Plan)	Figure 8

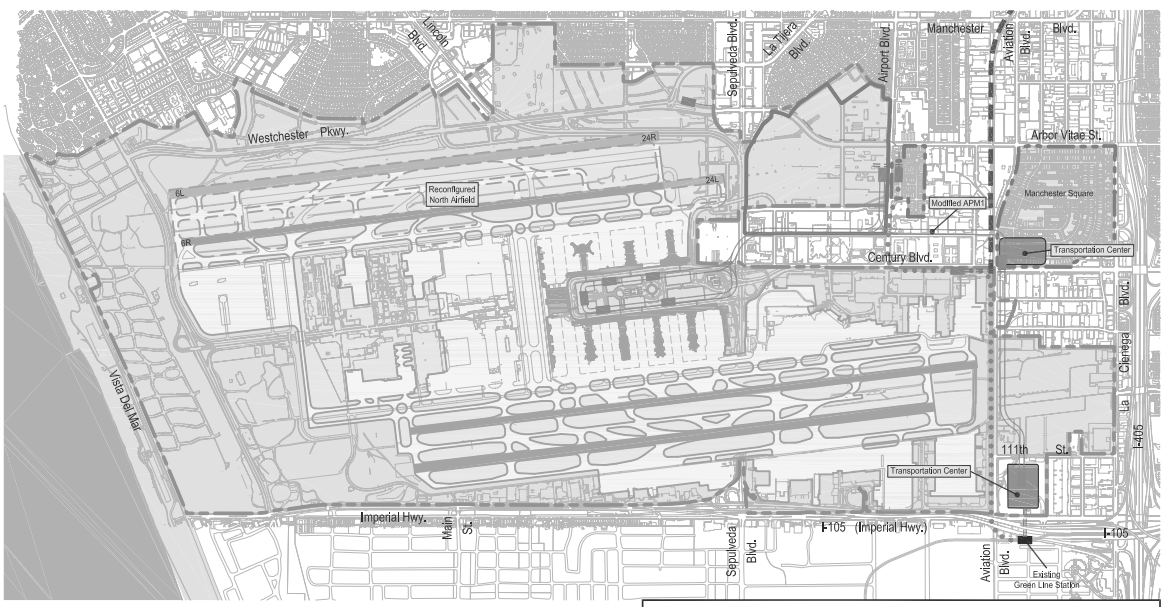


LAX Specific Plan Amendment Study	Potential Alternative Runway 6R/24L 100' South	Figure 9

LAX Specific Plan Amendment Study	Potential Alternative Existing Runways with Operational Improvements Only	Figure 10



LAX Specific Plan Amendment Study	Potential Alternative Runway 6L/24R 100' North	Figure 11



LAX Specific Plan Amendment Study	Potential Alternative Runway 6L/24R 340' North	Figure 12

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.

Herbert Glasgow — SIGNATURE

Snr. City Planner — TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles World Airports	Council District 11	March 13, 2008

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.
Los Angeles International Airport Specific Plan Amendment Study

CASE NO.
AD-007-08

PREVIOUS ACTIONS CASE NO.
Los Angeles International Airport Master Plan
Case No. CF-00-1774-S4 and CPC 2003-4647 GPA/ZC/CA/PBA
LAX Master Plan EIR (SCH#1997061047)

☒ **DOES have significant changes from previous actions.**

☐ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:
The proposed Project consists of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The Yellow Light Projects are: the Ground Transportation Center (GTC); Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA); Demolition of CTA Terminals 1, 2, and 3; North Runway re-configuration, including center taxiways; and, on-site road improvements associated with the GTC and APM 2. *Please see the accompanying Notice of Preparation for additional information regarding the Project Description.*

ENVIRONMENTAL SETTING:
The Project site is located within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. West of the Project site are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

PROJECT LOCATION
The project site is located within LAX, generally south of Westchester Parkway, west of Interstate 405, north of Imperial Highway and east of Pershing Drive.

PLANNING DISTRICT
Los Angeles International Airport Specific Plan

STATUS:
☐ **PRELIMINARY**
☐ **PROPOSED**
☒ **ADOPTED** December 14, 2004

EXISTING ZONING	MAX. DENSITY ZONING	
LAX - A Zone: Airport Airside Subarea LAX - L Zone: Airport Landside Subarea LAX - N Zone: LAX Northside Subarea		☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Airport-related airfield, access and ground transportation facilities.	**MAX. DENSITY PLAN**	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES North - Open Space, Recreation, and Residential East - Airport, Commercial, Industrial, and Residential South - Airport West – Open Space	**PROJECT DENSITY**	☐ **NO DISTRICT PLAN**

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME	PHONE NUMBER*
Los Angeles World Airports	(310) 646-7690
PROPONENT ADDRESS	
1 World Way, Room 218, Los Angeles, CA 90045	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Los Angeles World Airports	March 13, 2008
PROPOSAL NAME (If Applicable)*	
Los Angeles International Airport Specific Plan Amendment Study	

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    1) Earlier Analysis Used. Identify and state where they are available for review.
    2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

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

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

ENVIRONMENTAL IMPACTS

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

	Potentially Significant Impact	Potentially Significant Unless 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, or other locally recognized desirable aesthetic natural feature within a city-designated 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. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the South Coast Air Quality Management 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 air basin is non-attainment (ozone, carbon monoxide, PM_{10}, & $PM_{2.5}$) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐
f. Result in a substantial increase in greenhouse gas emissions?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service ?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game 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 native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☒	☐	☐	☐
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?	☒	☐	☐	☐
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §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. Exposure of 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?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 potential 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 Los Angeles Building Code (2002), 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?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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 area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
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?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
requirements?				
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., 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 an manner which 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 plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with 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, 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?	☒	☐	☐	☐
X. MINERAL RESOURCES. Would the project result in:				
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XV. TRANSPORTATION/CIRCULATION. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard 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 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. Result in inadequate parking capacity?	☒	☐	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐
XVI. UTILITIES. 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 stormwater 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?	☒	☐	☐	☐
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	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people 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?	☐	☐	☐	☒
XII. 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?	☐	☐	☒	☐
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 governmental services (including roads)?	☐	☐	☒	☐
XIV. 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	☐	☐	☐	☒

This page intentionally left blank.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
related to solid waste?				
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual 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 cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION **(Attach additional sheets if necessary)**

(See Attachment A)

ATTACHMENT A
EXPLANATION OF CHECKLIST DETERMINATIONS

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, or other locally recognized desirable aesthetic natural feature within a city-designated 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?

a-d. Potentially Significant Impact. The LAX Master Plan EIR evaluated the aesthetic impacts of the Master Plan alternatives, including potential impacts to aesthetic resources and views, as well as impacts related to light emissions and glare. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased aesthetic impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant aesthetic impacts that were not addressed in the LAX Master Plan EIR.

II. AGRICULTURAL RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California department of conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*

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

b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?

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

a-c. No Impact. The project is located within a developed airport and is surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. As indicated in the LAX Master Plan EIR, no agricultural resources or operations currently exist, or have existed in the recent past, at the project site or surrounding areas. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas.[1] The proposed project would represent a continuation of the current airport-related and urban uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts to agricultural resources would occur with implementation of the proposed project, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

III. AIR QUALITY. *The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:*

a. Conflict with or obstruct implementation of the South Coast Air Quality Management 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 air basin is non-attainment (ozone, carbon monoxide, PM_{10}, and $PM_{2.5}$) under an applicable federal or state ambient air quality standard?

d. Expose sensitive receptors to substantial pollutant concentrations?

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

f. Result in a substantial increase in greenhouse gas emissions?

a-f. Potentially Significant Impact. The LAX Master Plan EIR evaluated the air quality impacts of the Master Plan alternatives, including the potential for the Master Plan alternatives to: conflict with or obstruct implementation of the South Coast Air Quality Management Plan; violate air quality standards or contribute to an existing or project air quality violation; result in a cumulatively considerable adverse net increase in air pollutants; and, expose sensitive receptors to substantial pollutant concentrations/odors. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased air quality impacts than addressed in the LAX Master Plan EIR. Additionally, changes and updates to the regulatory setting for air quality have occurred since completion of the Master Plan EIR. The LAX SPAS EIR will evaluate if the SPAS Alternatives have potentially significant air quality impacts that were not

[1] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.16, April 2004.

addressed in the LAX Master Plan EIR. Included in the LAX SPAS EIR will be an assessment of energy consumption and green house gas emissions associated with construction and operation of the LAX SPAS alternatives.

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 Game or U.S. Fish and Wildlife Service?

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

a-b. Potentially Significant Impact. The LAX Master Plan EIR evaluated the biological resources impacts of the Master Plan alternatives, including potential impacts to biotic communities, endangered and threatened species of flora and fauna, and wetlands. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased biological resources impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to biological resources that were not addressed in the LAX Master Plan EIR.

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?

Potentially Significant Impact. The LAX Master Plan EIR identified a number of small ephemerally wetted areas within the LAX Master Plan boundaries, totaling 1.3 acres, subject to U.S. Army Corps of Engineers jurisdiction. The 1.3 acres of jurisdictional wetlands were identified in the western portion of the north and south airfields.[2] The LAX Master Plan EIR determined that the 1.3 acres of jurisdictional wetlands would be impacted under any and all of the alternatives considered, including even under the No Action/No Project Alternative due to the fact that the subject ephemerally wetted areas were within the Airfield Operations Area (AOA) and would be subject to impacts from ongoing airfield operations and maintenance activities. A key consideration related to the impacts to the 1.3 acres was the fact that the subject area contained embedded cysts of the Riverside Fairy Shrimp, a federally-listed endangered species. Those embedded cysts were, however, subsequently removed from the airport in July and August 2005, pursuant to an April 20, 2004 Biological Opinion from the United States Fish and Wildlife Service (USFWS), as well as an April 8, 2005 Biological Opinion for Operation and Maintenance

[2] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.12, April 2004.

Activities at LAX.[3] The LAX SPAS EIR will provide an updated description of current conditions relevant to the SPAS Alternatives study area and address the potential for impacts to wetlands.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

V. CULTURAL RESOURCES. *Would the project:*

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to historical resources. The findings of the historic resources surveys of LAWA-owned property and adjacent areas conducted as part of the LAX Master Plan EIR indicated that four buildings within the overall boundary of LAX are considered potentially significant historic/architectural resources. These buildings are as follows:[4]

- Hangar One (listed on National Register) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway;
- Theme Building (eligible for National Register) in the center of the LAX terminals;
- WWII Munitions Storage Bunker (eligible for National Register) near the western boundary of LAX; and

[3] Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004. Biological Opinion from USFWS of the LAX Operation and Maintenance, April, 2005.

[4] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.

- Intermediate Terminal Complex (eligible for the California Register) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

None of the proposed SPAS Alternatives would physically impact any of the potentially significant historic resources identified above; however, the LAX SPAS EIR will provide an updated review of potentially historic resources in or near the study area and an evaluation of potential impacts associated with each of the SPAS alternatives.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to archaeological resources. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts to archaeological resources than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to archaeological resources that were not addressed in the LAX Master Plan EIR. The analysis will include an updated records search and consultation with the state Native American Heritage Commission.

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

Potentially Significant Unless Mitigation Incorporated. As indicated in the LAX Master Plan EIR, the LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation. The Palos Verdes Sand formation is one of the better known Pleistocene age deposits in southern California. This unit was deposited in a shallow sea that covered the region some 124,000 years ago. The results of the records search conducted as part of the LAX Master Plan EIR indicate that the Palos Verdes Sand formation is a formation with a high potential for yielding unique paleontological deposits. The Palos Verdes Sand formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.

The records search conducted for the LAX Master Plan EIR identified the presence of two vertebrate fossil occurrences within the study area, three more in the immediate vicinity of the study area, and one beyond the study area within two miles from the center of LAX proper. These fossils were found at depths ranging from 13 to 70 feet. The deposits within which these resources occur were found to underlie the

entire LAX area and surrounding vicinity.[5] The abundance of fossils within the LAX study area at depths generally greater than six feet strongly suggests that grading and excavations for a variety of construction activities, including those associated with the LAX SPAS alternatives, have the potential to expose and damage potentially important fossils. This would be a significant impact on the region's paleontological resources. Furthermore, the exposure of the fossil sites, and the accompanying potential for making the site accessible for unauthorized fossil collection, could result in the loss of additional fossil remains, associated scientific data, and fossil sites.

Because the proposed project is located within an area identified as having a high potential for yielding unique paleontological deposits, in accordance with the LAX Master Plan Mitigation Monitoring & Reporting Program Paleontological Management Treatment Plan (PMTP),[6] it is subject to oversight by a professional paleontologist. In addition, as noted above, the potential exists for grading and excavation to uncover vertebrate fossil remains. The potential destruction of fossils during construction would result in a significant impact to a paleontological resource; however, the following mitigation measures, set forth in the PMTP, are applicable to all LAX Master Plan projects, including any improvements occurring under the SPAS.

Mitigation Measure CR1: Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Paleontologist Management Treatment Plan (PMTP), who will determine if the project site exhibits a high or low potential for subsurface resources. 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 CR2: In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossilferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

Implementation of these mitigation measures would reduce potential impacts associated with paleontological resources to a level that is less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX SPAS EIR.

[5] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.2, April 2004.

[6] City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.

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

Potentially Significant Unless Mitigation Incorporated. The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity. However, if human remains are encountered, the following mitigation measure is required.

Mitigation Measure CR3: 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 also be implemented.

Implementation of this mitigation measure would ensure that potential impacts associated with human remains would be less than significant. As such, this issue does not require any further analysis in the LAX SPAS EIR.

VI. GEOLOGY AND SOILS. *Would the project:*

a. Exposure of 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.

Less Than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. As indicated in the LAX Master Plan EIR, while the site is located within the seismically active southern California region, it is not located within an Alquist-Priolo Special Study Zone.[7] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or through eastern portions of LAX property. However, as stated in the LAX Master Plan EIR, recent evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is

[7] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

located approximately three miles east of LAX.[8] Therefore, impacts to people or structures resulting from rupture of a known earthquake fault are considered less than significant, and no mitigation measures are required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the project site is located in the seismically active southern California region; however, there is no evidence of faulting on the site, and it is not located within an Alquist-Priolo Special Study Zone.[9] Nevertheless, under the proposed project, structures and people (relative to existing conditions) would be exposed to seismically-induced ground shaking throughout the design life of the improvements. As noted in the LAX Master Plan EIR, this is a condition that exists throughout the Los Angeles region.

As part of the proposed project, all construction would be designed in accordance with the provisions of the Uniform Building Code (UBC) and the City of Los Angeles Building Code (LABC). Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with strong seismic ground shaking would be less than significant, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. 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 site has a very low susceptibility to liquefaction. However, perched groundwater[10] 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 to be low to medium dense. Liquefaction could, therefore, potentially occur in very localized areas; however, the overall potential for liquefaction at LAX is considered low.[11]

Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to

[8] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

[9] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

[10] Groundwater, generally shallow, that is isolated and not connected to an aquifer.

[11] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

variations in material type, seismic settlements would tend to vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[12]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[13] flow liquefaction, and ground lurching.[14] 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.[15]

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[16] 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 Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified near the western edge of the airport, within the dune area.[17]

In summary, the potential for seismic-related ground failure at the project site is considered low. As part of the proposed project, all construction would be designed in accordance with the provisions of the UBC and the LABC. Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with seismic-related ground failure would be less than significant, and no mitigation measures are required.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside

[12] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.
[13] Lateral Spreading: Deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction, reducing the shear strength of the soil and causing failure and "spreading" of the slope.
[14] Ground Lurching: Ground-lurching (and related lateral extension) is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of earthquake-induced ground shaking. Damage includes lateral movement of the slope in the direction of the slope face, ground cracks, slope bulging, and other deformations.
[15] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.
[16] Public Resources Code 2690-2699.6.
[17] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

Areas map does not identify any areas in the vicinity of the project site that contain unstable slopes which may be prone to seismically-produced landslides.[18] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no impacts resulting from landslides would occur, and no mitigation measures are required.

