Los Angeles International Airport

Addendum to the Certified Environmental Impact Report for the LAX Northside Plan Update Project

PREPARED FOR:

Los Angeles World Airports

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List of Exhibits

1. Purpose

The Los Angeles World Airports (LAWA) Board of Airport Commissioners is in the process of implementing new design standards and development guidelines for the Los Angeles International Airport (LAX) Northside (the Project). The Project permits a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses. LAWA completed the required California Environmental Quality Act (CEQA) documentation for the LAX Northside Plan Update in 2014. A Final Environmental Impact Report (EIR) for the LAX Northside Plan Update was certified by the Board of Airport Commissioners (BOAC) through Resolution No. 25654 on March 12, 2015 and a Notice of Determination was issued and filed with the Los Angeles County Clerk on March 16, 2015.

Subsequent to the certified EIR for the LAX Northside Plan Update, two changes have occurred:

1. Additional details regarding the design and construction of the Argo Drain Sub-basin Facility (also known as the Westchester Stormwater BMP Facility), proposed to be located on LAWA property north of Westchester Parkway between Falmouth Avenue and Pershing Drive (generally Area 1 of the LAX Northside Plan area), have been developed that were not previously known at the time of the certified EIR. Additionally, whereas the Argo Drain Sub-basin Facility project was to be carried out by the City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) at the time of the preparation of the Draft EIR, a Memorandum of Understanding was agreed to by LAWA and the LASAN on November 6, 2014 to pursue drainage basin solutions to stormwater issues, including the potential development of an underground infiltration treatment facility to manage flows from the Argo sub-basin. The Memorandum of Understanding was agreed to in order for LAWA to work jointly with LASAN to modify and construct the Argo Drain Sub-basin Facility. The Argo Drain Sub-basin Facility would address both agencies' existing and foreseeable compliance obligations and facilitate LAWA's compliance with changes to the California Industrial General Permit and the Municipal Separate Storm Sewer Systems (MS4) under the Clean Water Act. The Draft EIR included conservative assumptions for disclosure and environmental impacts analysis regarding the Argo Drain Sub-basin Facility based on information known at that time and also stated that the Argo Drain Sub-basin Facility was a project that was related to the LAX Northside Plan Update (as it occurs within the Plan area), but would be carried out by LASAN. This Addendum seeks to update the EIR to reflect the fact that the Argo Drain Sub-basin Facility is now jointly being undertaken by LAWA as part of the LAX Northside Plan Update and to incorporate minor design changes to the assumptions made for the Argo Drain Sub-basin Facility in the Certified EIR.
2. Upon review of the certified EIR, LAWA discovered the inclusion of an inadvertent prohibition that could preclude biological research, development, and testing uses, which was never intended by LAWA. LAWA is seeking to clarify that biological research, development, and testing uses would be permitted within the LAX Northside Plan area. Hazardous materials research, development, and testing would continue to be prohibited. The project analyzed in the EIR included the Office, Research and Development land use,

which is allowed in the specific plan. This Office, Research and Development land use was analyzed in the EIR assuming a broad category of general research and development uses. Biological research, development, and testing uses would be included in the Office, Research and Development land use category and would fall within the type of use broadly assessed in the EIR. Biological research, development, and testing uses, as a type of Office, Research and Development land use, would occur in the same type of buildings evaluated in the EIR and would be subject to the same development standards and regulations as evaluated in the EIR. Amending the EIR as proposed in this addendum to clarify that biological research, development, and testing uses are allowed by the project is intended to correct a mistake in the EIR but not necessarily represent a change in the approved project. With that said, the addendum treats the correction as a change in the project to ensure that no new significant impacts and/or increase in severity of significant impacts from those identified in the EIR will result.

This Addendum has been prepared to augment the EIR certified by the BOAC for the LAX Northside Plan Update project pursuant to the provisions of CEQA, Public Resources Code Section 21000 *et. seq.*, and State and local CEQA Guidelines.

2. Previously Approved Project

The LAX Northside Plan Update Project analyzed in the certified EIR and approved by the BOAC consists of 2,320,000 square feet of development, including a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses.

The Project described in the certified EIR permitted below-grade stormwater treatment facilities in all areas designated as Open Space. Additionally, the certified EIR included a grading assumption, air quality and greenhouse gas emissions, and vehicle trips for building the Argo Drain Sub-basin Facility. As detailed design specifications for the Argo Drain Sub-basin Facility were not known at the time the certified EIR was prepared, LAWA relied on a reasonably foreseeable future design based on previous Argo Drain Sub-basin Facility documents. The LAX Northside Plan Update EIR (certified EIR) Project Description noted that the LABOS had proposed to construct a below-grade stormwater treatment and ground water injection facility on a portion of Area 1 of the Project site, and that the undeveloped portion above the proposed stormwater treatment and ground water injection facility could potentially be used as recreational open space. Open space and recreation uses above the proposed stormwater treatment and ground water injection facility were evaluated under all environmental impact categories. However, given uncertainties regarding the final design of the stormwater project, it was described in the certified EIR as a potential related project. The certified EIR Statement of Overriding Considerations noted, "In Area 1, LAWA continues to coordinate with the Los Angeles Bureau of Sanitation (LABOS) and the Federal Aviation Administration (FAA) to enable development of a stormwater treatment facility and open space that complies with FAA requirements. ... The Argo Drain Sub-basin Facility would be located generally underground and could potentially allow open space uses to be developed on the surface at the Project site. The proposed Project sets the regulatory framework that would allow these uses to be developed. Any such project would be subject to further review and approval under the CEQA, if necessary." (Certified EIR Statement of Overriding Considerations p. 6)

The Project described in the certified EIR permitted Office, Research and Development uses within the LAX Northside Campus District. The Office, Research and Development land use category was described as including Office (including Airport-related administrative offices), research and development, media, technology, higher educational, and parking (above and below ground) as permitted uses in the Initial Study. In response to a verbal public comment received at a workshop for the Project expressing concern over biohazard and hazardous materials testing, LAWA added the following language to the Office, Research and Development land use category in the certified EIR, "but excluding biological and/or hazardous materials research, development, or testing." This was a misrepresentation of the project. The LAX Specific Plan amendments and LAX Northside Design Guidelines and Standards clearly stated that "hazardous materials testing" is prohibited, "biological materials research, development, and testing" is not prohibited. (LAX Specific Plan Section 11F, LAX Northside Design Guidelines and Standards Section 5.1H). Additionally, the intent of this language to address the use of hazardous materials and the inadvertent inclusion of "biological" is

evidenced by the fact that the Project Design Feature with this language was included in the Draft EIR Hazards/Hazardous Materials section under the “Hazardous Materials” subsection (Certified EIR p. 4.7-33), in response to a public comment requesting the prohibition of hazardous and biohazardous materials testing, not biological research, development, and testing. More importantly, the Office, Research and Development land use category was evaluated under all environmental impact categories, which would cover biological research, development, and testing uses as falling within the broad category of research and development use. It should also be noted, that nowhere in the EIR does it identify any potential impact from the Office, Research and Development land use category requiring a mitigation measure or a PDF. Notwithstanding that the prohibition on biological research, development, and testing was not included in the project, the added language in the EIR was written too broadly and could be inadvertently interpreted to preclude biological research, development, and testing uses, whereas the intent was to preclude hazardous materials research, development, or testing.

3. Project Changes Addressed in this Addendum

This Addendum to the certified EIR addresses the additional design details of the Argo Drain Sub-basin Facility and clarifies that biological research, development, and testing uses are permitted uses in the Office, Research and Development Land Use category. Although an underground stormwater treatment facility and Office, Research, and Development uses were disclosed and evaluated in the certified EIR, the certified EIR did not include all of the details now known about the Argo Drain Sub-basin Facility and inadvertently prohibited biological research, development, and testing uses. Since the certified EIR, the Project has changed such that minor technical changes or additions are necessary to address the Argo Drain Sub-basin Facility and biological research, development, and testing uses.

The Argo Drain Sub-basin Facility is a stormwater treatment facility designed to allow open space on the surface. The majority of the Argo Drain Sub-basin Facility will be located at or below ground level. Maintenance hatches flush with the ground surface will be located above the wet well, pre-treatment facility, and underground infiltration facility to allow for maintenance access (Figure 1). Excavation will be required to accommodate vehicle access to the maintenance hatches, but such access paths will be below the surrounding grade and so will not create any visual impediments. A small structure will be required at the ground surface to house the above-ground pumps. This pump house can be designed to visually resemble surrounding structures (e.g., bathroom facilities). The Argo Drain Sub-basin Facility will comply with all applicable setbacks, landscaping, building material, and other standards from the LAX Specific Plan and LAX Northside Design Guidelines and Standards. The Argo Drain Sub-basin Facility includes a diversion structure in the Argo Ditch (which was not considered in the previously certified EIR).

In addition, upon review of the certified EIR, an inadvertent prohibition on biological research, development, and testing was discovered, requiring a minor correction to the EIR. Hazardous materials research, development, and testing would continue to be prohibited. The certified EIR Office, Research and Development land use category accounted for general research and development uses. Biological research, development, and testing uses would be subject to the same development standards and regulations as were previously evaluated, including maximum square footages, height limits, setbacks, and buffer areas, and would occur within the same types of buildings as were previously evaluated (Table 1). Biological research, development, and testing uses could include research and development offices or office campuses, engineering, showrooms, laboratories, or professional or scientific schools or colleges focused on the field of biology. As described within this Addendum, biological research, development, and testing uses would be constructed and operate within the same building types as the Office, Research and Development land use category that was evaluated in the certified EIR.

Appendix I details the revisions required to the previous environmental document due to these Project changes.

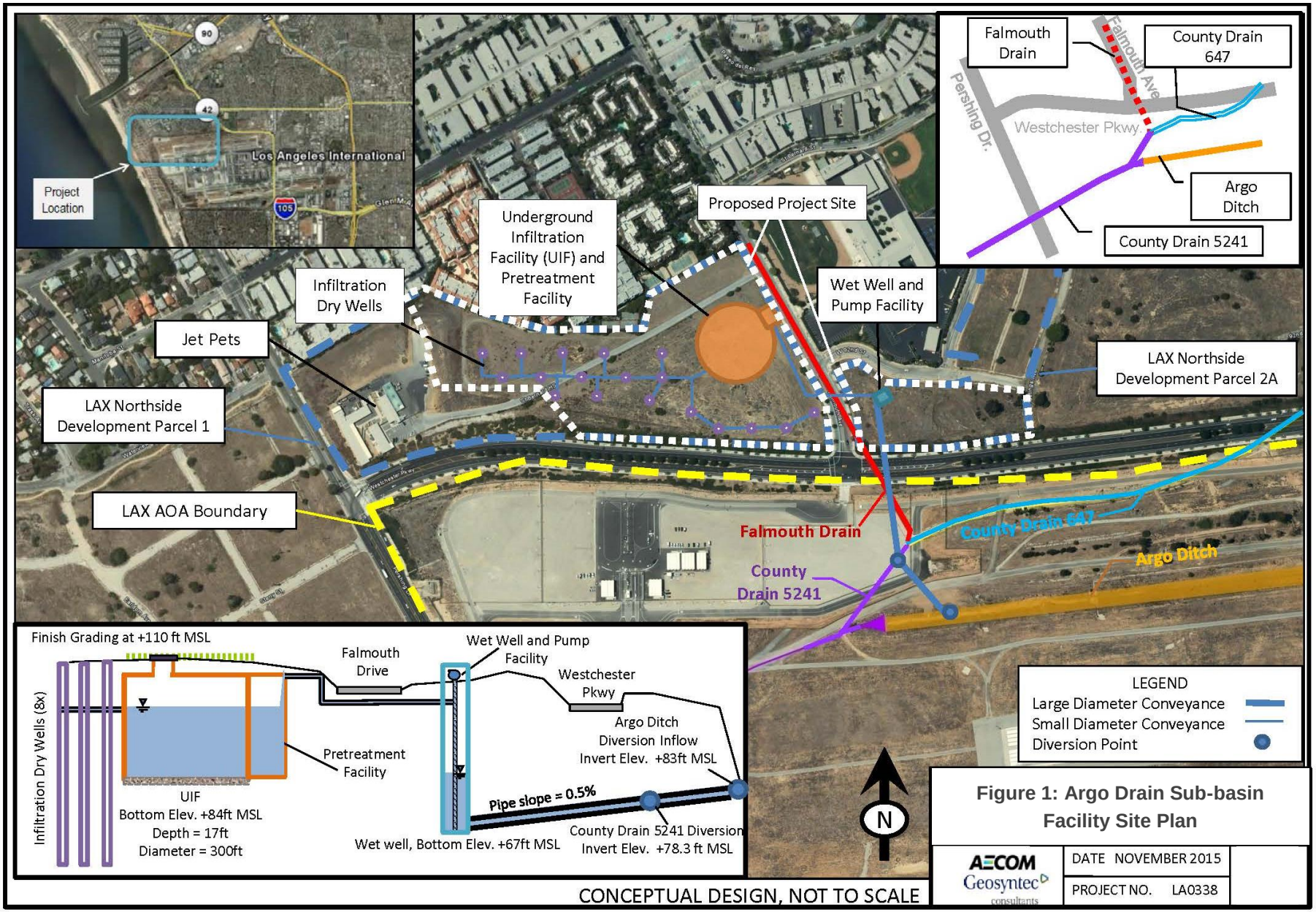
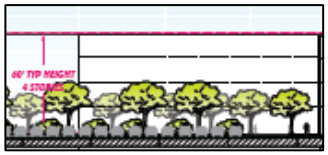
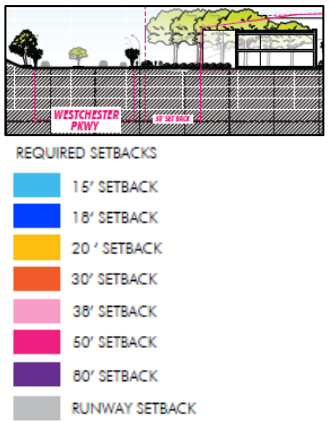
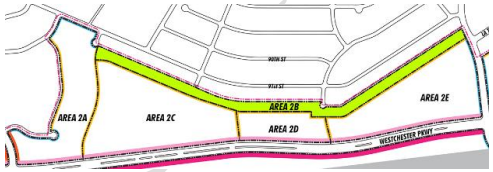


Figure 1: Argo Drain Sub-basin Facility Site Plan

Table 1

LAX Northside Campus District Project Design Features

Project Design Feature Category	Area 1	Area 2	Area 3
Building Height 	Maximum 45 Feet or 4 Stories	Maximum 45 Feet or 4 Stories	Maximum 60 Feet or 5 Stories
Setback 	 30' from Falmouth Avenue 38' from Westchester Parkway 80' from the Buffer	 Area 2A 15' St Bernard/W. 91 St./S Cum Laude Ave. 20' W. Cum Laude Ave. & eastern edges 30' Falmouth Ave. 38' Westchester Pkwy. Areas 2C-2D 20' North & west & east edges 38' Westchester Pkwy Areas 2E 15' Loyola Blvd. 20' North & west edges 38' Westchester Pkwy.	 15' from Loyola Blvd 20' from the north and west edges of the Area 38' from Westchester Pkwy
Landscaped Buffer	20-foot-wide Buffer along northern end	100 foot-wide Buffer along northern end of subareas 2C, 2D, and 2E	No Requirements

Source: Certified EIR p. 4.1-52.

4. Required Findings for Use of an Addendum

Section 15162 of the State CEQA Guidelines identifies the circumstances that necessitate the preparation of a subsequent EIR. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of the above conditions are met, the BOAC may prepare an Addendum in order to make minor technical changes to a previously certified EIR and to document as to why no further environmental review is required.