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

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the potential for soil erosion on the project site is low due to the generally level topography of the project site. In addition, the majority of the project site is developed with buildings and covered with impervious surfaces. The proposed project would result in substantial grading, excavation and use of fill during construction of the airport facilities. 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). The project applicant, LAWA, would be required to prepare an erosion control plan to reduce soil erosion. Therefore, proposed project impacts related to soil erosion are anticipated to be less than significant, and no mitigation measures are required.

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

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. As indicated in the LAX Master Plan EIR, 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, and the overall potential for damaging settlement is considered low.[19] See also Responses VI.a.iii and VI.a.iv above.

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

[18] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas In the City of Los Angeles, June 1994.
[19] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. As indicated in the LAX Master Plan EIR, fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[20]

New structures under the SPAS Alternatives could be subject to the effects of expansive soils. As project construction would occur in accordance with the 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, proposed project implementation would not result in significant impacts associated with expansive soils, and no substantial risks to life or property would occur. No mitigation measures are required.

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

No Impact. The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed project, and no mitigation measures are required.

Conclusion: Based on the above discussion of Items VI.a. through VI.e., the analysis provided in Section 4.22 of the LAX Master Plan EIR, relative to potential impacts associated with geology and soils, is considered to be adequate, current, and complete. No significant impacts are anticipated to occur under any of the SPAS Alternatives and no further evaluation is required for the LAX SPAS EIR.

VII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

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

Less Than Significant Impact. Construction and operation of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents. As indicated in the LAX Master Plan EIR, compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous

[20] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

material to occur and would minimize the impact of an accident should one occur.[21] As such, construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no mitigation measures are required.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the potential impacts related to the risk of upset at facilities that store acutely hazardous materials (i.e., the Central Utility Plan) or large quantities of flammable or explosive fuels or other materials (i.e., the fuel farm, liquefied natural gas (LNG)/compressed natural gas (CNG) facilities) from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts associated with risk of upset than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant risk of upset impacts that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. The proposed project does not include the use or storage of acutely hazardous materials, substances, or waste. However, schools within one-quarter mile of LAX may be adversely impacted by hazardous air emissions from aircraft and airport-related vehicles/traffic. The LAX Master Plan EIR evaluated the human health risks of increased emissions of toxic air pollutants on sensitive receptors, including children at schools, associated with implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased human health impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant human health impacts that were not addressed in the LAX Master Plan 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?

[21] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.23, April 2004.

Potentially Significant Impact. As part of the LAX Master Plan EIR, pursuant to Government Code Section 65962.5, a hazardous waste site database search for the LAX Master Plan alternatives was conducted. The results of the database search identified a number of existing known contamination/remediation sites within the LAX boundaries. As part of the LAX SPAS EIR, a new hazardous waste site database search will be conducted to identify any potential additional hazardous waste contamination/remediation sites within or adjacent to LAX that may be impacted by construction of the LAX SPAS alternatives. In addition, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased hazardous material impacts with respect to existing contamination and remediation activities than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant hazardous material impacts related to existing contamination and remediation activities that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

The airport plan adopted as part of the LAX Master Plan was designed in light of safety and security considerations resulting from the terrorism events of September 11, 2001. As required by the LAX Master Plan Stipulated Settlement, the LAX SPAS will include evaluation of security considerations, which will be reflected in the LAX SPAS EIR.

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 area?

No Impact. The project site is not located within the vicinity of a private airstrip but rather within a public airport.

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

Potentially Significant Impact. As indicated in Response No. XIII.a and Response No. XIII.b below, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan 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?

No Impact. The project site and vicinity are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[22] Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Potentially Significant Impact. As indicated in the LAX Master Plan EIR, surface water at the project site drains into storm drain facilities within the jurisdiction of the County of Los Angeles and the City of Los Angeles, which discharge to either San Pedro Bay, via the Dominguez Channel, or to Santa Monica Bay. Construction and operation of the improvements proposed under the LAX Master Plan would alter existing surface drainage patterns at LAX, mainly due to changes in the location and amounts of impervious surfaces within the airport area, and would generate surface water pollutants posing the potential to exceed state water quality standards. Such potential impacts would, however, be reduced to a level that is less than significant based on development and implementation of Master Plan Commitment HWQ-1, which provides for a Conceptual Drainage Plan. That Plan is designed to address the potential changes in surface drainage patterns at LAX and includes numerous Best Management Practices (BMPs) that address water quality pollutants associated with construction and operations. The Conceptual Drainage Plan for LAX was formalized in conjunction with the LAX South Airfield Improvement Project (SAIP) EIR and applies to all Master Plan improvements at LAX. The SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities contemplated in the LAX Master Plan EIR and associated Conceptual Drainage Plan and, therefore, the proposed project has the potential to create

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

new or substantially different/increased hydrology and water quality impacts than addressed in the LAX Master Plan EIR and Conceptual Drainage Plan. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on hydrology and surface water quality that were not addressed in the LAX Master Plan EIR.

b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., 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)?

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the project site is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes.[23] Construction and operation of the proposed project would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the project site is developed and paved, although there are areas of disturbed, undeveloped pervious areas adjacent to the runways in the North Airfield. Similar to the conclusion made in the LAX Master Plan EIR, although the SPAS Alternatives may result in a net increase in impervious area and an associated decrease in the volume of surface recharge within the LAX area when compared to existing conditions, the reduction in surface recharge would not substantially change the groundwater storage or groundwater elevation beneath LAX. Moreover, groundwater production would not be affected. In summary, impacts to groundwater supplies and recharge would be less than significant, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS 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?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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 which would result in flooding on- or off site?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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?

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

Potentially Significant Impact. Please see Response No. VIII.a. above.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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

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

g-h. No Impact. As indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.[24] Further, the LAX SPAS alternatives do 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. As a result, this issue does not require any further analysis in the LAX SPAS EIR.

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?

No Impact. Please see Response No. VIII.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[25] the project site is not within a boundary of an inundation area from a flood control basin. Further, the project site is not located within the downstream influence of any levee or dam. Therefore, 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, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located approximately .5 mile east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[26] Mudflows are not a risk as the project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by

[24] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.13, April 2004.

[25] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.

[26] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.

seiche, tsunami, or mudflow are anticipated to occur, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

IX. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The improvements contemplated in the proposed SPAS Alternatives would occur largely on airport property, with the possible exception of potential APM routes and other transportation-related improvements. No land use acquisition or new facilities are proposed that would physically divide an established community. While it is not anticipated that the project would physically divide an established community, the LAX SPAS EIR will include an analysis of potential land use impact associated with each alternative.

b. Conflict with 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, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the land use impacts of the Master Plan alternatives, including the potential for construction and operation activities to result in land use incompatibilities and/or inconsistencies with applicable federal, state, and local regulations, plans, and policies. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased land use impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant land use impacts that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Changes in the placement of navigational aids associated with alternative configurations of the North Airfield runways have the potential to result in impacts to biological resources in the Los Angeles/El Segundo Dunes. The Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, contains the El Segundo Blue Butterfly Habitat Restoration Area. The LAX SPAS EIR will evaluate if the SPAS Alternatives would result in potential conflicts with the Los Angeles/El Segundo Dunes Specific Plan that were not addressed in the LAX Master Plan EIR.

X. MINERAL RESOURCES. *Would the project:*

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

No Impact. The 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 a MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[27] 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. Therefore, the proposed SPAS Alternatives would not affect access to or the availability of valued mineral resources, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

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

No Impact. The project site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[28] Furthermore, the project site is developed or disturbed, and the proposed project would not affect the availability of a locally-important mineral resource recovery site. As such, no mitigation measures are required and this issue will not be evaluated any further in the LAX SPAS EIR.

XI. NOISE. *Would the project result in:*

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

b. Exposure of people 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?

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

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

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?

a-e. Potentially Significant Impact. The LAX Master Plan EIR evaluated the noise impacts of the Master Plan alternatives, including potential increases in noise levels from aircraft, surface roadways, and construction traffic and equipment in the communities surrounding LAX. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased noise impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant noise impacts that were not addressed in the LAX Master Plan 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?

No Impact. The project site is not located within the vicinity of a private airstrip, but rather within a public airport. However, those residing or working in the project area may be exposed to excessive noise levels as indicated in Response No. XI.a-e above.

XII. 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)?

No Impact. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities. The project does not include residential or business development. Therefore, the proposed project would not directly induce population growth.

In accordance with the LAX Master Plan Stipulated Settlement, the planning framework for the LAX SPAS alternatives is such that they would not exceed a practical capacity of 78.9 million annual passengers (MAP), the same passenger capacity as projected under the approved LAX Master Plan. In addition, the projected cargo activity for the LAX SPAS alternatives would remain the same as that under the approved LAX Master Plan (3.1 million annual tons). The LAX Master Plan EIR addresses the growth implications associated with the cargo and passenger activity levels and concludes that the Master Plan would not induce substantial growth. Based on the comparable levels of passenger and cargo activity, it is not expected that the growth implications associated with operation of the LAX SPAS alternatives would be materially different than those previously addressed in the LAX Master Plan EIR. Similarly, the LAX Master Plan does not involve the expansion or extension of infrastructure into under-developed or undeveloped areas. Thus, the proposed project is not anticipated to result in substantial direct or indirect

growth in population and housing, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS 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. As discussed in the LAX Master Plan EIR, 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).[29] A total of over 2,500 houses and apartments in Manchester Square, the location of the GTC project under the approved Master Plan, and the Belford residential area (which is not included in the proposed project site boundaries), have been or are planned to be acquired and the residents relocated under the program existing plan. Voluntary property acquisition commenced in the spring of 1998.

Similar to the approved LAX Master Plan, no residential acquisition is proposed for the LAX SPAS alternatives. However, depending on the LAX SPAS alternative ultimately selected, should the ANMP land acquisition under LAWA's Existing ANMP Relocation Plan for Manchester Square not be completed by the time selected LAX SPAS alternative 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 public condemnation) to ensure that the designated areas are vacated consistent with the project construction sequencing plan. As indicated in Section 4.4.2 of the Master Plan EIR, these measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. Compliance with the Uniform Act would adequately address residential relocation, and impacts to existing housing would therefore be less than significant. No mitigation measures are required. Notwithstanding, the LAX SPAS EIR will include a discussion of the current status of the property acquisitions in Manchester Square and Belford and the proposed use of the subject area with respect to the SPAS alternatives.

[29] Under the ANMP, LAWA will acquire the Belford and Manchester Square areas east of and adjacent to the airport. These properties are heavily impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed. The existing acquisition activities were previously approved as part of LAWA's *Final Relocation Plan -- Voluntary Residential Acquisition/Relocation Program for the Areas Manchester Square and Airport/Belford,* June 2000 (referred to within the relocation analysis as the Existing ANMP Relocation Plan).

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

a. Fire protection?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on fire protection from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand on fire protection and emergency services resulting in facility capacity constraints, inadequate fire flows, or unacceptable emergency response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on fire protection than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on fire protection that were not addressed in the LAX Master Plan EIR.

b. Police protection?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on law enforcement services from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand for law enforcement services to an extent that would result in understaffed law enforcement services, inadequate facilities, or increased and unacceptable response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on law enforcement services than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on law enforcement services that were not addressed in the LAX Master Plan EIR.

c. Schools?

Less than Significant. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in school enrollment. Further, the proposed project would not directly physically impact/alter any public schools. Similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases (i.e., the production of more economic output per worker).[30] This decrease in employment is anticipated to result in a decrease of students associated with LAX employment in the Los Angeles Unified School District and other school districts in the region

[30] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.5, April 2004.

over the planning period. The estimated decrease in employment and its effect on enrollment is not expected to cause a school closure or the need for new or modified school facilities in any of these districts. The project-related decreases in enrollment would occur over time and be more than offset by enrollment increases associated with other projects. Although enrollment impacts are considered to be less than significant, any indirect enrollment impacts on schools associated with the proposed project would be mitigated through payment of school impact fees by LAWA or its non-governmental tenants for commercial and industrial development, thereby avoiding any significant impacts.[31] As such, the issue of direct impacts to schools does not require any further analysis in the LAX SPAS EIR. Non-enrollment impacts on schools relative to noise, air quality, health risk, and traffic/access will be addressed in the LAX SPAS EIR.

d. Parks?

No Impact. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in park demand. Further, the proposed project would not directly physically impact/alter any public park or recreation areas. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for parkland would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no residential development is proposed, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.[32] Therefore, the proposed project would not result in the need for new/altered parks and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

e. Other governmental services (including roads)?

Potentially Significant Impact. The SPAS alternatives may include some modifications to local roads at, or near, LAX that were not addressed in the LAX Master Plan EIR. These modifications, as well as any resulting potential impacts associated with area roads, will be discussed in the LAX SPAS EIR.

With respect to libraries, the proposed project does not include residential development, which could contribute to increases in library services demand. Further, the proposed project would not directly

[31] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.27, April 2004.

[32] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.3, April 2004.

physically impact/alter any public libraries. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for library services would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no new residential development is proposed, it is possible that increases in passenger activity, compared with existing conditions, could result in an increase in demand for library services. However, demand from passengers is not anticipated to be substantial and this potential increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.[33] Therefore, the proposed project would not result in the need for new/altered libraries, and no mitigation measures are required. As such, no further analysis of potential impacts to libraries is required for the LAX SPAS EIR

XIV. 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. No Impact. The proposed project does not include development of recreational facilities. As indicated in Response No. XIII.d above, although no residential development is proposed as part of the project, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, this issue does not require any further analysis in the LAX SPAS EIR.

XV. TRANSPORTATION/CIRCULATION. *Would the project:*

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

[33] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.4, April 2004.

a-b. Potentially Significant Impact. The LAX Master Plan EIR evaluated the transportation impacts of the Master Plan alternatives, including potential impacts to on-airport transportation (airport roadway, curbfront, and parking systems; remote parking facilities; commercial vehicle staging areas; remote parking facilities; rental car facilities; transit systems; Automated People Mover; and, pedestrian activities) and off-airport transportation (arterial roads and highway segments and ramps that serve traffic approaching and departing the airport). However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased transportation impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant transportation impacts that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Please see Response No. XV.a-b and Response No. XV.c above.

e. Result in inadequate emergency access?

Potentially Significant Impact. As indicated in Response No. XIII.a and Response No. XIII.b, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. Please see Response No. XV.a-b above.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. Please see Response No. XV.a-b above.

XVI. UTILITIES. *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?

a-b. Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on water and wastewater conveyance and treatment facilities from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water and wastewater conveyance and treatment facilities than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to wastewater treatment and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on water and wastewater conveyance and treatment facilities that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Please see Response No. VIII.a. above.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on water supply from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water supply than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to water supply and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on potable water supply that were not addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on reclaimed water supply, as indicated in the LAX Master Plan EIR, LAWA would maximize the use of

reclaimed water in new facilities and within irrigated areas, such as landscaping. With the planned expansion of existing reclaimed water production and existing distribution capacity, ample supply and facilities would be available to accommodate the demand for reclaimed water use.[34] Therefore, no significant impacts with respect to reclaimed water supply would occur. As such, the issue of impacts on reclaimed water supply does not require any further analysis in the LAX SPAS EIR.

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?

Potentially Significant Impact. Please see Response No. XVI.a-b above.