5. Evaluation of Environmental Impacts

In performing the required analysis and determining that the criteria are met for use of an addendum, this Addendum relies on the use of a Modified Environmental Checklist Form. This Addendum has evaluated each of the changes to the LAX Northside Plan Update Project and measures the impacts of those changes against the checklist of questions presented in Section 6 of this document. The proposed changes were referenced against the standard environmental topics listed in Appendix G of the State CEQA Guidelines.[1] Section 6 of this document contains the Modified Environmental Checklist Form, with certain topic-specific discussions, and summarizes the responses to the questions in Section 4. Section 7 contains the discussion/analysis relative to cumulative impacts. A summary of the changes in potential impacts due to the change in the Project (relative to the certified EIR) is provided in Section 8, and the reasons why an Addendum is appropriate in this situation is provided in Section 9.

[1] California Administrative Code, Title 14, Division 6, Chapter 3, Sections 15000-15387, "Guidelines for Implementation of the California Environmental Quality Act."

6. Modified Environmental Checklist Form

The Modified Environmental Checklist Form (Form) was used to compare the anticipated environmental effects of the Argo Drain Sub-basin Facility and biological research, development, and testing uses with those disclosed in the certified EIR and to review whether any of the conditions set forth in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR are met. The Form was used to review the potential environmental effects of the proposed change for each of the following areas:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

There are six possible responses to each of the questions included on the Form:

(A) Substantial Change in Project Requiring Major Revision of Previous EIR.

This response is used if the project has changed to such an extent that major revisions of the previous EIR are required due to the involvement of new significant environmental effects or an increase in the severity of the previously identified significant effects.

(B) Substantial Change in Circumstances under which Project is Undertaken Requiring Major Revision of Previous EIR.

This response is used if the circumstances under which the project is undertaken have changed to such an extent that major revisions to the previous EIR is required because such changes would result in the project having new significant environmental effects or would substantially increase the severity of the previously identified significant effects.

(C) New Information of Substantial Importance Showing New or Greater Significant Effects Than Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows that the project would have a new significant environmental effect or more severe significant effect than identified in the previous EIR.

(D) New Information of Substantial Importance Showing Ability to Substantially Reduce Significant Impacts Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows:

(1) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that although previously found to be infeasible are in fact now feasible, but the project proponent declines to adopt them; or

(2) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR, but the project proponent declines to adopt them.

(E) Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a new EIR.

This response is used if:

(1) The potential impact of the project is determined to be below known or measurable thresholds of significance and would not require mitigation; or

(2) There are no changes in the project or circumstances and no new information that would require the preparation of a new EIR pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines.

(F) No Impact

This response is used if the proposed project does not have any measurable environmental impact.

The Modified Environmental Checklist Form and accompanying evaluation of the responses provide the information and analysis upon which the BOAC makes its determination that no new EIR is required for the proposed minor changes and corrections to the LAX Northside Plan Update EIR.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
AESTHETICS: Would the project:						
(a) Have a substantial adverse effect on a scenic vista?						X
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?						X
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?					X	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?						X

Discussion:

The LAX Northside Plan Update EIR concluded that no construction or operational impacts related to removal or alteration of valued visual resources would occur; construction and operational impacts to visual character integration/contrast would be less than significant; no construction or operational impacts related to attainment of aesthetic regulations would occur; construction and operational impacts to documented views of valued scenic resources would be less than significant; construction and operational lighting and glare impacts would be less than significant; construction and operational light spillover impacts would be less than significant; and construction and operational impacts related to casting shadows on sensitive uses would be less than significant.

The majority of the Argo Drain Sub-basin Facility will be located at or below ground level. Maintenance hatches flush with the ground surface will be located above the wet well, pre-treatment facility, and underground infiltration facility to allow for maintenance access. Excavation will be required to accommodate vehicle access to the maintenance hatches, but such access paths will be below the surrounding grade and so will not create any visual impediments. A small structure will be required at the ground surface to house the above-ground pumps. This pump house can be designed to visually resemble surrounding structures (e.g., bathroom facilities). Similar to what was evaluated in the certified EIR, construction of the Argo Drain Sub-basin Facility would occur on currently primarily vacant areas and would include use of mobile trailers, grading equipment, cranes, tractors, and other vehicles however there were no known or designated valued visual resources or designated heritage or protected trees in the LAX Northside Campus District (Certified EIR p. 4.1-64). The visual appearance would be altered during construction due to the removal of existing vegetation, however the previously evaluated buffers, setbacks, screening, and landscaping requirements would continue to be required so that construction activities would not substantially alter or degrade the existing visual character or generate substantial long-term contrast with the visual character of the surrounding area. Construction would therefore have no impacts on removal or alteration of valued visual resources and less than significant impacts visual character integration/contrast.

The Certified EIR assumed that Recreation and Open Space such as parking, product delivery, irrigation of landscape, and recreation activities would be allowed in the portion of the project site that will include the Argo Drain Sub-basin Facility (Certified EIR p. 4.1-71). The portion of the Project site containing the Argo Drain Sub-basin Facility was not found to contain any known valued visual resources. The Argo Drain Sub-basin Facility will comply with all applicable setbacks, landscaping, building material, and other standards from the LAX Northside Design Guidelines and Standards. The Argo Drain Sub-basin Facility will permit the development of open space and recreation uses at the surface which are the same types of uses evaluated in the previous Project. The small structure to house the above-ground pumps will be substantially similar to small structures that were previously evaluated as part of Open Space and Recreation uses. Therefore operational impacts to removal or alteration of valued visual resources would not occur and impacts to visual character integration/contrast would be less than significant.

The Argo Drain Sub-basin Facility and biological research, development, and testing uses would comply with aesthetic regulations, as discussed for the proposed Project in the certified EIR (Certified EIR p. 4.1-85). Biological research, development, and testing uses would be sited along Westchester Parkway and buffered from residences to the north; landscape buffers and height regulations would continue to apply; light spillover would be controlled by project design features; and compatibility with the surrounding neighborhood would be supported through buffers and the provision of open space above the Argo Drain Sub-basin Facility in compliance with the City of Los Angeles General Plan Framework and LAX Plan.

The height limits and grading evaluated for the Office, Research, and Development and Open Space and Recreation land uses evaluated in the certified EIR would also apply to the Argo Drain-Sub Basin Facility and biological research, development, and testing uses. As discussed in the certified EIR, the only sensitive viewer groups adjacent to the LAX Northside Campus District are private residences to the north. The proposed Project, including biological research, development, and testing uses and the Argo Drain Sub-basin Facility would not obstruct, interrupt, or diminish views of valued scenic resources in Areas 2 and 3 due to the

elevation of grading, building height restrictions, and required buffers. However private residences in Area 1 may have views of the Pacific Ocean obstructed due to required landscaping in the buffer area and fencing. Private views of valued resources are not protected under CEQA. Therefore, although development in Area 1 may obstruct views of the Pacific Ocean, this is not considered a significant impact. Impacts to views in Area 2 and 3 would be less than significant.

Construction activities for the Argo Drain Sub-basin Facility and biological research, development, and testing uses would involve similar lighting as was previously evaluated. Construction lighting would comply with Los Angeles Municipal Code hour restrictions, would not take place near light sensitive open space, and would be separated from adjacent uses through the proposed Project's required buffer areas and setbacks (Certified EIR p. 4.1-103). The Argo Drain Sub-basin Facility and biological research, development, and testing lighting sources would comply with LAMC requirements and the Project Design Features for setbacks and light shielding, would not significantly increase nighttime lighting levels, and would not interfere with nearby sensitive uses. Lighting and glare and light spillover impacts would be less than significant.

The Argo Drain Sub-basin Facility and biological research, development, and testing uses would be required to comply with the same height, setback, and stepback standards as were evaluated in the certified EIR (Certified EIR p. 4.1-134 – 4.1-145). As the same heights, setbacks, and stepbacks would apply, shading impacts would be the same and would be less than significant.

Office, Research and Development uses are permitted in the LAX Northside Campus District and are designated for Area 1 and 2 and 3. Area 1, 2, and 3 were not found to have valued visual resources. The biological research, development, and testing land use would comply with all applicable requirements and Project Design Features related to setbacks, total allowable square footages, landscaping, building material, lighting and other standards from the LAX Northside Design Guidelines and Standards. The biological research, development, and testing land use would occur within similar buildings as were previously evaluated for the Office, Research and Development land use and would include similar landscaping. They would therefore have substantially similar visual impacts as were previously evaluated.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to visual or aesthetic resources. No substantial changes in the aesthetic or visual environment have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new scenic resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant aesthetic impacts or a substantial increase in previously identified aesthetic impacts would occur as a result of the proposed changes to the LAX Northside Plan Update EIR. All

mitigation measures and Project Design Features previously adopted for the approved LAX Northside Plan Update Project will apply to the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses described herein, as applicable. Therefore, the impacts to aesthetic resources as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
AGRICULTURE AND FORESTRY RESOURCES: Would the project:						
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?						X
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
(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 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?						X
(d) Result in the loss of forest land or conversion of forest land to non-forest use?						X
(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?						X

Discussion:

The Notice of Preparation/Initial Study (NOP/IS) for the LAX Northside Plan Update Project, published on April 4, 2012, analyzed the potential impacts on agricultural and forestry resources. The NOP/IS concluded that the LAX Northside Plan Update Project would have no environmental impacts to agricultural and forestry resources, and, therefore, was eliminated from further analysis within the EIR.

As indicated in the LAX Master Plan EIR[2], there are no agricultural or forestry resources within or near the Project site. None of the areas surrounding the Project site are zoned for agricultural or forestry uses. Thus, no impacts to agricultural or forestry resources would occur as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to agricultural or forestry resources. No substantial changes in the environment have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new agricultural or forestry resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility and areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant impacts or a substantial increase in previously identified impacts to agricultural or forestry resources would occur as a result of the proposed changes to the LAX Northside Plan Update EIR. Therefore, the impacts to agricultural and forestry resources as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

[2] 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.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
AIR QUALITY: Would the project:						
(a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?					X	
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					X	
(d) Expose sensitive receptors to substantial pollutant concentrations?					X	
(e) Create objectionable odors affecting a substantial number of people?					X	

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant regional construction emissions related to NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$; regional operational emissions related to CO, SO_2, PM_{10} and $PM_{2.5}$; localized air dispersion construction and operation emissions; localized CO; odor; and health risk impacts and that construction VOC emissions, operational VOC emissions, and operational NOx emissions would remain significant and unavoidable even after incorporation of mitigation measures.

The LAX Northside Plan Update EIR included disclosure and analysis of the Argo Drain Sub-basin Facility (referred to as the Westchester Stormwater BMP Project), including reasonably foreseeable assumptions that the facility would be 11.1 acres and that 80,000 cubic yards (CY) of material would be moved off site for construction (Table 7C: Assumptions for Construction On-road Trips for Westchester Stormwater BMP Project of Certified EIR Appendix C PDF p. 53). The Argo Drain Sub-basin Facility was disclosed and evaluated as part of the proposed Project in the certified EIR as follows:

- Westchester Stormwater BMP (Infiltration Facilities) was assumed at 11.1 acres, Westchester Stormwater BMP (storage tank) was assumed 1.9 acres, CalEEMod Land Use Subtype was "user defined industrial" for the total 13 acre project. (Table 10: Criteria Air Pollutant Operational Emissions Associated with Natural Gas of Certified EIR Appendix C PDF p. 58)
- Construction schedule assumptions assumed 10,000 sf recreation facility building and construction of Westchester BMP project over 155 days from January 1, 2015 to June 30, 2015. (Table 5: Construction Schedule Assumptions of Certified EIR Appendix C PDF p. 46)
- Equipment mix assumptions for Westchester Stormwater BMP project (Table 6C: Construction Equipment Mix Assumptions for Westchester Stormwater BMP Project of Certified EIR Appendix C PDF p. 50)
- Construction On-road trips for Westchester Stormwater BMP project (Table 7C: Assumptions for Construction On-road Trips for Westchester Stormwater BMP Project of Certified EIR Appendix C PDF p. 53)
- Construction Emissions Estimates for Westchester Stormwater BMP (Certified EIR Appendix C PDF p. A. 11-1 PDF p. 770, A. 11-2 pdf p. 793, A. 11-3 PDF p. 816, A. 11-4 PDF p. 839, A. 11-5 PDF p. 862, A 11-6 PDF p. 885, A 11-7 PDF p. 906, A 11-8 PDF p. 929, A 11-9 PDF p. 950, A 12-1 PDF p. 970)
- Operation Emissions Estimate for Westchester Stormwater BMP (Appendix A. 13-3 Operation Emissions Estimates for Westchester Stormwater BMP of Certified EIR Appendix C PDF p. 1070)

The air quality analysis was based on worker and vendor trips to and from the site, which were calculated based on material imported and exported per day. The Argo Drain Sub-basin Facility excavation total is 93,997 CY, of which 33,959 CY would be hauled off-site, compared to the assumed 80,000 cy that was disclosed and evaluated for the Argo Drain Sub-basin Facility in the certified EIR. The net export of material is within the quantities previously evaluated for the Northside project, would not increase or intensify previously analyzed or disclosed impacts, and would not require any additional mitigation. The Argo Drain Sub-basin Facility footprint, total off-site dirt to be hauled, and construction duration are within what was evaluated for the previously approved Project.

Biological research, development, and testing uses would be similar in construction and operation to the previously evaluated Office, Research, and Development land use. Because biological research, development, and testing uses would occur within the previously evaluated Office, Research, and Development land use category, they would occur within the same types of buildings as were previously evaluated, and would have substantially similar building footprints, square footages, heights, and construction methods as were previously evaluated. Additionally, all LAX Northside Plan Update Project Design Features, Mitigation Measures, and Commitments in addition to all LAX Northside Design Guidelines and Standards that apply to the Office, Research, and Development land use would apply to the biological research, development, and testing land use. The construction schedule assumptions used for the air quality analysis evaluated Office, Research, and Development building types, sizes, numbers, and construction days (Table 5: Construction Schedule Assumptions of Draft EIR Appendix C PDF p. 46). Biological research, development, and testing uses would occur within the same building types as were previously evaluated and would therefore have the same construction emissions as were previously evaluated. Operational emissions were evaluated based on vehicle miles traveled per year per land use type. CalEEMod land use subtypes of

Office Park and Research and Development were used to generate the annual emissions from operational traffic attributable to the Office, Research, and Development land use category (Table 11: Criteria Air Pollutant Operational Emissions Associated with Mobile Sources of Draft EIR Appendix C PDF p. 60). The biological research, development, and testing uses would have the same operational traffic emissions as were previously evaluated as it would fall within the same CalEEMod land use subtypes and would therefore generate the same associated vehicle miles traveled and operational emissions.

The Argo Drain Sub-basin Facility and biological research, development, and testing uses would not substantially change the construction emissions disclosed for the LAX Northside Plan Update Project in the LAX Northside Plan Update EIR. The Argo Drain Sub-basin Facility and biological research, development, and testing uses do not propose any changes to the operational characteristics of the LAX Northside Plan Update Project; therefore, there are no potential increased direct or indirect emissions associated with the Argo Drain Sub-basin Facility and biological research, development, and testing uses that were not discussed in the LAX Northside Plan Update EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to air quality resources. No substantial changes in air quality have occurred since certification of the LAX Northside Plan Update EIR, and no new significant effects related to air pollutant emissions have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

The proposed LAX Northside Plan Update Project modifications would not increase the severity of previously identified air quality impacts, nor would it result in any new significant effects related to air emissions that were not previously identified in the LAX Northside Plan Update EIR. All mitigation measures and Project Design Features previously adopted for the approved LAX Northside Plan Update Project will apply to the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses described herein, as applicable. Therefore, the impacts to air quality as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
BIOLOGICAL RESOURCES: Would the project:						
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X	
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X	
(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?					X	
(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?					X	
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state					X	

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
habitat conservation plan?						

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to loss or reduction of Federal, State, and local designated habitats; interference with wildlife movement/migration corridors; alteration of an existing wetland; and interference with habitat/species behavior.