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. Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on solid waste generation and disposal than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to solid waste disposal and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on municipal solid waste generation and disposal that were not addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on inert solid waste (e.g., concrete and asphalt from construction and demolition activities) disposal capacity, as indicated in the LAX Master Plan EIR, as of December 2000, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 57.7 million tons. Based on the average 2000 disposal rate, this capacity would be exhausted in approximately 44 years. Therefore, there is anticipated to be no shortfall in disposal capacity for inert waste within the county.[35] As such, the issue of impacts to inert solid waste disposal capacity does not require any further analysis in the LAX SPAS EIR.

34 City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.25.1, April 2004.

35 City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.19, April 2004.

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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Potentially Significant Impact. The proposed project has the potential to degrade the quality of the environment and has the potential to affect biological and cultural resources. The potential for significant impacts to these resources will be evaluated in the LAX SPAS EIR.

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

Potentially Significant Impact. Implementation of the proposed project may result in cumulative impacts when considered with other past, present and probable future projects on the airport and in the surrounding area. The potential for the proposed project to contribute to cumulative adverse environmental impacts will be evaluated in the LAX SPAS EIR.

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

Potentially Significant Impact. Implementation of the proposed project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans. The potential for the proposed project to result in significant adverse impacts on humans will be evaluated in the LAX SPAS EIR.

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REFERENCES

Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004.

Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Operation and Maintenance, April, 2005.

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

City of Los Angeles, Los Angeles World Airports (LAWA), Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.

City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, adopted November 1996.

Appendix E3-2
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

2010 Revised Notice of Preparation

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

CDM Smith
111 Academy, Suite 150
Irvine, CA 92617

California Environmental Quality Act

REVISED NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Subject: **Revised Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047)**

Project Title: Los Angeles International Airport Specific Plan Amendment Study

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified above. The subject EIR will be tiered from the Los Angeles International Airport (LAX) Master Plan EIR (State Clearinghouse Number 1997061047).

LAWA, as the Lead Agency, must prepare and distribute a Notice of Preparation (NOP) after it decides to prepare an EIR. LAWA, through the NOP, solicits participation in determining the scope of the EIR from responsible public agencies (those which may have discretionary approval power over the proposed Project or an aspect of it), trustee agencies (agencies with jurisdiction over a natural resource held in public trust that the Project may affect), and from local governments, regional agencies, private individuals and organizations which may have concerns about the Project.

LAWA circulated an NOP of an EIR for this Project on March 12, 2008. The comment period concluded on June 18, 2008. Two public scoping meetings were conducted during the comment period. Subsequent to the circulation of the NOP, LAWA reconsidered and refined various options for the potential alternative designs, technologies and configurations to be evaluated in the Specific Plan Amendment Study (SPAS) and the SPAS EIR. The purpose of this Revised NOP is to inform public agencies and members of the public of those changes and describe the potential alternative designs, technologies and configurations that are now being considered.

This Revised NOP serves to inform interested parties of LAWA's intent to prepare a Draft EIR on the proposed Los Angeles International Airport Specific Plan Amendment Study. The Revised NOP solicits comments regarding the proposed scope and content of the environmental studies and other information that will be included in the EIR. LAWA has prepared this Revised NOP in accordance with the State CEQA Guidelines and the City of Los Angeles CEQA Guidelines.

On receipt of comments on the Revised NOP, LAWA will consider those comments and prepare the Draft EIR. LAWA will also consider the comments previously received on the March 12, 2008 NOP. The EIR will analyze the potential adverse impacts that are

anticipated to result from the Project, identify potential mitigation measures where reasonable and feasible, and analyze reasonable and feasible alternatives to the proposed Project that could reduce or avoid identified impacts while still feasibly achieving most of the basic Project objectives.

LAWA is requesting input from interested government and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. In the future, public agencies receiving this notice may need to use the EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

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

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

As part of the scoping process, two (2) public scoping meetings will be held as follows:

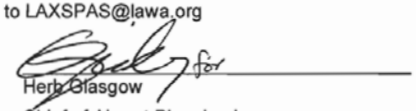
Location: The Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

Dates & Times: **Wednesday, November 3, 2010, 6:00 PM to 8:00 PM**
Saturday, November 6, 2010, 9:00 AM to 11:00 AM
You can view the November 6 meeting starting at 9:15 a.m. via webcast at: www.ustream.tv/channel/lawa-meetings

Your response to this Revised NOP should be sent at the earliest possible date and must be received by LAWA no later than November 29, 2010.

Please send your response to:

Mr. Herb Glasgow, Chief of Airport Planning I
City of Los Angeles, Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045
or via email to LAXSPAS@lawa.org

Signature:  for
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1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport.

2. PROJECT BACKGROUND

The LAX Master Plan, approved by the Los Angeles City Council in December 2004, is the strategic framework for future development of LAX. The LAX Master Plan provides for modernization of the runway and taxiway system, redevelopment of the terminal area, improvement of access to the airport, and enhancement of passenger safety, security, and convenience. Key improvements under the LAX Master Plan are identified and depicted on Figure 3.

The LAX Specific Plan, approved in December 2004 as part of the LAX Master Plan Program, establishes procedures for approval of all projects defined in the LAX Master Plan Program. The approval procedures are different for a subset of the LAX Master Plan projects. These projects are commonly referred to as the "Yellow Light Projects." Such projects, as delineated in Section 7.H of the LAX Specific Plan, include the following:[1]

- Ground Transportation Center (GTC);
- Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA);
- Demolition of CTA Terminals 1, 2, and 3;
- North Runway re-configuration, including center taxiways; and
- On-site road improvements associated with the GTC and APM 2.

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, and in accordance with the LAX Specific Plan, LAWA is proceeding with the LAX Specific Plan Amendment Study (SPAS) process to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The

[1] Section 7.H of the LAX Specific Plan as approved in December 2004 also included the West Satellite Concourse and associated APM segments; however, those improvements were later removed from that section of the Specific Plan through a Specific Plan Amendment. As such, they are not considered to be Yellow Light Projects, which is consistent with Section V.D.1 of the Stipulated Settlement described herein.

Stipulated Settlement and the Specific Plan Amendment approved by the Board of Airport Commissioners and the Los Angeles City Council remove the West Satellite Concourse and associated APM segments from this list of projects identified in the LAX Specific Plan that are to be addressed as part of the SPAS process.

The LAX Master Plan, LAX Specific Plan, and the Stipulated Settlement are available for review at http://www.ourlax.org.

LAWA circulated an NOP for this Project on March 12, 2008. Since circulation of the NOP, new circumstances and information have led LAWA to reconsider and refine various options for the potential alternative designs, technologies and configurations to be evaluated in SPAS and the SPAS EIR. These changes include the following:

i. **Completion of LAX North Airfield Safety Study** (February 19, 2010), which found that, although the current north airfield configuration provides a high level of safety, changes to the configuration by further separating the runways could create even greater safety and might significantly reduce airport congestion during peak hours.

ii. **Letter from FAA regarding LAX North Airfield Safety Study** (April 2, 2010)urging the City of Los Angeles and the Board of Airport Commissioners to reconfigure the north airfield in order to "address the known safety risks, improve efficiency, and meet design standards on the LAX north airfield."

iii. **Acquisition of the Park One parking facility by LAWA** (July 28, 2009), which provides additional area for airport improvements.

iv. **Subsequent analysis of the Consolidated Rent-A-Car (ConRAC) facility by LAWA** (2009-2010), including evaluation of the ConRAC in the absence of a Ground Transportation Center in Manchester Square, consideration of financial feasibility, and assessment of the implications for traffic and air quality associated with a consolidated facility.

v. **Subsequent analysis of CTA circulation options by LAWA** (2009-2010), particularly measures to improve traffic circulation while keeping the CTA open to private vehicles.

vi. **Updated 2009 Los Angeles County Metropolitan Transportation Authority (Metro) Long Range Transportation Plan** (adopted October 2009), including Crenshaw-LAX Transit Corridor Project and Green Line Extension and the related proposed transit station on Aviation Boulevard between 98th Street and Century Boulevard.

3. PROJECT DESCRIPTION

The proposed Project consists of the Specific Plan Amendment Study including related amendments to the adopted LAX Plan and LAX Specific Plan as identified through the evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX

Master Plan. Figure 4 identifies the location of the Yellow Light Project areas. The following briefly describes, for each Yellow Light Project, existing conditions, the problem that was intended to be addressed, and the various options that have been formulated by LAWA based on input received from the community and from the LAX SPAS Advisory Committee established through the Stipulated Settlement, taking into account the new circumstances and information described above. At this time, LAWA has not determined which combinations of the various alternative elements (i.e., north airfield reconfiguration options, options regarding Terminals 1-3, ground transportation options, and Automated People Mover (APM) options) will be considered as alternatives in the EIR. Potential EIR alternatives are discussed in more detail in Section 3.2 below.

The SPAS EIR will be a Supplemental EIR that is tiered from the LAX Master Plan EIR, providing new or revised analyses of the environmental impacts specific to the alternatives associated with the Yellow Light Project options. The discretionary actions to be addressed by the SPAS EIR are anticipated to include, but not be limited to, a general plan amendment and a specific plan amendment.

3.1 Yellow Light Projects Options

The following sections provide a brief description of the alternative designs, technologies and configurations that have been formulated based on input received from the community and from the LAX SPAS Advisory Committee and to respond to changed conditions associated with, or related to, LAX.

3.1.1 North Airfield Reconfiguration, including Centerfield Taxiways

Existing Conditions: There are currently two runways in the north airfield of LAX, Runways 6L/24R and 6R/24L. Runway 6L/24R is primarily used for arrivals and Runway 6R/24L is primarily used for departures. Runway 6R/24L, the inboard runway, is 10,285 feet long and 150 feet wide. Aircraft access to and from Runway 6R/24L is provided by a parallel taxiway located 400 feet south of Runway 6R/24L, and a series of connecting taxiways between the runway and the parallel taxiway. Outboard Runway 6L/24R, located approximately 700 feet to the north of Runway 6R/24L's centerline is 8,925 feet long and 150 feet wide. Aircraft access to and from Runway 6L/24R is provided by a series of connecting taxiways. At this time, there is no parallel taxiway associated with Runway 6L/24R.

The current north airfield was designed in the 1960s to accommodate the fleet of aircraft in use at that time. The largest of these older aircraft are known as Design Group IV aircraft, which equate in size today to a Boeing B757 or smaller aircraft. The fleet of aircraft currently using the north airfield includes Design Group V and VI aircraft. Group V aircraft are defined by certain characteristics, such as wingspan, tail height and weight, and include aircraft such as the Boeing 777, Boeing B747 and the Airbus A340. Group VI aircraft are larger than Group V aircraft and include aircraft such as the Airbus A380, which has been operating at LAX since October 2008, and the Boeing B747-8, which is anticipated to go into commercial operation within the next year.

Problems the North Airfield Reconfiguration was Designed to Address: Under existing conditions, the North Airfield does not meet FAA standards for Group V and VI aircraft under any weather conditions. Failure to meet these standards results in

restricted operations when Group V or VI aircraft utilize the North Airfield, impacting operations of all aircraft on either or both runways on the North Airfield. Restricted operating procedures increase operational delays and aircraft-related emissions and adversely affects passenger convenience. Additionally, without a centerline taxiway and other airfield improvements, there is an increased risk of incursions and collisions. Further, Runway 24L is not long enough to accommodate some fully-loaded departing aircraft, resulting in higher utilization of the South Airfield by these aircraft. The North Airfield configuration set forth in the approved LAX Master Plan was designed to accommodate the largest aircraft types currently in service and anticipated for the future (Group V and VI aircraft), reduce the risk of runway incursions, enhance the safety and efficiency of aircraft operations at LAX, and provide a better balance in heavy aircraft operations between the North Airfield and the South Airfield. The North Airfield configuration set forth in the approved Master Plan would achieve these goals by relocating Runway 6R/24L 340 feet to the south of the existing runway centerline in order to accommodate a 75-foot-wide centerfield taxiway between Runway 6L/24R and Runway 6R/24L with 520 feet separation between each of the runway centerlines and the new taxiway centerline.

The North Airfield design set forth in the approved LAX Master Plan would provide for a Modified Group VI airfield. Group VI standards are designed to accommodate the new generation of wide-bodied airplanes that began to operate at LAX in 2008. These aircraft, referred to as new large aircraft or NLA, have significantly wider wingspans, taller tail sections, and longer fuselages. In the absence of an airfield that meets Group VI aircraft standards, operational restrictions are imposed to accommodate NLA at LAX. These restrictions affect the operation of all aircraft at the airport.

SPAS Options: As part of the LAX SPAS process, LAWA, in consultation with members of the surrounding communities and the LAX SPAS Advisory Committee, previously identified five options for the reconfiguration of the North Airfield that were included in the original NOP for the Project. In response to changed conditions and additional planning efforts, six reconfiguration options are currently being considered. These options are depicted on Figures 5 through 10 and described below.

i. Relocate Runway 6R/24L 340' South (Approved Master Plan) (Figure 5)

- Relocate Runway 6R/24L 340 feet south of the existing runway centerline.
- Extend Runway 6R/24L approximately 135 feet west and approximately 1,280 feet to the east and widen by 50 feet.
- Extend Runway 6L/24R approximately 1,495 feet to the west. Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 520 feet north of relocated Runway 6R/24L and 520 feet south of Runway 6L/24R.
- Relocate, extend and/or widen other existing taxiways on the North Airfield.

ii. **Relocate Runway 6R/24L 100' South (Figure 6)**

- Relocate Runway 6R/24L 100 feet south of the existing runway centerline.
- Extend Runway 6R/24L approximately 1,250 feet to the east and widen by 50 feet.
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 400 feet north of relocated Runway 6R/24L and 400 feet south of Runway 6L/24R.
- Reconfigure, relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

iii. **Relocate Runway 6L/24R 100' North (Figure 7)**

- Relocate Runway 6L/24R 100 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e., the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 400 feet south of relocated Runway 6L/24R and 400 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

iv. **Relocate Runway 6L/24R 200' North (Figure 8)**

- Relocate Runway 6L/24R 200 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e., the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 500 feet south of relocated Runway 6L/24R and 400 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

v. **Relocate Runway 6L/24R 300' North (Figure 9)**

- Relocate Runway 6L/24R 300 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e. the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 500 feet south of relocated Runway 6L/24R and 500 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

vi. **Relocate Runway 6L/24R 400' North (Figure 10)**

- Relocate Runway 6L/24R 400 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e. the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group VI standards 550 feet south of relocated Runway 6L/24R and 550 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

3.1.2 Demolition of CTA Terminals 1-3

Existing Conditions: Terminals 1, 2, and 3 are located on the north side of the Central Terminal Area (CTA). The three terminals are configured in a pier formation and consist of aircraft gates, and over one million square feet of terminal and concourse space, including passenger processing, passenger holdroom, concessions, airline operations, and administrative space.

Problem the Demolition of Terminals 1-3 was Designed to Address: Under the LAX Master Plan, substantial portions of Terminals 1-3, notably the piers/concourses, would be demolished in order to provide room for the relocation of Runway 6R/24L 340 feet to the south of the existing runway centerline. The existing terminals would be replaced by a linear concourse that would provide aircraft gates and passenger holdrooms but no passenger processing capacity. Under the approved Master Plan, the passenger

processing capacity provided by the existing Terminals 1-3 would be replaced by new passenger processing facilities in the interior of the CTA (where the existing parking garages are currently located). Under the LAX Specific Plan and Stipulated Settlement, only the Demolition of Terminals 1-3 is a Yellow Light Project.