The site for the proposed Argo Drain Sub-basin Facility and areas where biological research, development, and testing uses would be permitted were included within the Biological Resources Study Area (BRSA) for the LAX Northside Plan Update EIR. However, the Project described in the certified EIR did not include alteration to the Argo Ditch. Specifically, it stated: “One potential aquatic resource area, the Argo Drainage Channel, was identified within the BRSA and is located along the southern boundary and partially within Area 4 within the LAX Northside Airport Support District. The Argo Drainage Channel is not part of the proposed Project. Additionally, the proposed Project does not include any grading, construction, or introduction of new uses within 50 feet of the Argo Drainage Channel and would not impact the channel. Consequently, formal delineation of the Argo Drainage Channel by the USACE, RWQCB, and CDFW is not needed for the proposed Project” (Certified EIR p. 4.3-23).

The Argo Drain Sub-basin Facility’s primary function is to divert stormwater runoff from the 2,320 acre watershed at County Drain 5241. The Argo Drain Sub-basin Facility requires flow diversions from three storm drains, one of which is the Argo Ditch. The Argo Drain Sub-basin Facility includes a proposed diversion trench in the Argo Ditch consisting of a concrete channel excavated from the bottom of the Argo Ditch invert (to avoid flood control impacts) that directs flows to the diversion headwall (see Figure 1 on page 4). The existing invert of Argo Ditch at the proposed diversion structure is at an approximate elevation 83 feet above mean sea level (MSL). It is anticipated that the diversion trench invert will be at an approximate elevation of 79 feet above MSL. The diversion structure will include a coarse bar screen at the headwall to prevent large objects, such as furniture or branches, from entering the 42-inch diameter conveyance pipe.

The proposed biological research, development, and testing land use would take place within similar buildings and structures as were previously evaluated. Construction and operation would be similar to what was previously evaluated. Building footprints and locations would be similar to the Project as all the previously considered Project Design Features would apply.

Loss or Reduction of Federal, State, and Local Designated Habitats

As noted in the certified EIR, the Project site is not part of a federal-, state-, or local-designated habitat. Therefore, development of the Argo Drain Sub-basin Facility or biological research, development, and testing uses would not result in the loss of individuals, or the reduction of existing habitat of a state or federal listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or federally listed critical habitat and would not result in the loss of individuals or the reduction of existing habitat of a locally-designated species or a reduction in a locally designated natural habitat or plant community. Impacts related to on-site state, federal, and local species and habitats would be less than significant.

Operation of the Argo Drain Sub-basin Facility or biological research, development, and testing uses will not have significant impacts to any federal-, state-, or local-designated habitats. As described in the certified EIR, the Los Angeles Airport/El Segundo Dunes preserve, is the closest locally-designated habitat area. The Los Angeles Airport/El Segundo Dunes preserve currently functions within the flight path of LAX and is subject to traffic noise from S. Pershing Drive. The increased traffic volumes on S. Pershing Drive resulting from the operation of the Argo Drain Sub-basin Facility or biological research, development, and testing uses would not generate noise louder than the noise generated by the existing or projected aircraft activity. California gnatcatcher and the California legless lizard observed approximately 0.8 mile south and 1,000 feet west, respectively, of the BRSA have occupied an area with high noise levels from departing aircraft. Therefore, it is not anticipated that operational noise associated with development and use of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses would adversely affect the species. Additionally, no California gnatcatcher or California legless lizards have been observed within the Project site, including areas of the proposed Argo Drain Sub-basin Facility or where biological research, development, and testing uses would occur, or the BRSA and suitable habitat does not exist for them in these areas. Therefore, operational impacts related to off-site federal, state, or local designated habitats would be less than significant.

Interference with Wildlife Movement/Migration Corridors

As noted in the certified EIR, the Project site does not serve as a movement corridor for wildlife or serve as a linkage between core habitats. Additionally, it is maintained by LAX In order to comply with FAA bird hazard reduction mandates for safe airport operation which includes regular mowing and disking of vegetation and trimming of trees to avoid the creation of thick canopies. As such, only marginal habitat for wildlife that utilize open grassland and tree habitat is present. The Project site does not support fisheries or nursery site habitats.

Although mature trees may be removed as part of the Argo Drain Sub-basin Facility or biological research, development, and testing uses, LAX Master Plan EIS/EIR Commitment BC-3 requires compensation for the loss of mature trees at a ratio of 2:1. The species of newly planted replacement trees is required to be a local native tree species to the greatest extent feasible and trees are required to be 15-gallon or larger specimen. Although loss of vegetation on the Project site may have a short-term adverse impact on nesting migrant birds, implementation of LAX Master Plan EIS/EIR Commitment BC-3 will ensure that any habitat that is removed is replaced. Therefore, impacts related to construction and operational interference with wildlife

movement/migration corridors for the Argo Drain Sub-basin Facility or biological research, development, and testing uses would be less than significant.

Alternation of an Existing Wetland

The United States Army Corps of Engineers (USACOE) is responsible for regulating waters of the United States. As such, soft-bottom channels and wetlands fall under the USACOE jurisdiction and the 404 permitting process of the US Clean Water Act (CWA) is the management tool for regulating waters of the United States. Section 401 of the CWA requires that dredge and fill activities permitted under Section 404 meet State water quality standards. The Los Angeles Regional Water Quality Control Board is designated by statute as the state agency responsible for issuing this water quality certification in California, and the agency is required to review and certify that proposed projects meet state standards.

One potential wetland habitat, the Argo Drainage Channel, was identified within the Project site along the southern boundary and partially within Area 4 in the certified EIR. The Project did not include any modifications to the Argo Drainage Channel and prohibited construction, structures, and grading within 50 feet of the Argo Drainage Channel through Project Design Feature B-17.

Biological research, development, and testing uses would occur in the LAX Northside Campus District and would not be permitted in Area 4 near the Argo Ditch where the potential wetland habitat is located.

The Argo Drain Sub-basin Facility includes a proposed diversion trench on the western end of the Argo Ditch (see Figure 1 on page 4). No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch (Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport, AECOM and Geosyntec Consultants, November 2015, p. 40). Figure F4.12-9 of Section 4.12.3 of the LAX Master Plan Final EIR/EIS shows the areas subject to USACOE jurisdiction, including two small areas west of the Argo Ditch (EW001 and EW002). These two locations are west of the location where the Argo Ditch undergrounds, and are not in the ditch itself. Project-related construction activities in the Argo Ditch, such as dredge or fill activity, would comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable. Additionally, as descried in the certified EIR, indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs). Furthermore, the Project Design Feature intended to minimize and avoid impacts to potential biological resources at the Argo Ditch included in the certified EIR (PDF B-17) is proposed to be revised with an equally effective Project Design Feature as follows, “Any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable.” Through this Project Design Feature compliance with appropriate permitting, as applicable, to avoid or minimize substantial adverse impacts would be required prior to any grading, construction or structures within 50 feet of the Argo Drainage Channel. Therefore, impacts related to alteration or other impacts to existing on-site and off-site wetland habitats would be less than significant.

Interference with Habitat/Species Behavior

The Project site is maintained by LAX in order to comply with FAA mandates for safe airport operations, which includes regular mowing and disking of vegetation and trimming of trees. Results of the current biological survey and prior studies indicate that no sensitive species reside in the majority of the Project site. One Burrowing Owl was observed along the Argo Drainage Channel in fall 2011 and December 2011, however no presence or signs of their presence were encountered during the site survey conducted for the certified EIR, and the Project site does not appear to be a breeding site for this species (Certified EIR p. 4.3-22). Biological research, development, and testing uses would occur in the LAX Northside Campus District, would not be permitted in the area where the burrowing owl was observed, and therefore would not interfere with potential burrowing owl habitat or species behavior. Construction activities for the Argo Drain Sub-basin Facility would include ground-disturbing equipment for grading and excavation which could impact potential habitat for the burrowing owl, a California species of special concern. As required under the LAX Master Plan EIS/EIR commitment BC-9: Conservation of Faunal Resources, pre-construction surveys to determine the presence of various sensitive wildlife species, including the Burrowing Owl, are required. Furthermore, if a member of this species is found, a plan must be developed to relocate it within the Habitat Restoration Area.

The Los Angeles Airport/El Segundo Dunes habitat preserve located across Pershing Drive to the west of the Project site within the BRSA supports El Segundo Blue Butterfly. California gnatcatcher and California legless lizards have been observed outside of and approximately 0.8 miles south, and 1,000 feet west, respectively, of the BRSA within the Los Angeles Airport/El Segundo Dunes habitat preserve. The Argo Drain Sub-basin Facility and biological research, development, and testing uses would have similar light, noise, and dust characteristics as existing conditions. LAX Master Plan EIR/EIS Commitments BC-1 and ET-3 require that fugitive dust be controlled during construction and operation to avoid any impacts to adjacent habitat. Additionally, the Project Design Features require light to be shielded and directed to avoid any potential light spillover impacts to adjacent habitat. Therefore, impacts related to interference with habitat/species behavior would be less than significant.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to biological resources. No substantial changes in the biological environment have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new biological resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant biological impact or a substantial increase in previously identified biological impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the impacts to biological resources as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
CULTURAL RESOURCES: Would the project:						
(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?						X
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?					X	
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X	
(d) Disturb any human remains, including those interred outside of formal cemeteries?					X	

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to paleontological resources; archaeological resources; indirect impacts to historic architectural resources; and no direct impact to historic architectural resources. The LAX Northside Plan Update EIR found no fossil remains in Area 1, 2, or 3. The certified EIR analyzed the construction of buildings and parking as well as landscaping for the proposed Office, Research, and Development use. As the project would comply with LAX Master Plan EIS/EIR commitments PA-1 through PA-7 paleontological resource impacts were found to be less than significant (Certified EIR p. 4.4-42).

The certified EIR found no fossil remains in Area 1, 2, or 3 where the Argo Drain Sub-basin Facilities and biological research, development, and testing uses could occur. The certified EIR analyzed the construction of buildings and parking as well as landscaping for the proposed Office, Research, and Development and Open Space and Recreation uses. As the proposed Project would comply with LAX Master Plan EIS/EIR Commitments PA-1 through PA-7 paleontological resource impacts were found to be less than significant (Certified EIR p. 4.4-42). The Argo Drain Sub-basin Facility and biological research, development, and testing uses would be subject to the same LAX Master Plan EIS/EIR commitments and would have the same less than significant impacts as were previously disclosed and evaluated.

The DEIR found no archeological resources in Area 1, 2, or 3. Construction would comply with LAX Master Plan Commitments HA-4 through HA-10 and construction impacts to unknown archeological resources would be less than significant. Operational impacts were also found to be less than significant (Certified EIR p. 4.4-52).The Argo Drain Sub-basin Facility and biological research, development, and testing uses would also comply with LAX Master Plan EIS/EIR Commitments and would therefore have the same impacts as were previously evaluated to unknown archaeological resources.

Area 1, 2, and 3 were not found to contain historic architectural resources and no impacts would occur (Certified EIR p. 4.4-55). The same conditions would exist for the Argo Drain Sub-basin Facility and biological research, development, and testing uses, therefore no impacts to historic architectural resources would occur. There are no structures currently on the proposed Argo Drain Sub-basin Facility site or in areas where biological research, development, and testing uses would be permitted. No historical, archaeological, or cultural resources were identified during the literature review or site surveys conducted as part of the LAX Northside Plan Update EIR. Additionally, the LAX Northside Plan Update EIR Mitigation, Monitoring, and Reporting Program (MMRP) requires that all construction adhere to the LAX Master Plan EIS/EIR Commitment PA-1.

The proposed biological research, development, and testing use would comply with all the applicable LAX Master Plan Commitments related to cultural resources. No cultural or historic archeological resources were found on the Project site. The certified EIR accounted for Office, Research and Development construction and operation. The biological research, development, and testing use would be substantially similar to this previously evaluated use and would take place within the same Project site where no cultural or historic archaeological resources were found.

The proposed Argo Drain Sub-basin Facility would comply with all the applicable LAX Master Plan Commitments related to cultural resources. No cultural or historic archeological resources were found on the Project site. The certified EIR accounted for a below-ground stormwater treatment facility with recreational surface uses.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to circumstances under which the LAX Northside Plan Update Project will be undertaken, and there is no new information of substantial importance regarding cultural/ paleontological resources that has become available relative to cultural and paleontological resources. No substantial changes to cultural and paleontological resources have occurred since certification of the LAX Northside Plan Update EIR, and no substantial cultural or paleontological resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant cultural or paleontological impacts or a substantial increase in previously identified cultural or paleontological impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. All mitigation measures and Project Design Features previously adopted for the approved LAX Northside Plan Update Project will apply to the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses described herein, as applicable. Therefore, the impacts to cultural/paleontological resources as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
GEOLOGY AND SOILS: Would the project:						
(a) Expose people or structures to potential substantial adverse effects, including the risk or loss, injury or death involving:					X	
(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?					X	
(ii) Strong seismic ground shaking?					X	
(iii) Seismic-related ground failure, including liquefaction?					X	
(iv) Landslides?					X	
(b) Result in substantial soil erosion or the loss of topsoil?					X	
(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?					X	
(d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					X	
(e) Have soils incapable of adequately supporting the use						X

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?						

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts for fault rupture and seismic ground shaking as the site is not in an Alquist-Priolo study zone of rupture study zone for the City and structures would be required to comply with seismic design standards (Certified EIR p. 4.5-34). Areas 1, 2, and 3 are not in a liquefaction hazard zone. Borings conducted at 50.5 and 55.5 feet below ground surface (bgs) in Area 2 did not encounter groundwater. The LAX Northside Plan Update EIR concluded that liquefaction impacts would not occur (Certified EIR p. 4.5-35). Landsides and Inundation were found to be less than significant as the site has an average slope of less than 30 percent, is not in a seismic hazard zone for landslides, and is not in a tsunami inundation hazard area (Certified EIR p. 4.5-36). Compliance with California Building Code and Los Angeles Building Code requirements would ensure future buildings would be adequately supported by soils. The Project was found to have less than significant impacts to soil conditions (Certified EIR p. 4.5-37). The Project was found to have less than significant impacts on erosion and sedimentation due to compliance with permit requirements and regulations (Certified EIR p. 4.5-38). The Project was found to have no impacts to landform alteration as no prominent geologic or topographic features exist (Certified EIR p. 4.5-39).

The Certified EIR assumed up to approximately 439,787 cubic yards of cut and 147,338 cubic yards of fill in the LAX Northside Campus District (Certified EIR p. 4.5-32). Project Design Feature G-15 stated that within the LAX Northside Campus grading in Areas 2 and 3 would bring building elevations down in height and in Area 1 grading would be preserved to separate the potential open space uses from Westchester Parkway (Certified EIR p. 4.5-33).

The same soil, seismic, and landform conditions will exist for the Argo Drain Sub-basin Facility as were evaluated in the certified EIR. The Argo Drain Sub-basin Facility would also have to comply with the same permit requirements, regulations, Project Design Features, and LAX Master Plan commitments as the previously approved Project. The Argo Drain Sub-basin Facility excavation total is 93,997 CY, of which 33,959 CY would be hauled off-site, which is within the previously disclosed and evaluated grading amounts. Additionally, grading for the Argo Drain Sub-basin Facility would preserve the separation between potential open space uses from Westchester Parkway as was previously evaluated.

The Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport Section 3.3 and Appendix B evaluated the specific project design features and concluded, similar to the certified EIR, that potential for surface fault rupture is low, ground shaking could occur on the order of .5 inches, potential for lateral spreading is considered low, hydrocollapse would be fairly uniform and not likely to result in additional collapse, no significant potentially expansive, high plasticity clay or silt layers were identified, potential for flooding from seismically induced tsunamis is low, encountering an oil well during construction is low, evaluation of methane hazard is required, subsidence is not considered a hazard, and seiches are not considered a hazard (Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport, AECOM and Geosyntec Consultants, November 2015).

The same soil, seismic, and landform conditions will exist for the biological research, development, and testing use as were evaluated in the certified EIR. The biological research, development, and testing use would also have to comply with the same permit requirements, regulations, Project Design Features, and LAX Master Plan commitments as the previously approved Project.