SPAS Options: There are two options for Terminals 1-3 that are under consideration for inclusion in the environmental evaluation for the LAX SPAS. These options are depicted on Figures 11 through 14 and described below.

i. Demolish Most of Terminals 1-3, including the terminal piers/concourses in their entirety (Approved Master Plan)

ii. No Demolition of Terminal 1-3 Buildings/Alteration of Gate Configurations

iii. Partial Demolition of Terminal 1 Building/Alteration of Gate Configurations

Several of the LAX SPAS airfield options under consideration would "down-gauge" or eliminate some aircraft gates at Terminals 1, 2, 3 and/or the Tom Bradley International Terminal (TBIT); however, the existing basic building configuration of Terminals 1-3 and TBIT would remain. "Down-gauging" a gate means reducing the maximum size aircraft that could use the gate. For example, a gate that currently accommodates up to a Design Group V aircraft, but would only be able to accommodate up to a Design Group IV aircraft in the future, is considered to be "down-gauged." Under the airfield options that move Runway 6L/24R northward, the improvements proposed to Taxilane D and Taxiway E would result in the down-gauging of several gates at Terminal 1. Under the airfield option that would relocate Runway 6R/24L 100 feet to the south with partial dual/partial single taxiways, a portion of the pier/concourse associated with Terminal 1 would be demolished, and some gates at Terminals 1 through 3 and TBIT would be eliminated or down-gauged. To replace some of the gates impacted in each of these scenarios, a new concourse, "Concourse 0," would be constructed east of Terminal 1 and west of the relocated Sky Way, an on-airport roadway (described below).

3.1.3 Ground Transportation Center

Existing Conditions: Under existing conditions, vehicular access to the passenger terminals, including curb front facilities that allow for the drop-off and pick-up of passengers, is provided within the CTA. Commercial vehicles (i.e. taxis, shuttle vans and limos) provide direct service to passengers within the terminal area. Vehicle access to the CTA is provided via World Way, which operates as a one-way, multi-lane, two-level rectangular loop road within the CTA with direct connections to all the terminals. Ramps from the main access routes (i.e. Century Boulevard, Sepulveda Boulevard, and Sky Way) direct traffic onto World Way just east of Terminal 1. Parking structures located within the CTA provide close-in public parking. Security within the CTA is provided by police checkpoints, random vehicle checks, active curbfront traffic enforcement, police patrols, passenger and baggage screening, employee badging and other layered and coordinated policing techniques.

The site proposed for the GTC under the approved LAX Master Plan, known as Manchester Square, is located northeast of the intersection of Aviation and Century Boulevards. Manchester Square is part of the ongoing LAX Voluntary Residential Acquisition and Relocation Program, through which most of the area has been vacated.

Problem the Ground Transportation Center was Designed to Address: Under the LAX Master Plan, the function of the GTC is to replace CTA curb front for drop-off and pick-up of passengers and to replace a portion of the private vehicle parking area and all of the commercial vehicle (e.g., taxis, shuttle vans and limousines) staging area. The GTC was designed to allow closure of the CTA to private vehicle access and provide the curb front function at a location well-removed from the main terminal area to enhance security within the CTA. The GTC, in conjunction with the Intermodal Transit Center (ITC) and other parking facilities proposed as part of the LAX Master Plan, also provided replacement parking for the existing parking that would be eliminated under the Master Plan, such as in the CTA and Lots C and D.

SPAS Options: As part of the LAX SPAS process, LAWA has identified three options to the GTC that are under consideration for inclusion in the LAX SPAS. The options to the GTC are depicted on Figures 3, 15 and 16 and are described below. Inasmuch as the GTC was an integral part of the LAX Master Plan's design to address potential security concerns arising from the events of September 11, 2001, the SPAS evaluation of the options described below will address security considerations.

i. **Close Access to CTA – Build GTC at Manchester Square (Approved Master Plan)**

- Eliminate private vehicle access to the CTA.
- Construct GTC at Manchester Square.

ii. **Maintain Access to CTA - Build Employee Parking Lot at Manchester Square and Transportation Facility South of Lot C and North of 98th Street (Ground Transportation Concept A) - Figure 15**

- Maintain private vehicle access to the CTA.
- Construct an employee parking lot in the Manchester Square area and a Transportation Facility north of 98th Street and south of Lot C. The employee parking lot in Manchester Square would connect to the CTA via a dedicated transit route, which would also provide a direct airport connection for employees and passengers using public transportation (future Metro regional bus center, potential future Metro Crenshaw-LAX Transit Corridor Project, and future Green Line northerly extension to Century and Aviation Boulevards via the Crenshaw-LAX Transit Corridor Project) as well as a potential pick-up/drop-off point for certain vehicles.

  The potential Transportation Facility on 98th Street could serve as a second connection point between the airport and ground transportation

services, including parking, and may serve as a CTA-access pick-up/drop-off point for certain vehicles.

- Maintain public parking in Lot C.
- The ConRAC set forth in the approved LAX Master Plan, would not be constructed under this option.
- The Intermodal Transit Center at Aviation Boulevard and Imperial Highway set forth in the approved LAX Master Plan, would not be constructed under this option. The primary purpose of the ITC was to provide replacement parking associated with the closure of the CTA to private and commercial vehicles and to provide a connection to the Metro Green Line Aviation Station. Under the potential alternative designs and configurations to be evaluated in SPAS, the CTA would not be closed to private or commercial vehicles; therefore, replacement parking at the ITC would no longer be required. Also, subsequent to approval of the LAX Master Plan, Metro developed plans to construct a light rail extension along Aviation Boulevard between Century Boulevard and Imperial Highway as part of the Metro Crenshaw-LAX project, which included a proposal for an interface with a direct airport connection (i.e., dedicated route or Automated People Mover) via a transit station along Aviation Boulevard near 98th Street. This transit route will also serve as a northerly extension of the Metro Green Line. Therefore, access to the Green Line Aviation Station at this location would no longer be required.

iii. **Maintain Access to CTA - Build ConRAC at Manchester Square, Public and Employee Parking in Lot C, and Transportation Facility South of Lot C and North of 98th Street (Ground Transportation Concept B) - Figure 16**

- Maintain private vehicle access to the CTA.
- Construct a ConRAC in the Manchester Square area and a Transportation Center north of 98th Street and south of Lot C. The ConRAC would connect to the CTA via an APM system, which would also provide a direct airport connection for employees and passengers using public transportation (proposed future Metro regional bus center, potential future Metro Crenshaw-LAX Transit Corridor Project, and future Green Line northerly extension to Century and Aviation Boulevards via the Crenshaw-LAX Transit Corridor Project) as well as a potential pick-up/drop-off point for certain vehicles.

  The potential Transportation Center on 98th Street would serve as a second connection point between the airport and ground transportation services, including parking and a second APM station, and may serve as a CTA-access pick-up/drop-off point for certain vehicles.
- Provide public and employee parking in Lot C and Lot D.

- The ITC at Aviation Boulevard and Imperial Highway set forth in the approved LAX Master Plan, would not be constructed under this option. The primary purpose of the ITC was to provide replacement parking associated with the closure of the CTA to private and commercial vehicles and to provide a connection to the Metro Green Line Aviation Station. Under the potential alternative designs and configurations to be evaluated in SPAS, the CTA would not be closed to private and commercial vehicles; therefore, replacement parking at the ITC would no longer be required. Also, subsequent to approval of the LAX Master Plan, Metro developed plans to construct a light rail extension along Aviation Boulevard between Century Boulevard and Imperial Highway as part of the Metro Crenshaw-LAX project, which included a proposal for an interface with a direct airport connection (i.e., dedicated route or Automated People Mover) via a transit station along Aviation Boulevard near 98th Street. This transit route will also serve as a northerly extension of the Metro Green Line. Therefore, access to the Green Line Aviation Station at this location would no longer be required.

3.1.4 Automated People Mover 2

Existing Conditions: LAX is not served by an APM system under existing conditions.

Problem APM2 was Designed to Address: Under the LAX Master Plan, the function of APM2 is to provide connection between the planned GTC and the CTA.

SPAS Options: As part of the LAX SPAS process, LAWA has identified three options for APM2 that are under consideration for inclusion in the LAX SPAS. The options for APM2 are depicted on Figures 3, 11 and 12 and are described below.

i. **Build APM2 (Approved Master Plan)**

- Construct APM2 to connect the GTC and the CTA via a route along the south side of Century Boulevard.
- Construct APM1 as part of the approved Master Plan.

ii. **Do Not Build APM2 - Build a Dedicated Route between Manchester Square and the CTA (included in Ground Transportation Concept A)**

- Under this option, LAWA would not build APM2. To provide a direct connection to the CTA, LAWA would build a dedicated route along 98th Street to provide access between the CTA, Lot C, the potential Transportation Facility south of Lot C (identified in Ground Transportation Concept A above), and the potential employee parking lot at Manchester Square (identified in Ground Transportation Concept A above). The dedicated route would also provide unimpeded access to the CTA for employees and passengers using public transportation, notably the proposed future Metro Crenshaw/Green Line station and regional bus center at Aviation and Century Boulevards.

- APM1, set forth in the approved LAX Master Plan, would not be built under this option. The primary purpose of APM1 was to connect the ITC to the CTA. As noted above, the ITC would not be constructed under the potential alternative designs and configurations to be evaluated in SPAS, other than the approved LAX Master Plan, therefore, APM1 would no longer be required.

iii. Build a Modified APM2 (included in Ground Transportation Concept B)

- Modify APM2 to provide a direct connection between the CTA, Lot C, the potential Transportation Facility south of Lot C (identified in Ground Transportation Concept B above), and the potential ConRAC at Manchester Square (identified in Ground Transportation Concept B above). APM2, which was originally planned to follow Century Boulevard, would instead be constructed along 98th Street (the route planned for APM1 under the LAX Master Plan). The alignment of APM2 would be modified within the CTA to follow the existing roadway system. The western terminus would be located within Manchester Square, east of the intersection of 98th Street and Aviation Boulevard, across Aviation Boulevard from Metro's proposed future Crenshaw/Green Line station and regional bus center, thereby providing unimpeded access to the CTA for employees and passengers using the public transportation system.
- APM1, set forth in the approved LAX Master Plan, would not be built under this option. The primary purpose of APM1 was to connect the ITC to the CTA. As noted above, the ITC would not be constructed under the potential alternative designs and configurations to be evaluated in SPAS, other than the approved LAX Master Plan, therefore, APM1 would no longer be required.

3.1.5 On-Site Road Improvements Associated with the GTC and APM2

The on-site road improvements associated with development of the GTC and APM2, as set forth in the approved Master Plan, would not be necessary under the potential alternatives to be evaluated in SPAS, other than the approved LAX Master Plan. Therefore, it is not necessary to develop potential alternative designs, technologies or configurations that would provide solutions to the problems that these Yellow Light Projects were designed to address (i.e., access to the GTC and APM2).

3.1.6 Other LAX SPAS Ground Access Improvements

The existing configuration of roadways into LAX results in congestion at the entrance to the CTA. To alleviate this constraint, on-airport road "Sky Way" would be relocated to the east, thereby moving the intersection of Sky Way and World Way farther away from Terminal 1 and alleviating congestion.

In conjunction with the various airfield options, the potential need to realign Lincoln Boulevard will be evaluated.

3.1.7 Elimination of the West Employee Parking Structure Identified in the LAX Master Plan

The LAX Master Plan includes the development of a new parking structure near the western end of the airport, near World Way West and Taxiway AA. The subject facility, referred to as "West Employee Parking," was intended to serve as the primary point of security checks for employees at the airport. It was also intended to replace the employee parking that would be eliminated or displaced by other improvements associated with the LAX Master Plan. Under the ground transportation options currently being considered under SPAS, there would be no need for, or benefit from, developing the West Employee Parking facility. Therefore, none of these options includes construction of this facility, except for the approved LAX Master Plan option.

3.2 EIR Alternatives Based on Yellow Light Project Options

The discussion above focuses on potential options for alternative designs, technologies and configurations to the specific Yellow Light Projects identified in the LAX Specific Plan (as modified by the Stipulated Settlement). However, for purposes of the environmental impact report (EIR), individual options to each Yellow Light Project will be grouped together to create comprehensive project alternatives for study in the EIR. These project alternatives will be developed following the conclusion of the scoping process.

CEQA requires that an EIR include among the range of alternatives a "no project" scenario. In accordance with Section 15126.6 of the CEQA Guidelines the SPAS EIR will consider two "no project" scenarios. The first, the "No Project/No Development" Alternative, assumes that none of the Yellow Light Projects, or options thereto, are implemented. Under the "No Project/No Development," the existing conditions for each Yellow Light Project, as described above, generally remain and the only changes would be those that could be reasonably be assumed to occur in the absence of the project (i.e., airfield-related operational and safety improvements, terminal upgrades, and modifications to CTA roadways currently being advanced at LAX). The SPAS EIR will also consider the "No Project/No SPAS" Alternative, which assumes that all of the Yellow Light Projects are implemented as originally planned. This alternative assumes implementation of the approved LAX Master Plan; under this alternative, none of the new options developed as part of the SPAS process would be implemented.

In addition to the two variations of the No Project Alternative required by CEQA, the LAX SPAS EIR will consider versions and/or combinations of the various Yellow Light Project options that represent a reasonable range of alternatives. At this time, LAWA has not determined which combinations will ultimately be considered in the LAX SPAS EIR. It is anticipated that one or more of the alternatives ultimately developed will be analyzed fully in the EIR, whereas other alternatives will be analyzed at a lesser level of detail or may be eliminated from further consideration due to their infeasibility or inability to meet the project objectives.

The basic characteristics of the improvements under consideration are summarized in Table 1.

3.3 Probable Environmental Effects of the Project

An Initial Study Checklist has been prepared for the proposed Project and is attached at the end of this NOP. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, LAWA has determined that potentially adverse effects may occur in the following areas:

- Air Quality
- Greenhouse Gas Emissions
- Human Health Risk
- Traffic and Circulation
- Noise
- Land Use
- Cultural Resources
- Biological Resources
- Hydrology/Water Quality
- Hazardous Materials/Risk of Upset
- Aviation Safety
- Aesthetics
- Public Services
- Public Utilities (Water, Wastewater and Solid Waste)
- Cumulative Impacts

These topics will be addressed in the Draft EIR.