No impacts related to septic systems or alternative wastewater systems would occur as the Argo Drain Sub-basin Facility and biological research, development, and testing uses would not include septic systems or alternative wastewater systems.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There is no potential for significant changes in geological, seismic, soils, or mineral resource conditions within the area of the LAX Northside Plan Update Project since the time of certification of the LAX Northside Plan Update EIR, because such resources are relatively static. There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to geology and soils. No substantial changes in geology and soils have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new information on geology and soils have been identified within the vicinity of the Argo Drain Sub-basin Facility or biological research, development, and testing uses site.

Conclusion

None of the changes or additions to the proposed LAX Northside Plan Update Project involve new significant impacts or a substantial increase in previously identified impacts to geology, soils, or mineral resources. Therefore, the impacts to geology and soils as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a	No Impact

	Previous EIR	Subsequent EIR
GREENHOUSE GAS EMISSIONS: Would the project:		
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant construction and operational impacts to greenhouse gas emissions and would be consistent with greenhouse gas reduction plans. The Argo Drain Sub-basin Facility and biological research, development, and testing uses do not propose any changes to the operational characteristics of the LAX Northside Plan Update Project or that would be in conflict with measures adopted to show consistency with greenhouse gas (GHG) Reduction Plans, policies, and applicable regulation; therefore, there are no potential increased direct or indirect greenhouse gas emissions associated with the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted that were not discussed in the LAX Northside Plan Update EIR.

The certified EIR included the Argo Drain Sub-basin Facility (referred to as the Westchester Stormwater BMP Project) for purposes of the air quality and greenhouse gas (GHG) analysis to provide a more conservative estimate of potential impacts. The previously certified document evaluated and disclosed construction emissions, greenhouse gas sequestration associated with vegetation, annualized greenhouse gas emissions, a detailed construction equipment mix and on-road trips, off-site worker trips, off-site vendor trips, off-site hauling trips, greenhouse gas emission for electricity, water, waste disposal, and mobile sources for the Argo Drain Sub-basin Facility. The Argo Drain Sub-basin Facility was disclosed and evaluated as part of the proposed Project in the certified EIR as follows:

- Construction emissions for the BMP project were identified as 1,040 CO2e (metric tonnes) (Certified EIR p. 4.6-42).
- Greenhouse Gas Sequestration Associated with Vegetation was based on the illustrative site plan from the LAX Northside Design Guidelines and Standards, which identifies Area 1 and Area 2 as Open Space and Office (Open Space in the Argo Drain Sub-basin Facility area) (Certified EIR p. 4.6-43).
- Annualized GHG emissions for the Westchester Stormwater BMP Project were identified as 108 CO2e (Metric Tonnes/year) (Certified EIR p. 4.6-45).

- Project construction assumptions also included a detailed equipment mix/on-road trip data for Westchester Stormwater Best Management Practices (BMP) Project (Certified EIR Appendix C PDF p. 3621).
- Westchester BMP project categorized as "user defined industrial" for CalEEMod Land Use Subtype and identified as 13 acres total (Certified EIR Appendix C PDF p. 3630).
- Westchester Stormwater BMP identified as having 155 days of construction from January 1, 2015 to June 30, 2015 (Certified EIR Appendix C PDF p. 3633).
- Equipment Mix was included for Westchester Stormwater BMP Project (Certified EIR Appendix C PDF p. 3636).
- Assumptions for Construction On-Road Trips for BMP project were 395 cyd per day for fine grading, 1,128 cyd per day for mass grading- storage tank excavation, and 1,128 cyd per day for mass grading – infiltration facilities (Certified EIR Appendix C PDF p. 3639).
- Construction On-Site Emissions for the BMP project were 201 MT of CO2e for Area 1 and 309 MT of CO2e for Area 2 (Certified EIR Appendix C PDF p. 3640).
- Construction Off-Site Worker Trips were 15 MT of CO2e for Area 1 and 30 MT of CO2e for Area 2 (Certified EIR Appendix C PDF p. 3641).
- Construction off-site vendor trips were 6 MT of CO2e in Area 1 and 18 MT of CO2e in Area 2 (Certified EIR Appendix C PDF p. 3642).
- Construction off-site hauling trip emissions were 130 MT of CO2e in Area 1 and 332 MT of CO2e in Area 2 (Certified EIR Appendix C PDF p. 3643).
- Construction emission summary was 1,040 MT of CO2e for Westchester Stormwater BMP project (Certified EIR Appendix C PDF p. 3644).
- GHG sequestration associated with vegetation included the Westchester Stormwater BMP project (DEIR Appendix C PDF p. 3645).
- GHG emissions for electricity and natural gas were 71,590 for electricity, 0 for natural gas, resulting in 40.4 CO2e emissions for energy use in MT/y (Certified EIR Appendix C PDF p. 3647).
- GHG emissions for water use were 4.92 Mga/year resulting in 40.44 MT/y CO2e for the Westchester Stormwater BMP project. Separate allocations were also made for the surface open space (Certified EIR Appendix C PDF p. 3648).
- GHG emissions for Waste Disposal were 58 tons/year resulting in 884 mt/yr CO2e (Certified EIR Appendix C PDF p. 3649).
- GHG emissions for Mobile Sources were 2,218 VMT/yr resulting in 1 mt/yr CO2e (Certified EIR Appendix C PDF p. 3650).
- Summary of Westchester BMP CO2e emissions was 143 MT/yr (Certified EIR Appendix C PDF p. 3651).
- GHG emissions from construction of Westchester BMP project MT CO2e were 309 for on-site, 30 for worker trips, 18 for vendor trips, and 332 for hauling trips (Certified EIR Appendix C PDF p. 4619).

The Argo Drain Sub-basin Facility footprint is estimated at 3.5 acres. The excavation total is 93,997 CY, of which 33,959 CY would be hauled off-site, which is less than the 80,000 CY of export assumed as part of the LAX Northside Plan Update EIR. The Argo Drain Sub-basin Facility is designed to accommodate several surface recreational use designs consistent with the previously approved Project, including vegetation.

The Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport states that based on geotechnical investigations, the soil within the anticipated depths can be excavated with moderate effort with conventional excavating equipment in good working order (such as a Caterpillar D-8 dozer). If relatively clean sands are encountered at the base of excavations, those materials should be thoroughly wetted and densified using vibratory compaction equipment. Heavy equipment compaction and hand-held equipment compaction would occur. Other equipment includes boring equipment, drive equipment, and excavation equipment.

The Argo Drain Sub-basin Facility footprint, total off-site dirt to be hauled (therefore associated vehicle trips and workers), and construction duration are within what was evaluated for the previously approved Project. The equipment mixes are consistent with what was evaluated in the previously approved Project. Operation of the stormwater facility would use similar electricity, natural gas, and offsite waste as the previously approved Project.

The certified EIR Greenhouse Gas Technical Report described the Project as including 2,320,000 square feet of mixed-use development. Table 1 of the Technical Report includes the Project land uses and square footages including Office, Research and Development, which was modeled as CalEEMod Subtype General Office Building and Research and Development.