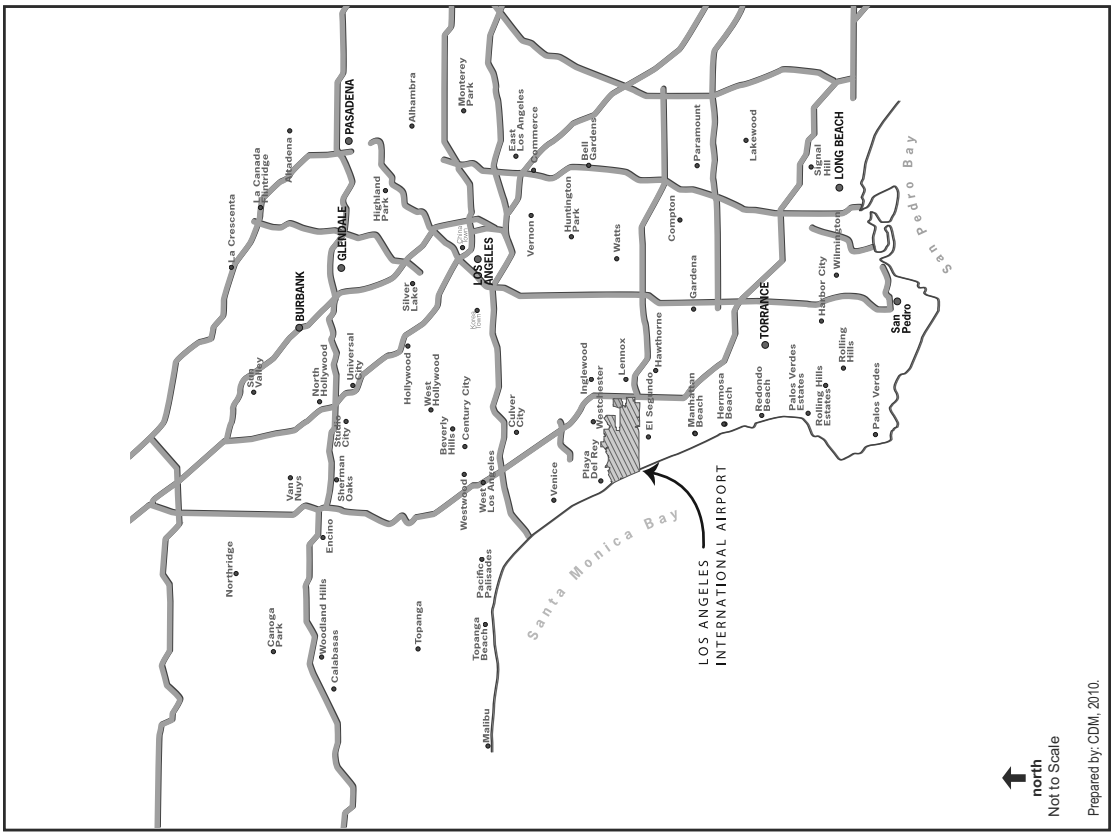
3.4 Comments and Next Steps

While the NOP review and comment period required under CEQA is 30 days, LAWA is providing an extended review/comment period to enhance the opportunity for public agencies and other stakeholders to consider the NOP. Comments regarding the scope and content of the Draft EIR will be accepted for 45 days following issuance of this notice. Comments are due to LAWA no later than November 29, 2010 and will assist LAWA in the preparation of the Draft EIR. The Draft EIR is scheduled to be completed in mid- to late-2011. At that time, a Draft EIR Notice of Completion will be filed with the Los Angeles County Clerk and the document will be circulated for a 45-day public review period.

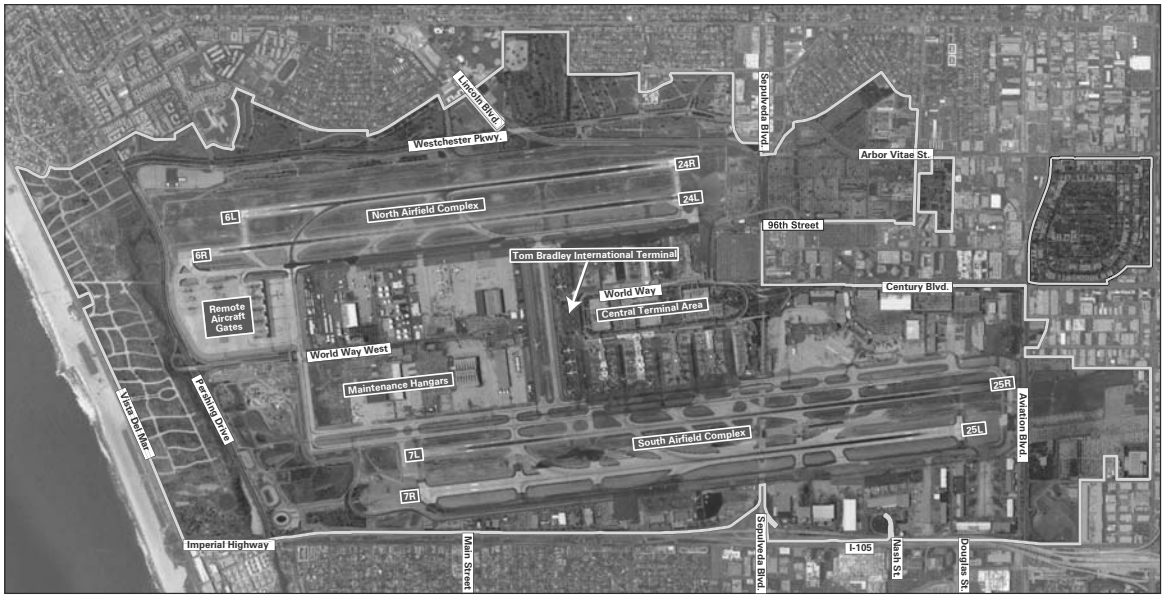
LAWA will prepare responses to comments received during the public review period regarding the adequacy of the Draft EIR. The comments and responses, together with the Draft EIR and its appendices, will comprise the Final EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under CEQA.

Table 1
Potential Alternative Designs, Technologies and Configurations That May be Analyzed in the EIR

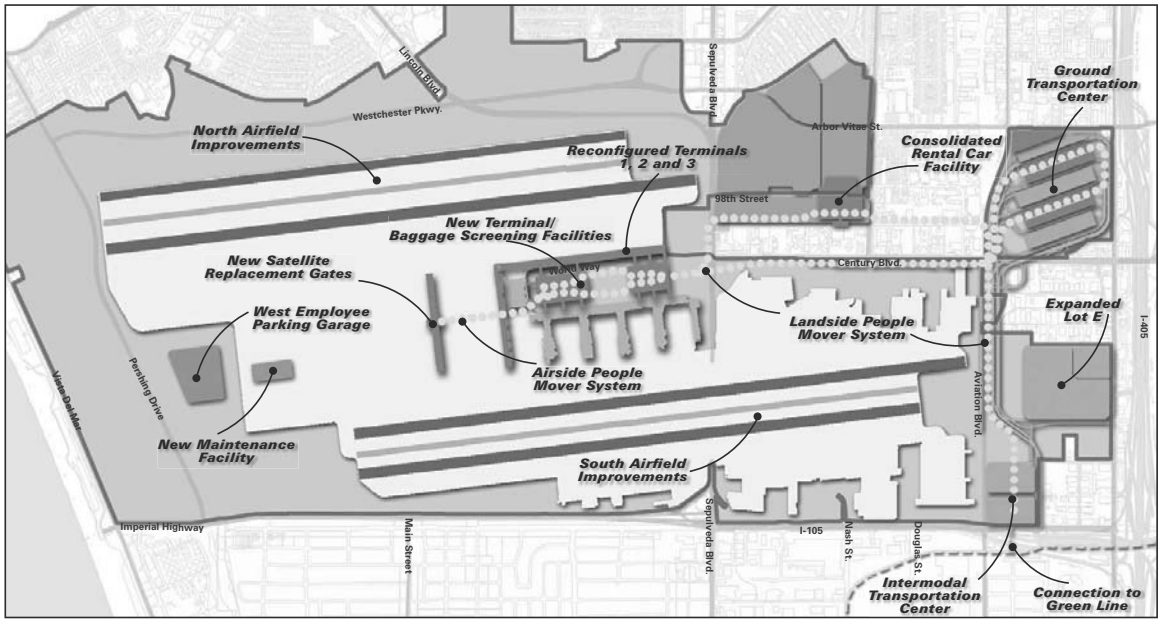
Yellow Light Project Options
North Airfield Reconfiguration
Maintain Existing Runway Layout with minor modifications
Relocate Runway 6R/24L 340' South
Relocate Runway 6R/24L 100' South
Relocate Runway 6L/24R 100' North
Relocate Runway 6L/24R 200' North
Relocate Runway 6L/24R 300' North
Relocate Runway 6L/24R 400' North
Demolition of Terminals 1, 2, and 3
Maintain Existing Terminal 1-3 Buildings and Gates
Maintain Existing Terminal 1-3 Buildings with Modifications to Some Gates and Addition of Concourse 0
Maintain General Existing Terminal 1-3 Building Layout, with Partial Demolition of Terminal 1 , Modifications to Some Gates and Addition of Concourse 0
Demolish Most of Terminals 1-3 (particularly the piers/concourses)
Ground Transportation Center
Maintain Existing CTA Ground Access System (CTA Open to Public Access - No GTC)
Close CTA to Public Access - Build GTC
Maintain CTA Open to Public Access - Build Employee Parking Lot at Manchester Square and Transportation Facility on 98th Street (No ConRAC or ITC)
Maintain CTA Open to Public Access - Build ConRAC at Manchester Square and Transportation Facility on 98th Street (No ITC)
Automated People Mover 2
Existing Conditions (No APM)
Build APM2 (Connecting GTC to CTA)
Build Dedicated Transit Route instead of APM2 to connect employee parking, public parking, and proposed Transportation Facility to CTA (No APM1)
Build Modified APM2 to connect public parking, proposed ConRAC and proposed Transportation Facility to CTA (No APM1)
On-Site Road Improvements Associated with the GTC and APM2
Existing System (No GTC and APM2; therefore No GTC/APM-Related Road Improvements)
Build On-Site Road Improvements Associated with the GTC and APM2
Other LAX SPAS Ground Access Improvements
Relocate Sky Way to East
Eliminate Proposed West Employee Parking
Realign Lincoln Boulevard and Modify Lincoln Boulevard/Sepulveda Boulevard Intersection



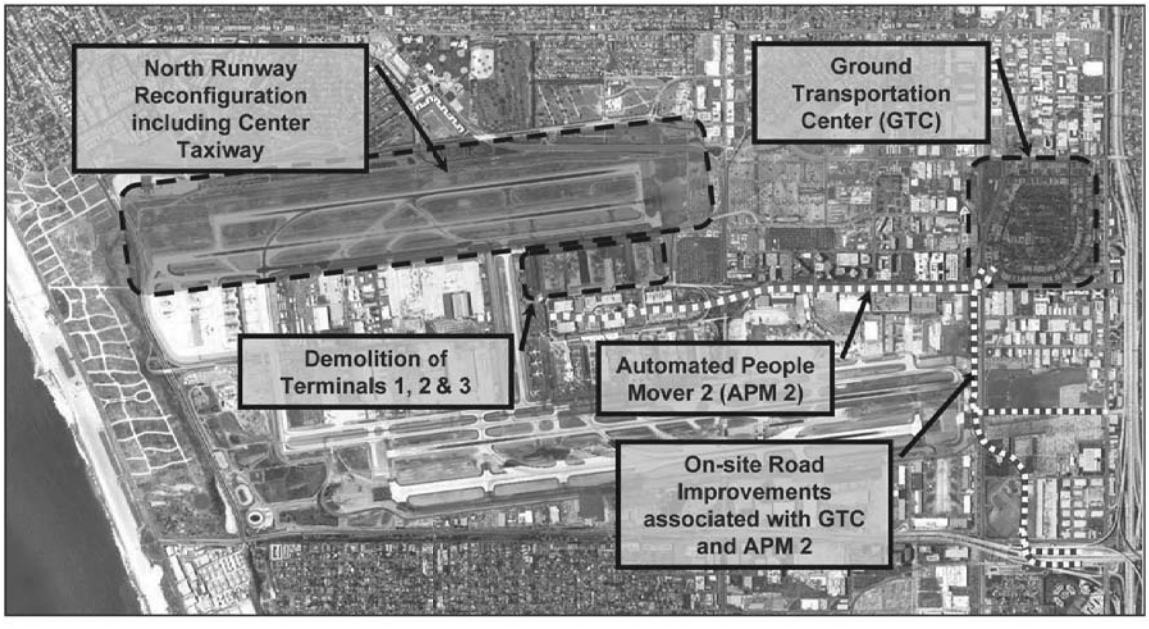
LAX Specific Plan Amendment Study	Regional Location Map	Figure 1



LAX Specific Plan Amendment Study	Existing Airport	Figure 2



LAX Specific Plan Amendment Study	Approved LAX Master Plan	Figure 3

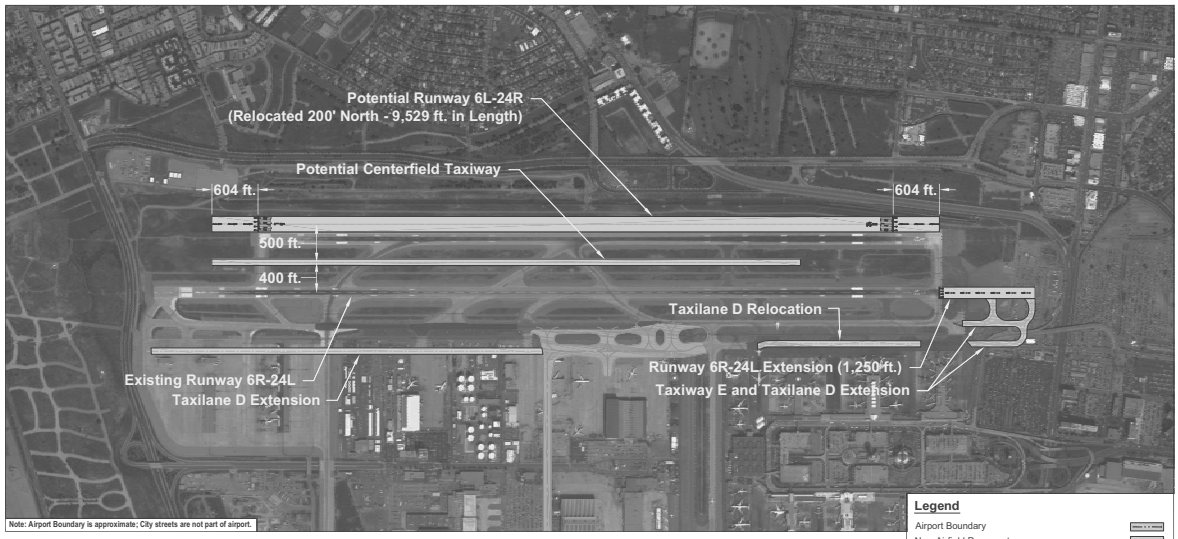


LAX Specific Plan Amendment Study	SPAS Project Site Areas	Figure 4

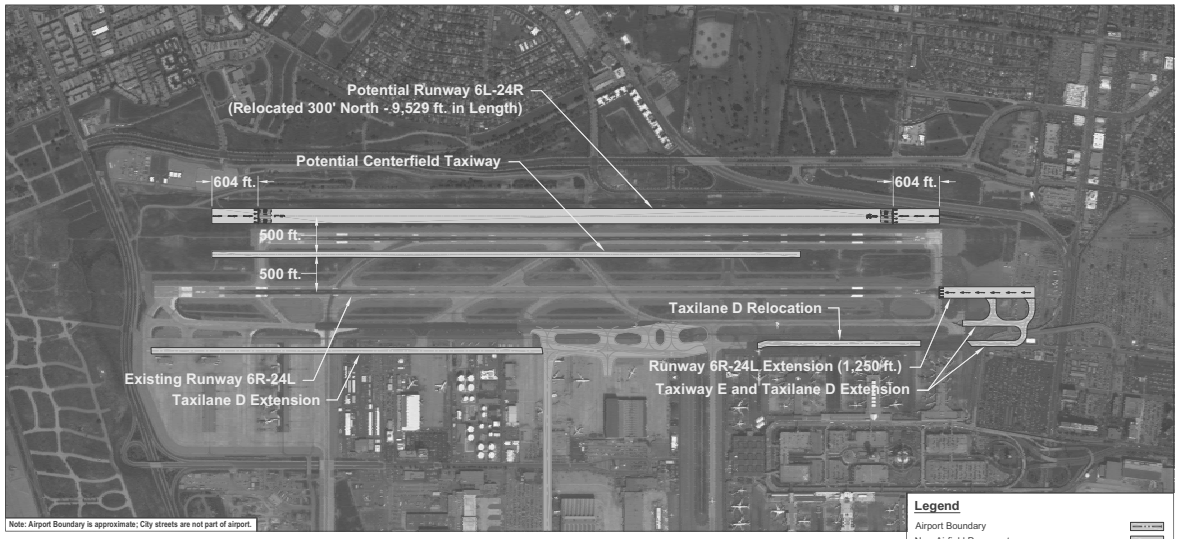
LAX Specific Plan Amendment Study	North Airfield Option Runway 6R-24L Relocated 340 ft. South (Approved Master Plan)	Figure 5

LAX Specific Plan Amendment Study	North Airfield Option Runway 6R-24L Relocated 100 ft. South	Figure 6

LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 100 ft. North (With Dual Displaced Thresholds)	Figure 7

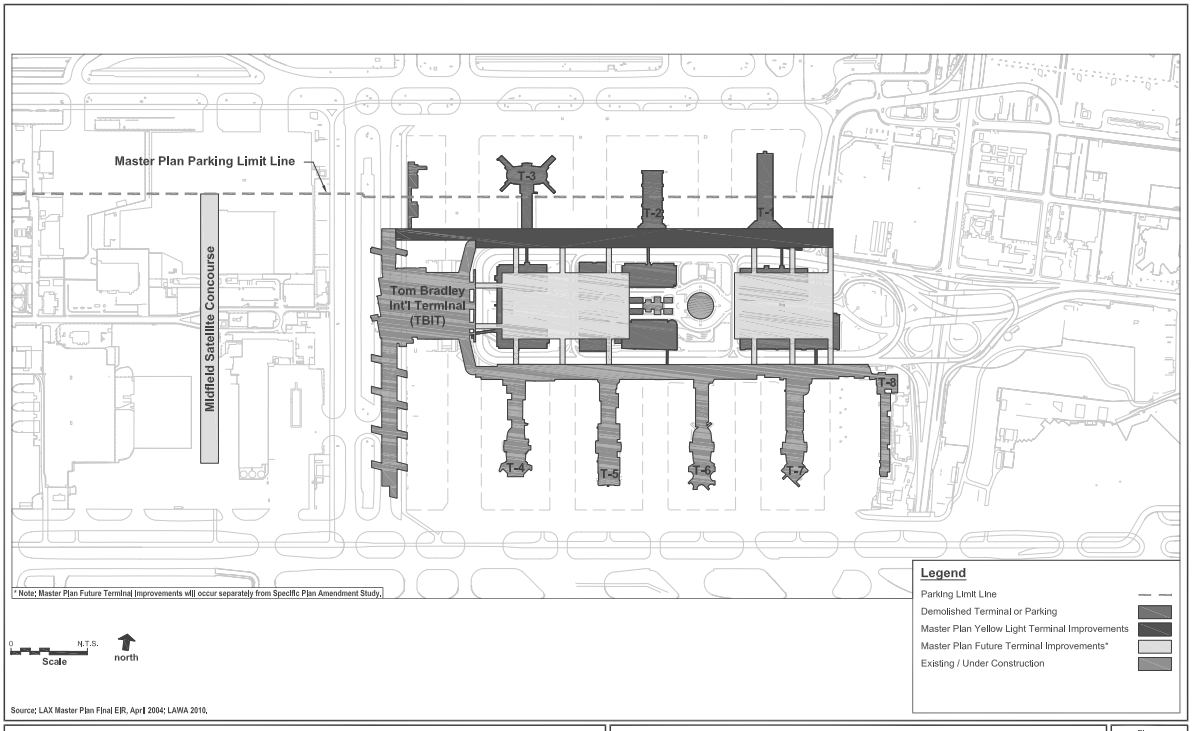


LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 200 ft. North (With Dual Displaced Thresholds)	Figure 8

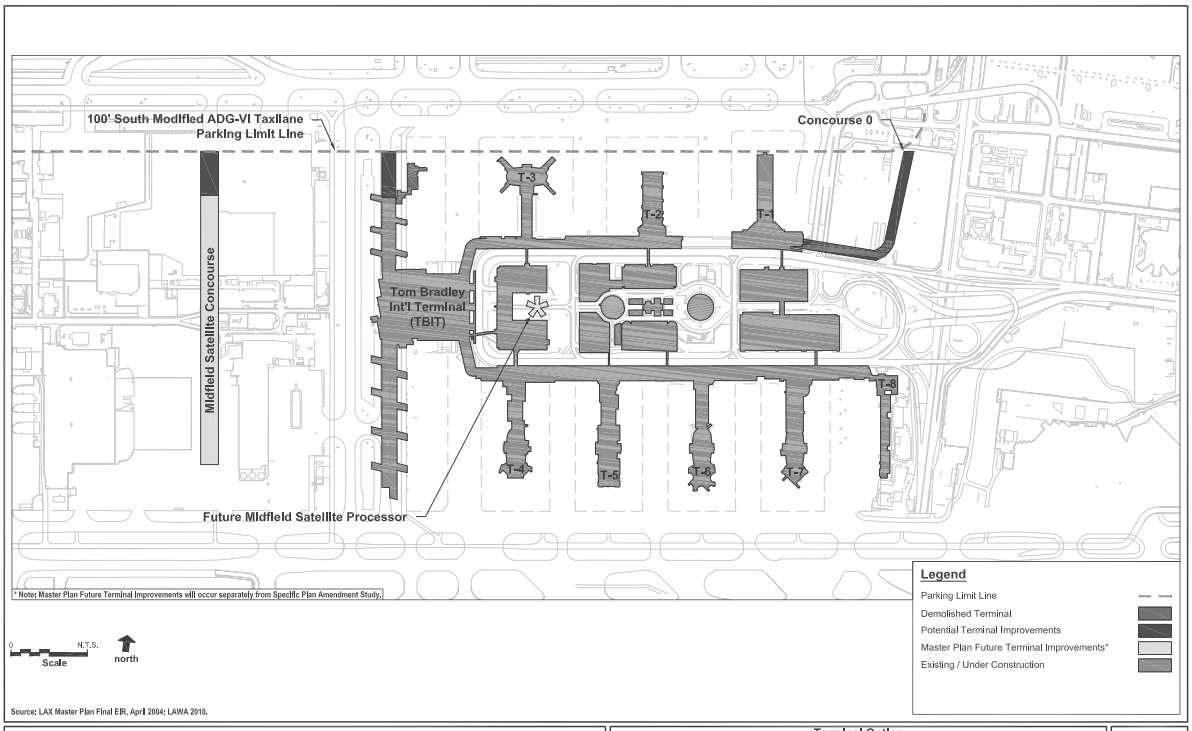


LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 300 ft. North (With Dual Displaced Thresholds)	Figure 9

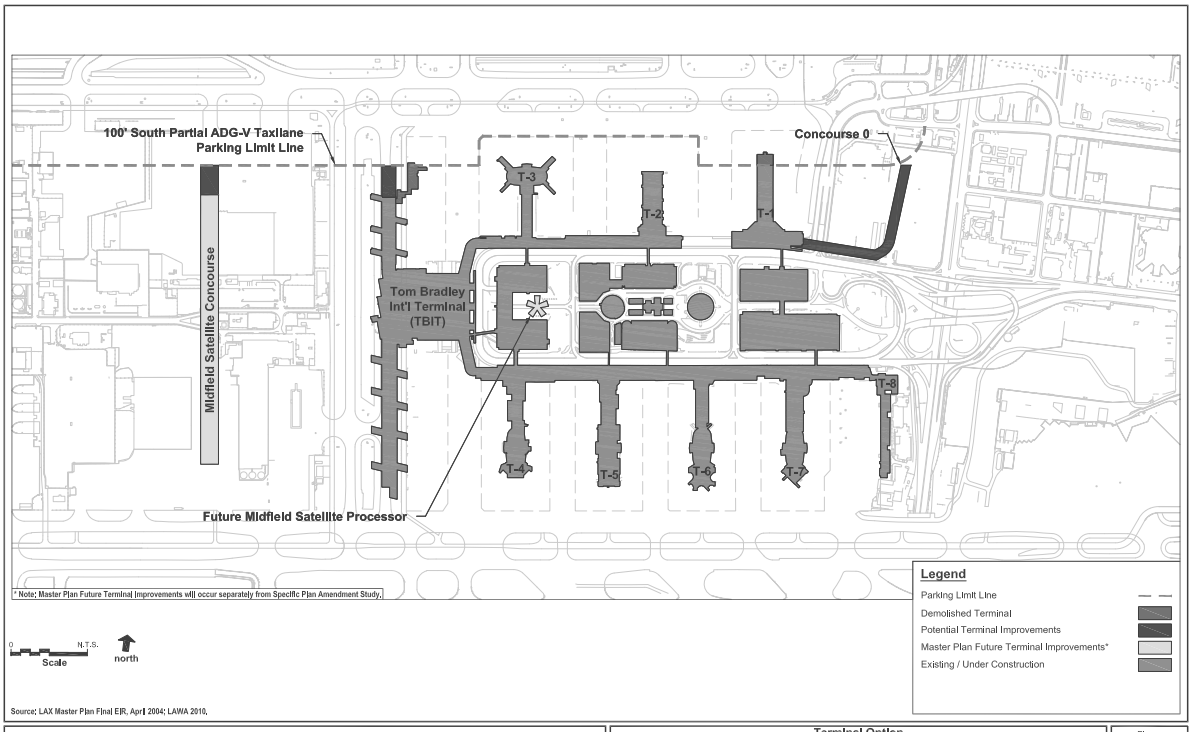
LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 400 ft. North (With Dual Displaced Thresholds)	Figure 10



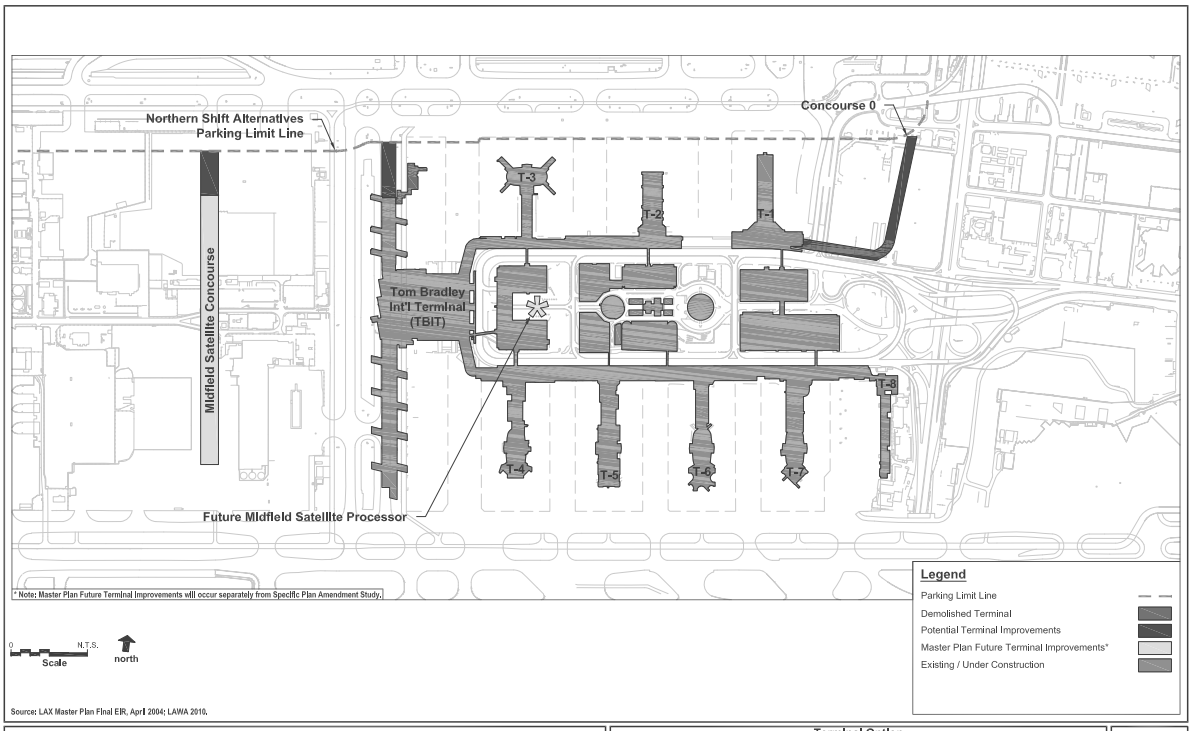
LAX Specific Plan Amendment Study	Terminal Option Approved Master Plan	Figure 11



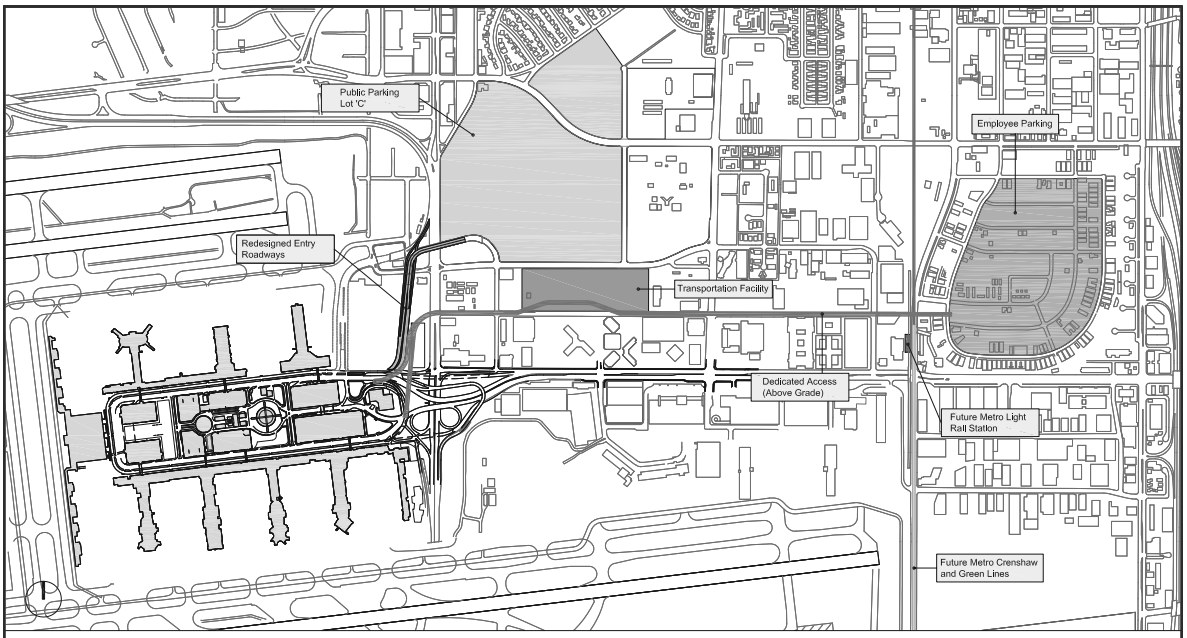
LAX Specific Plan Amendment Study	Terminal Option Runway 6R-24L Relocated 100' South Full ADG-V Taxiway E / Full ADG-V Taxilane D (Modified ADG-VI)	Figure 12



LAX Specific Plan Amendment Study	Terminal Option Runway 6R-24L Relocated 100' South Full ADG-VI Taxiway E / Partial ADG-V Taxilane D	Figure 13



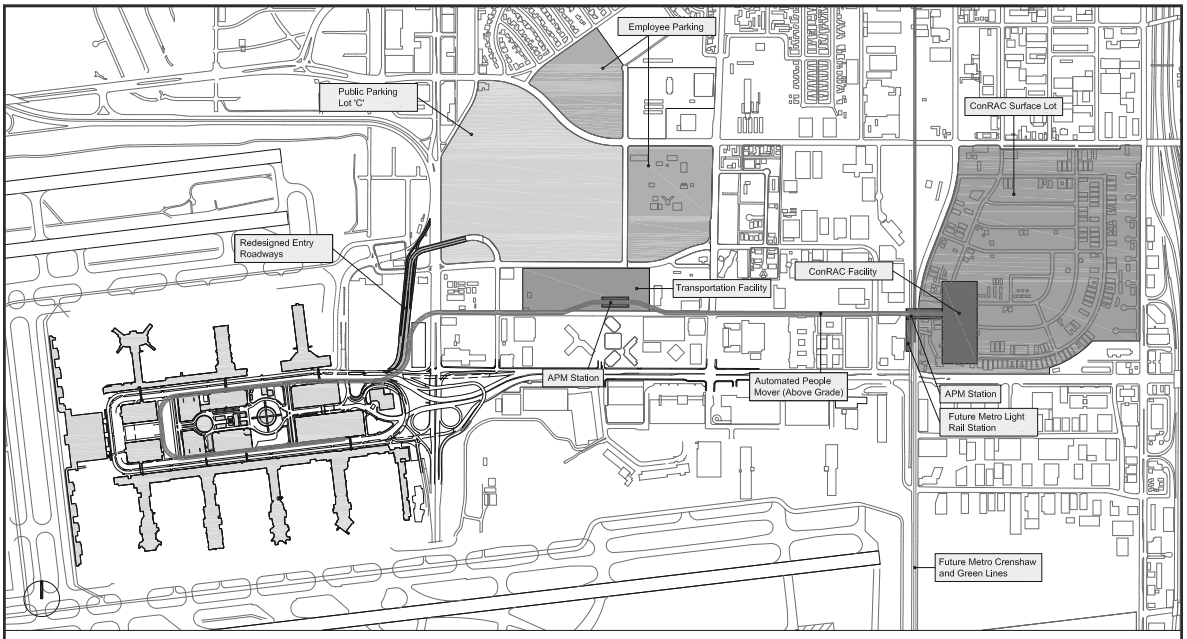
LAX Specific Plan Amendment Study	Terminal Option Runway 6L-24R Relocated North Full ADG-V Taxiway E / Full ADG-V Taxilane D (Modified ADG-VI)	Figure 14



Not to Scale north

Prepared by: STV, 2010.

LAX Specific Plan Amendment Study	Ground Transportation Concept A	Figure 15



Not to Scale north

Prepared by: STV, 2010.

LAX Specific Plan Amendment Study	Ground Transportation Concept B	Figure 16

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.

SIGNATURE

Chief of Airport Planning
TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles World Airports	Council District 11	October 14, 2010

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
Los Angeles International Airport Specific Plan Amendment Study	AD-007-08

PREVIOUS ACTIONS CASE NO.	
Los Angeles International Airport Master Plan Case No. CF-00-1774-S4 and CPC 2003-4647 GPA/ZC/CA/MPR LAX Master Plan EIR (SCH#1997061047)	☒ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
The proposed Project consists of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The Yellow Light Projects are: the Ground Transportation Center (GTC); Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA); Demolition of CTA Terminals 1, 2, and 3; North Runway re-configuration, including center taxiways; and, on-site road improvements associated with the GTC and APM 2. *Please see the accompanying Notice of Preparation for additional information regarding the Project Description.*

ENVIRONMENTAL SETTING:
The Project site is located within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. West of the Project site are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

PROJECT LOCATION
The project site is located within LAX, generally south of Westchester Parkway, west of Interstate 405, north of Imperial Highway and east of Pershing Drive.

PLANNING DISTRICT	STATUS:
Los Angeles International Airport Specific Plan	☐ PRELIMINARY ☐ PROPOSED _____ ☒ ADOPTED December 14, 2004

EXISTING ZONING	MAX. DENSITY ZONING	
LAX - A Zone: Airport Airside Subarea LAX - L Zone: Airport Landside Subarea LAX - N Zone: LAX Northside Subarea		☒ DOES CONFORM TO PLAN
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	
Airport-related airfield, access and ground transportation facilities.		☐ DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES	**PROJECT DENSITY**	
North - Open Space, Recreation, and Residential East - Airport, Commercial, Industrial, and Residential South - Airport West – Open Space		☐ NO DISTRICT PLAN

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ ☐ **BACKGROUND**

PROPONENT NAME	PHONE NUMBER*
Los Angeles World Airports	424-646-5180
PROPONENT ADDRESS	
1 World Way, Room 218, Los Angeles, CA 90045	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Los Angeles World Airports	October 14, 2010
PROPOSAL NAME (If Applicable)*	
Los Angeles International Airport Specific Plan Amendment Study	

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    1) Earlier Analysis Used. Identify and state where they are available for review.
    2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

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

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

☞ ☐ ENVIRONMENTAL IMPACTS

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

	Potentially Significant Impact	Potentially Significant Unless 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, or other locally recognized desirable aesthetic natural feature within a city-designated 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. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the 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?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the South Coast Air Quality Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
an existing or projected air quality violation?				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, PM_{10}, & $PM_{2.5}$) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐
f. Result in a substantial increase in greenhouse gas emissions?	☒	☐	☐	☐
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 Game or U.S. Fish and Wildlife Service ?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game 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 native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☒	☐	☐	☐
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?	☒	☐	☐	☐
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §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?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
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?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., 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 an manner which 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 plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, inquiry 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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of 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 potential 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 Los Angeles Building Code (2002), creating substantial risks to life or property?	☐	☐	☒	☐
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 reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 governmental services (including roads)?	☐	☐	☒	☐
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?	☐	☐	☐	☒
XVI. TRANSPORTATION/CIRCULATION. 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 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?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with 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, 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 result in:				
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 in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES. 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 stormwater 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?	☒	☐	☐	☐
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 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 which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual 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 cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

☞ ☐ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)**
(See Attachment A)

ATTACHMENT A
EXPLANATION OF CHECKLIST DETERMINATIONS

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, or other locally recognized desirable aesthetic natural feature within a city-designated 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?

a-d. Potentially Significant Impact. The LAX Master Plan EIR evaluated the aesthetic impacts of the Master Plan alternatives, including potential impacts to aesthetic resources and views, as well as impacts related to light emissions and glare. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased aesthetic impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant aesthetic impacts that were not addressed in the LAX Master Plan EIR.

II. AGRICULTURAL AND FOREST RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California department of conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*

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

b. Conflict the 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. The project is located within a developed airport and is surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. As indicated in the LAX Master Plan EIR, no agricultural or forest resources or operations currently exist, or have existed in the recent past, at the project site or surrounding areas. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas.[1] The proposed project would represent a continuation of the current airport-related and urban uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Similarly, it would not result in the conversion of forest land to non-forest use. Therefore, no impacts to agricultural or forest resources would occur with implementation of the proposed project, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

III. AIR QUALITY. *The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:*

a. Conflict with or obstruct implementation of the South Coast Air Quality Management 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 air basin is non-attainment (ozone, carbon monoxide, PM_{10}, and $PM_{2.5}$) under an applicable federal or state ambient air quality standard?

d. Expose sensitive receptors to substantial pollutant concentrations?

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

f. Result in a substantial increase in greenhouse gas emissions?

[1] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.16, April 2004.

a-f. Potentially Significant Impact. The LAX Master Plan EIR evaluated the air quality impacts of the Master Plan alternatives, including the potential for the Master Plan alternatives to: conflict with or obstruct implementation of the South Coast Air Quality Management Plan; violate air quality standards or contribute to an existing or project air quality violation; result in a cumulatively considerable adverse net increase in air pollutants; and, expose sensitive receptors to substantial pollutant concentrations/odors. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased air quality impacts than addressed in the LAX Master Plan EIR. Additionally, changes and updates to the regulatory setting for air quality have occurred since completion of the Master Plan EIR. The LAX SPAS EIR will evaluate if the SPAS Alternatives have potentially significant air quality impacts that were not addressed in the LAX Master Plan 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 Game or U.S. Fish and Wildlife Service?

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

a-b. Potentially Significant Impact. The LAX Master Plan EIR evaluated the biological resources impacts of the Master Plan alternatives, including potential impacts to biotic communities, endangered and threatened species of flora and fauna, and wetlands. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased biological resources impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to biological resources that were not addressed in the LAX Master Plan EIR.

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?

Potentially Significant Impact. The LAX Master Plan EIR identified a number of small ephemerally wetted areas within the LAX Master Plan boundaries, totaling 1.3 acres, subject to U.S. Army Corps of Engineers jurisdiction. The 1.3 acres of jurisdictional wetlands were identified in the western portion of the north and south airfields.[2] The LAX Master Plan EIR determined that the 1.3 acres of

[2] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.12, April 2004.

jurisdictional wetlands would be impacted under any and all of the alternatives considered, including even under the No Action/No Project Alternative due to the fact that the subject ephemerally wetted areas were within the Airfield Operations Area (AOA) and would be subject to impacts from ongoing airfield operations and maintenance activities. A key consideration related to the impacts to the 1.3 acres was the fact that the subject area contained embedded cysts of the Riverside Fairy Shrimp, a federally-listed endangered species. Those embedded cysts were, however, subsequently removed from the airport in July and August 2005, pursuant to an April 20, 2004 Biological Opinion from the United States Fish and Wildlife Service (USFWS), as well as an April 8, 2005 Biological Opinion for Operation and Maintenance Activities at LAX.[3] The LAX SPAS EIR will provide an updated description of current conditions relevant to the SPAS Alternatives study area and address the potential for impacts to wetlands.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

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

Potentially Significant Impact. Please see Response No. IV.a-b above.

V. CULTURAL RESOURCES. *Would the project:*

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to historical resources. The findings of the historic resources surveys of LAWA-owned property and adjacent areas conducted as part of the LAX Master Plan EIR indicated that four buildings

[3] Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004. Biological Opinion from USFWS of the LAX Operation and Maintenance, April, 2005.

within the overall boundary of LAX are considered potentially significant historic/architectural resources. These buildings are as follows:[4]

- Hangar One (listed on National Register) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway;
- Theme Building (eligible for National Register) in the center of the LAX terminals;
- WWII Munitions Storage Bunker (eligible for National Register) near the western boundary of LAX; and
- Intermediate Terminal Complex (eligible for the California Register) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

None of the proposed SPAS Alternatives would physically impact any of the potentially significant historic resources identified above; however, the LAX SPAS EIR will provide an updated review of potentially historic resources in or near the study area and an evaluation of potential impacts associated with each of the SPAS alternatives.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to archaeological resources. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts to archaeological resources than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to archaeological resources that were not addressed in the LAX Master Plan EIR. The analysis will include an updated records search and consultation with the state Native American Heritage Commission.

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

Potentially Significant Unless Mitigation Incorporated. As indicated in the LAX Master Plan EIR, the LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation. The Palos Verdes Sand formation is one of the better known Pleistocene age deposits in southern

[4] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.

California. This unit was deposited in a shallow sea that covered the region some 124,000 years ago. The results of the records search conducted as part of the LAX Master Plan EIR indicate that the Palos Verdes Sand formation is a formation with a high potential for yielding unique paleontological deposits. The Palos Verdes Sand formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.

The records search conducted for the LAX Master Plan EIR identified the presence of two vertebrate fossil occurrences within the study area, three more in the immediate vicinity of the study area, and one beyond the study area within two miles from the center of LAX proper. These fossils were found at depths ranging from 13 to 70 feet. The deposits within which these resources occur were found to underlie the entire LAX area and surrounding vicinity.[5] The abundance of fossils within the LAX study area at depths generally greater than six feet strongly suggests that grading and excavations for a variety of construction activities, including those associated with the LAX SPAS alternatives, have the potential to expose and damage potentially important fossils. This would be a significant impact on the region's paleontological resources. Furthermore, the exposure of the fossil sites, and the accompanying potential for making the site accessible for unauthorized fossil collection, could result in the loss of additional fossil remains, associated scientific data, and fossil sites.

Because the proposed project is located within an area identified as having a high potential for yielding unique paleontological deposits, in accordance with the LAX Master Plan Mitigation Monitoring & Reporting Program Paleontological Management Treatment Plan (PMTP),[6] it is subject to oversight by a professional paleontologist. In addition, as noted above, the potential exists for grading and excavation to uncover vertebrate fossil remains. The potential destruction of fossils during construction would result in a significant impact to a paleontological resource; however, the following mitigation measures, set forth in the PMTP, are applicable to all LAX Master Plan projects, including any improvements occurring under the SPAS.

Mitigation Measure CR1: Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Paleontologist Management Treatment Plan (PMTP), who will determine if the project site exhibits a high or low potential for subsurface resources. 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.

[5] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.2, April 2004.

[6] City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.

Mitigation Measure CR2: In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossilferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

Implementation of these mitigation measures would reduce potential impacts associated with paleontological resources to a level that is less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX SPAS EIR.

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

Potentially Significant Unless Mitigation Incorporated. The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity. However, if human remains are encountered, the following mitigation measure is required.

Mitigation Measure CR3: 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 also be implemented.

Implementation of this mitigation measure would ensure that potential impacts associated with human remains would be less than significant. As such, this issue does not require any further analysis in the LAX SPAS EIR.

VI. GEOLOGY AND SOILS. *Would the project:*

a. Exposure of 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.

Less Than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. As indicated in the LAX Master Plan EIR, while the site is located within the seismically active southern California region, it is not located within an Alquist-Priolo Special Study Zone.[7] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or through eastern portions of LAX property. However, as stated in the LAX Master Plan EIR, recent evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[8] Therefore, impacts to people or structures resulting from rupture of a known earthquake fault are considered less than significant, and no mitigation measures are required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the project site is located in the seismically active southern California region; however, there is no evidence of faulting on the site, and it is not located within an Alquist-Priolo Special Study Zone.[9] Nevertheless, under the proposed project, structures and people (relative to existing conditions) would be exposed to seismically-induced ground shaking throughout the design life of the improvements. As noted in the LAX Master Plan EIR, this is a condition that exists throughout the Los Angeles region.

As part of the proposed project, all construction would be designed in accordance with the provisions of the Uniform Building Code (UBC) and the City of Los Angeles Building Code (LABC). Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with strong seismic ground shaking would be less than significant, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. 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 site has a very low susceptibility to liquefaction.

[7] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.
[8] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.
[9] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

However, perched groundwater[10] 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 to be low to medium dense. Liquefaction could, therefore, potentially occur in very localized areas; however, the overall potential for liquefaction at LAX is considered low.[11]

Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements would tend to vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[12]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[13] flow liquefaction, and ground lurching.[14] 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.[15]

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[16] 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 Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified near the western edge of the airport, within the dune area.[17]

[10] Groundwater, generally shallow, that is isolated and not connected to an aquifer.

[11] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

[12] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

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

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

[15] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

[16] Public Resources Code 2690-2699.6.

[17] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

In summary, the potential for seismic-related ground failure at the project site is considered low. As part of the proposed project, all construction would be designed in accordance with the provisions of the UBC and the LABC. Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with seismic-related ground failure would be less than significant, and no mitigation measures are required.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the project site that contain unstable slopes which may be prone to seismically-produced landslides.[18] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no impacts resulting from landslides would occur, and no mitigation measures are required.

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

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the potential for soil erosion on the project site is low due to the generally level topography of the project site. In addition, the majority of the project site is developed with buildings and covered with impervious surfaces. The proposed project would result in substantial grading, excavation and use of fill during construction of the airport facilities. 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). The project applicant, LAWA, would be required to prepare an erosion control plan to reduce soil erosion. Therefore, proposed project impacts related to soil erosion are anticipated to be less than significant, and no mitigation measures are required.

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

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. As indicated in the LAX Master Plan EIR, the presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement. The Lakewood

[18] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas In the City of Los Angeles, June 1994.

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, and the overall potential for damaging settlement is considered low.[19] See also Responses VI.a.iii and VI.a.iv above.

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

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. As indicated in the LAX Master Plan EIR, fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[20]

New structures under the SPAS Alternatives could be subject to the effects of expansive soils. As project construction would occur in accordance with the 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, proposed project implementation would not result in significant impacts associated with expansive soils, and no substantial risks to life or property would occur. No mitigation measures are required.

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

No Impact. The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed project, and no mitigation measures are required.

Conclusion: Based on the above discussion of Items VI.a. through VI.e., the analysis provided in Section 4.22 of the LAX Master Plan EIR, relative to potential impacts associated with geology and soils, is considered to be adequate, current, and complete. No significant impacts are anticipated to occur under any of the SPAS Alternatives and no further evaluation is required for the LAX SPAS EIR.

[19] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

[20] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

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?

Potentially Significant Impact. Construction and operation of the improvements being considered for the proposed project could generate substantial amounts of greenhouse gas emissions. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant greenhouse gas emission impacts.

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

Potentially Significant Impact. Construction and operation of the improvements being considered for the proposed project could generate substantial amounts of greenhouse gas emissions. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives 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?

Less Than Significant Impact. Construction and operation of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents. As indicated in the LAX Master Plan EIR, compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur.[21] As such, construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no mitigation measures are required.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the potential impacts related to the risk of upset at facilities that store acutely hazardous materials (i.e., the Central Utility Plan) or large

[21] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.23, April 2004.

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?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

The airport plan adopted as part of the LAX Master Plan was designed in light of safety and security considerations resulting from the terrorism events of September 11, 2001. As required by the LAX Master Plan Stipulated Settlement, the LAX SPAS will include evaluation of security considerations, which will be reflected in the LAX SPAS EIR.

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 area?

No Impact. The project site is not located within the vicinity of a private airstrip but rather within a public airport.

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

Potentially Significant Impact. As indicated in Response No. XIII.a and Response No. XIII.b below, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan 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?

No Impact. The project site and vicinity are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the

quantities of flammable or explosive fuels or other materials (i.e., the fuel farm, liquefied natural gas (LNG)/compressed natural gas (CNG) facilities) from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts associated with risk of upset than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant risk of upset impacts that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. The proposed project does not include the use or storage of acutely hazardous materials, substances, or waste. However, schools within one-quarter mile of LAX may be adversely impacted by hazardous air emissions from aircraft and airport-related vehicles/traffic. The LAX Master Plan EIR evaluated the human health risks of increased emissions of toxic air pollutants on sensitive receptors, including children at schools, associated with implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased human health impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant human health impacts that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. As part of the LAX Master Plan EIR, pursuant to Government Code Section 65962.5, a hazardous waste site database search for the LAX Master Plan alternatives was conducted. The results of the database search identified a number of existing known contamination/remediation sites within the LAX boundaries. As part of the LAX SPAS EIR, a new hazardous waste site database search will be conducted to identify any potential additional hazardous waste contamination/remediation sites within or adjacent to LAX that may be impacted by construction of the LAX SPAS alternatives. In addition, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased hazardous material impacts with respect to existing contamination and remediation activities than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant hazardous material impacts related to existing contamination and remediation activities that were not addressed in the LAX Master Plan EIR.

General Plan.[22] Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

IX. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Potentially Significant Impact. As indicated in the LAX Master Plan EIR, surface water at the project site drains into storm drain facilities within the jurisdiction of the County of Los Angeles and the City of Los Angeles, which discharge to either San Pedro Bay, via the Dominguez Channel, or to Santa Monica Bay. Construction and operation of the improvements proposed under the LAX Master Plan would alter existing surface drainage patterns at LAX, mainly due to changes in the location and amounts of impervious surfaces within the airport area, and would generate surface water pollutants posing the potential to exceed state water quality standards. Such potential impacts would, however, be reduced to a level that is less than significant based on development and implementation of Master Plan Commitment HWQ-1, which provides for a Conceptual Drainage Plan. That Plan is designed to address the potential changes in surface drainage patterns at LAX and includes numerous Best Management Practices (BMPs) that address water quality pollutants associated with construction and operations. The Conceptual Drainage Plan for LAX was formalized in conjunction with the LAX South Airfield Improvement Project (SAIP) EIR and applies to all Master Plan improvements at LAX. The SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities contemplated in the LAX Master Plan EIR and associated Conceptual Drainage Plan and, therefore, the proposed project has the potential to create new or substantially different/increased hydrology and water quality impacts than addressed in the LAX Master Plan EIR and Conceptual Drainage Plan. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on hydrology and surface water quality that were not addressed in the LAX Master Plan EIR.

b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., 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)?

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, the project site is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes.[23] Construction and operation of the proposed project would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the project site is

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

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

developed and paved, although there are areas of disturbed, undeveloped pervious areas adjacent to the runways in the North Airfield. Similar to the conclusion made in the LAX Master Plan EIR, although the SPAS Alternatives may result in a net increase in impervious area and an associated decrease in the volume of surface recharge within the LAX area when compared to existing conditions, the reduction in surface recharge would not substantially change the groundwater storage or groundwater elevation beneath LAX. Moreover, groundwater production would not be affected. In summary, impacts to groundwater supplies and recharge would be less than significant, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS 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?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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 which would result in flooding on- or off site?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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?

Potentially Significant Impact. Please see Response No. VIII.a. above.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. Please see Response No. VIII.a. above.

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

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

g-h. No Impact. As indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.[24] Further, the LAX SPAS alternatives do not involve the

[24] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.13, April 2004.

b. Conflict with 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, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the land use impacts of the Master Plan alternatives, including the potential for construction and operation activities to result in land use incompatibilities and/or inconsistencies with applicable federal, state, and local regulations, plans, and policies. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased land use impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant land use impacts that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Changes in the placement of navigational aids associated with alternative configurations of the North Airfield runways have the potential to result in impacts to biological resources in the Los Angeles/El Segundo Dunes. The Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, contains the El Segundo Blue Butterfly Habitat Restoration Area. The LAX SPAS EIR will evaluate if the SPAS Alternatives would result in potential conflicts with the Los Angeles/El Segundo Dunes Specific Plan that were not addressed in the LAX Master Plan EIR.

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?

No Impact. 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 a MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[27] 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. Therefore, the proposed SPAS Alternatives would not affect access to or the availability of valued mineral resources, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

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

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. As a result, this issue does not require any further analysis in the LAX SPAS EIR.

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?

No Impact. Please see Response No. VIII.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[25] the project site is not within a boundary of an inundation area from a flood control basin. Further, the project site is not located within the downstream influence of any levee or dam. Therefore, 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, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located approximately .5 mile east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[26] Mudflows are not a risk as the project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

X. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The improvements contemplated in the proposed SPAS Alternatives would occur largely on airport property, with the possible exception of potential APM routes and other transportation-related improvements. No land use acquisition or new facilities are proposed that would physically divide an established community. While it is not anticipated that the project would physically divide an established community, the LAX SPAS EIR will include an analysis of potential land use impact associated with each alternative.

[25] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.

[26] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.

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

No Impact. The project site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[28] Furthermore, the project site is developed or disturbed, and the proposed project would not affect the availability of a locally-important mineral resource recovery site. As such, no mitigation measures are required and this issue will not be evaluated any further in the LAX SPAS EIR.

XII. NOISE. *Would the project result in:*

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

b. Exposure of people 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?

a-e. Potentially Significant Impact. The LAX Master Plan EIR evaluated the noise impacts of the Master Plan alternatives, including potential increases in noise levels from aircraft, surface roadways, and construction traffic and equipment in the communities surrounding LAX. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased noise impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant noise impacts that were not addressed in the LAX Master Plan 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?

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

No Impact. The project site is not located within the vicinity of a private airstrip, but rather within a public airport. However, those residing or working in the project area may be exposed to excessive noise levels as indicated in Response No. XI.a-e above.

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)?

No Impact. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities. The project does not include residential or business development. Therefore, the proposed project would not directly induce population growth.

In accordance with the LAX Master Plan Stipulated Settlement, the planning framework for the LAX SPAS alternatives is such that they would not exceed a practical capacity of 78.9 million annual passengers (MAP), the same passenger capacity as projected under the approved LAX Master Plan. In addition, the projected cargo activity for the LAX SPAS alternatives would remain the same as that under the approved LAX Master Plan (3.1 million annual tons). The LAX Master Plan EIR addresses the growth implications associated with the cargo and passenger activity levels and concludes that the Master Plan would not induce substantial growth. Based on the comparable levels of passenger and cargo activity, it is not expected that the growth implications associated with operation of the LAX SPAS alternatives would be materially different than those previously addressed in the LAX Master Plan EIR. Similarly, the LAX Master Plan does not involve the expansion or extension of infrastructure into under-developed or undeveloped areas. Thus, the proposed project is not anticipated to result in substantial direct or indirect growth in population and housing, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS 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. As discussed in the LAX Master Plan EIR, 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).[29] A total of over

[29] Under the ANMP, LAWA may acquire Airport/Belford and Manchester Square properties voluntarily offered for acquisition. These areas are impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed.

c. Schools?

Less than Significant. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in school enrollment. Further, the proposed project would not directly physically impact/alter any public schools. Similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases (i.e., the production of more economic output per worker).[30] This decrease in employment is anticipated to result in a decrease of students associated with LAX employment in the Los Angeles Unified School District and other school districts in the region over the planning period. The estimated decrease in employment and its effect on enrollment is not expected to cause a school closure or the need for new or modified school facilities in any of these districts. The project-related decreases in enrollment would occur over time and be more than offset by enrollment increases associated with other projects. Although enrollment impacts are considered to be less than significant, any indirect enrollment impacts on schools associated with the proposed project would be mitigated through payment of school impact fees by LAWA or its non-governmental tenants for commercial and industrial development, thereby avoiding any significant impacts.[31] As such, the issue of direct impacts to schools does not require any further analysis in the LAX SPAS EIR. Non-enrollment impacts on schools relative to noise, air quality, health risk, and traffic/access will be addressed in the LAX SPAS EIR.

d. Parks?

No Impact. The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in park demand. Further, the proposed project would not directly physically impact/alter any public park or recreation areas. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for parkland would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no residential development is proposed, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.[32] Therefore, the proposed

[30] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.5, April 2004.

[31] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.27, April 2004.

[32] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.3, April 2004.

2,500 houses and apartments in Manchester Square, the location of the GTC project under the approved Master Plan, and the Belford residential area (which is not included in the proposed project site boundaries), have been or are planned to be acquired and the residents relocated under the program existing plan. Voluntary property acquisition commenced in the spring of 1998.

Similar to the approved LAX Master Plan, no residential acquisition is proposed for the LAX SPAS alternatives. However, depending on the LAX SPAS alternative ultimately selected, should the ANMP land acquisition under LAWA's Existing ANMP Relocation Plan for Manchester Square not be completed by the time the LAX SPAS alternative is approved and advanced into implementation, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures consistent with the project construction sequencing plan. The LAX SPAS EIR will include a discussion of the current status of the property acquisitions in Manchester Square and Belford and the proposed use of the subject area with respect to the SPAS alternatives.

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

a. Fire protection?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on fire protection from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand on fire protection and emergency services resulting in facility capacity constraints, inadequate fire flows, or unacceptable emergency response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on fire protection than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on fire protection that were not addressed in the LAX Master Plan EIR.

b. Police protection?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on law enforcement services from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand for law enforcement services to an extent that would result in understaffed law enforcement services, inadequate facilities, or increased and unacceptable response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on law enforcement services than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on law enforcement services that were not addressed in the LAX Master Plan EIR.

result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, this issue does not require any further analysis in the LAX SPAS EIR.

XVI. TRANSPORTATION/CIRCULATION. *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. The LAX Master Plan EIR evaluated the transportation impacts of the Master Plan alternatives, including potential impacts to on-airport transportation (airport roadway, curbfront, and parking systems; remote parking facilities; commercial vehicle staging areas; remote parking facilities; rental car facilities; transit systems; Automated People Mover; and, pedestrian activities) and off-airport transportation (arterial roads and highway segments and ramps that serve traffic approaching and departing the airport). However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased transportation impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant transportation impacts that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Please see Response No. XV.a-b and Response No. XV.c above.

project would not result in the need for new/altered parks and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

e. Other governmental services (including roads)?

Potentially Significant Impact. The SPAS alternatives may include some modifications to local roads at, or near, LAX that were not addressed in the LAX Master Plan EIR. These modifications, as well as any resulting potential impacts associated with area roads, will be discussed in the LAX SPAS EIR.

With respect to libraries, the proposed project does not include residential development, which could contribute to increases in library services demand. Further, the proposed project would not directly physically impact/alter any public libraries. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for library services would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no new residential development is proposed, it is possible that increases in passenger activity, compared with existing conditions, could result in an increase in demand for library services. However, demand from passengers is not anticipated to be substantial and this potential increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.[33] Therefore, the proposed project would not result in the need for new/altered libraries, and no mitigation measures are required. As such, no further analysis of potential impacts to libraries is required for the LAX SPAS 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. No Impact. The proposed project does not include development of recreational facilities. As indicated in Response No. XIII.d above, although no residential development is proposed as part of the project, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project. Therefore, the proposed project would not

[33] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.4, April 2004.

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

Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on water supply from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water supply than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to water supply and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on potable water supply that were not addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on reclaimed water supply, as indicated in the LAX Master Plan EIR, LAWA would maximize the use of reclaimed water in new facilities and within irrigated areas, such as landscaping. With the planned expansion of existing reclaimed water production and existing distribution capacity, ample supply and facilities would be available to accommodate the demand for reclaimed water use.[34] Therefore, no significant impacts with respect to reclaimed water supply would occur. As such, the issue of impacts on reclaimed water supply does not require any further analysis in the LAX SPAS EIR.

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?

Potentially Significant Impact. Please see Response No. XVI.a-b above.

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. Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on solid waste generation and disposal than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to solid waste disposal and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on municipal solid waste generation and disposal that were not

34 City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.25.1, April 2004.

e. Result in inadequate emergency access?

Potentially Significant Impact. As indicated in Response No. XIII.a and Response No. XIII.b, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan 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?

Potentially Significant Impact. Please see Response No. XV.a-b above.

XVII. UTILITIES. *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?

a-b. Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts on water and wastewater conveyance and treatment facilities from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water and wastewater conveyance and treatment facilities than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to wastewater treatment and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on water and wastewater conveyance and treatment facilities that were not addressed in the LAX Master Plan EIR.

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

Potentially Significant Impact. Please see Response No. VIII.a. above.

Potentially Significant Impact. Implementation of the proposed project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans. The potential for the proposed project to result in significant adverse impacts on humans will be evaluated in the LAX SPAS EIR.

addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on inert solid waste (e.g., concrete and asphalt from construction and demolition activities) disposal capacity, as indicated in the LAX Master Plan EIR, as of December 2000, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 57.7 million tons. Based on the average 2000 disposal rate, this capacity would be exhausted in approximately 44 years. Therefore, there is anticipated to be no shortfall in disposal capacity for inert waste within the county.[35] As such, the issue of impacts to inert solid waste disposal capacity does not require any further analysis in the LAX SPAS 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 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?

Potentially Significant Impact. The proposed project has the potential to degrade the quality of the environment and has the potential to affect biological and cultural resources. The potential for significant impacts to these resources will be evaluated in the LAX SPAS EIR.

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

Potentially Significant Impact. Implementation of the proposed project may result in cumulative impacts when considered with other past, present and probable future projects on the airport and in the surrounding area. The potential for the proposed project to contribute to cumulative adverse environmental impacts will be evaluated in the LAX SPAS EIR.

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

[35] City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.19, April 2004.

REFERENCES

Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004.

Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Operation and Maintenance, April, 2005.

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

City of Los Angeles, Los Angeles World Airports (LAWA), Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.

City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, adopted November 1996.

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