Biological research, development, and testing uses would be similar in construction and operation to the previously evaluated Office, Research and Development land use. Biological research, development, and testing uses would have the same greenhouse gas construction and operation impacts as the previously evaluated category as they would fall within the same CalEEMod subtype. All greenhouse gas related project design features and LAX Master Plan Commitments previously evaluated would also apply to biological research, development, and testing uses. Because biological research, development, and testing uses would occur within the previously evaluated Office, Research, and Development land use category, they would be required to occur within the same types of buildings as were previously evaluated, and would have substantially similar building footprints, square footages, heights, and construction methods as were previously evaluated. Additionally, all LAX Northside Plan Update Project Design Features, Mitigation Measures, and Commitments in addition to all LAX Northside Design Guidelines and Standards that apply to the Office, Research, and Development land use would apply to the biological research, development, and testing land use. The construction schedule assumptions used for the greenhouse gas analysis evaluated Office, Research, and Development building types, sizes, numbers, and construction days (Table 5: Construction Schedule Assumptions of Draft EIR Appendix C PDF p. 46). Biological research, development, and testing uses would occur within the same building types as were previously evaluated and would therefore have the same construction emissions as were previously evaluated. Operational greenhouse gas impacts were evaluated based on vehicle miles traveled per year per land use type as well as building materials, energy usage, and landscaping. CalEEMod land use subtypes of Office Park and Research and Development were used to generate the annual emissions from operational traffic attributable to the Office, Research, and Development land use category (Table 11: Criteria Air Pollutant Operational Emissions Associated with Mobile Sources of Draft EIR Appendix C PDF p. 60). The biological research, development, and testing uses would have the same operational traffic emissions as were previously evaluated, would fall within the same CalEEMod land use subtypes, would occur within the same building types (with the same

associated energy usage), and would be required to comply with the same landscaping requirements as were previously evaluated. Therefore, greenhouse gas operational impacts would be the same as for the previously evaluated Office, Research, and Development land use category.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

The proposed LAX Northside Plan Update Project modifications would not result in an increase in overall GHG emissions. There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to GHG emissions. No substantial changes in GHG emissions have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new GHG emissions have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

None of the changes or additions to the LAX Northside Plan Update involve new significant impacts or a substantial increase in previously identified impacts to GHG emissions. All mitigation measures and Project Design Features previously adopted for the approved LAX Northside Plan Update Project will apply to the Argo Drain Sub-basin Facility and biological research, development, and testing uses described herein, as applicable. Therefore, the impacts to GHG emissions as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?					X	
(b) Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials					X	

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?					X	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?						X
(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?					X	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?						X
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X	
(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?						X

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to the transportation, use, or disposal of hazardous materials; accidental release of hazardous materials; contaminated soils, groundwater, and other hazardous materials; hazardous emissions and materials within a quarter mile of existing or proposed schools; airport hazards; and interference with emergency response plans.

The LAX Northside Plan Update EIR accounted for hazardous materials typical to construction and the potential to encounter asbestos and lead-based paint. Construction would comply with LAX Master Plan EIR/EIS Commitment HM-2 including development of a site-specific Health and Safety Plan to handle any hazardous materials during construction and would comply with all applicable local, State, and Federal laws. The LAX Northside Plan Update EIR evaluated operations for a low intensity, low-rise, creative campus flanked by open space in the LAX Northside Campus District. Open space with associated below-ground stormwater treatment facilities were included in the LAX Northside Plan Update EIR. Research, development, and testing were allowed but biological and/or hazardous materials research, development, or testing was prohibited. The certified EIR found that compliance with applicable Federal, State, and local regulations would minimize health and safety risks associated with the use, transport, disposal, or accidental release of hazardous materials and that impacts would be less than significant.

As evaluated in the LAX Northside Plan Update Initial Study, according to the California Department of Toxic Substances Control EnviroStor Data Management System, the Project site does not include a designated Federal Superfund, State Response, or Voluntary Cleanup site.[3]

As evaluated in the LAX Northside Plan Update Initial Study, no private airstrips are located in the vicinity of the Project site. Thus, proposed Project implementation would not result in a safety hazard involving private airstrips.

As evaluated in the LAX Northside Plan Update Initial Study, the Project site and vicinity are predominantly developed or previously disturbed. Existing vegetation, including brush, grass, and trees within the Project

[3] California Department of Toxic Substances Control. EnviroStor Data Management System (EnviroStor http://www.envirostor.dtsc.ca.gov/public/, accessed February 2012.

site are maintained by LAX, including controlling and reducing vegetation through mowing and disking, which reduces the risk of fire. Furthermore, the Project site is not within a City of Los Angeles Wildfire Hazard Area.[4]

The Argo Drain Sub-basin Facility would require a Storm Water Construction General Permit and a Simple Connection Permit. The Argo Drain Sub-basin Facility includes construction monitoring for methane and slopes. Surface uses for the Argo Drain Sub-basin Facility would be open space. The anticipated construction methods include auger boring, pipe jacking, microtunneling, and horizontal directional drilling.

Following construction of the Argo Drain Sub-basin Facility, it is anticipated that the Argo Drain Sub-basin Facility site will be transformed into a park area, including parking spaces, soccer fields, basketball courts, walking paths, and more. No building structures, light poles, or other similar facilities are anticipated above the Argo Drain Sub-basin Facility footprint. The final design of the open space has yet to be determined. However, the Argo Drain Sub-basin Facility was designed with the understanding that recreational activities would be present on the Argo Drain Sub-basin Facility area following construction. Construction and operation activities for the Argo Drain Sub-basin Facility would have substantially similar impacts to hazardous materials as the previously approved Project.

The proposed biological research, development, and testing use was inadvertently prohibited in the certified EIR. However, all Project Design Features and LAX Master Plan Commitments would apply to biological research, development, and testing uses. Hazardous materials research, development, and testing would continue to be prohibited. As evaluated in the certified EIR, construction activities in the LAX Northside Campus District where the Office, Research and Development land use category, including biological research, development, and testing, would occur would be on a portion of Area 1, Area 2, and Area 3 (Certified EIR p. 4.7-36 and 4.7-37). The existing Jet Pets animal quarantine facility would remain in its existing location and configuration in Area 1 and no construction activities would occur in that location.

Transportation, Use, or Disposal of Hazardous Materials

Development of biological research, development, and testing land uses would potentially include demolition of existing infrastructure (i.e. old pavement), grading, excavation, and construction of new structures and infrastructure. No existing structures would be demolished, and exposure to or release of hazardous materials such as asbestos and lead based paint (LBP) used in structures would therefore not occur. Additionally, the

[4] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit D, Selected Wildlife Hazard Areas in the City of Los Angeles, 1996.

LAX Northside Campus District does not include any known hazardous materials sites. However, asbestos and LBP would potentially be encountered in limited quantities in infrastructure materials that the proposed Project would demolish in the LAX Northside Campus District, such as roadway stripes and curb paint (potential LBP sources) as well as trans-site piping (potential asbestos source). Construction of biological research, development, and testing uses in the LAX Northside Campus District would remove these potential sources of LBP and asbestos. Once removed, these hazardous materials would not be routinely transported, used, or disposed of in the LAX Northside Campus District.

Similar to the previously evaluated Office, Research, and Development land use, construction of the biological research, development, and testing use would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Campus District. Construction activities in the LAX Northside Campus District, including for biological research, development, and testing uses, would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific Health and Safety Plan (HSP).

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, to avoid any significant hazards to the public or the environment. Additionally, biological research, development, and testing use construction activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction impacts of biological research, development, and testing uses related to transportation, use, or disposal of hazardous materials would be less than significant.

Biological research, development, and testing uses would occur within the LAX Northside Campus District. As discussed in the certified EIR, the LAX Northside Campus District would consist of a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north (Certified EIR p. 4.7-38). Hazardous materials research, development, or testing would continue to be prohibited through implementation of Project Design Feature (PDF)-88 on Page 23 of the certified EIR Mitigation Monitoring and Reporting Program, which would state, "The proposed Project would not permit the research, development, or testing of hazardous materials in the Research and Development land use designation."

Biological research, development, and testing uses would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides. These hazardous materials are regulated by the applicable federal, state, and local regulations discussed in the certified EIR Section 4.7.2.1 (Certified EIR p. 4.7-1). Compliance with these requirements would serve to minimize the health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts in the LAX Northside Campus District related to transport, use, or disposal of hazardous materials would be less than significant.

Accidental Release of Hazardous Materials

Portions of the LAX Northside Campus District in Areas 1 and 2 are located in the City of Los Angeles Methane Hazard and Methane Hazard Buffer zone. The proposed Project, including biological research, development, and testing uses, would require grading where development would occur and excavation for building foundations and subterranean parking up to 20 feet below ground surface. The biological research, development, and testing use would involve these activities and would potentially be exposed to methane risks. However, the Los Angeles Department of Building and Safety (LADBS) would require all new structures within a designated methane zone to be provided with methane mitigation improvements. The LADBS provides specific direction for site testing standards, site investigation, and construction in methane zones and methane buffer zones. New structures in Areas 1 and 2 would be required to comply with all LADBS procedures and regulations for methane risk. In order to minimize the risks of accidental release or explosion, the proposed Project would also comply with all federal, state, and local regulations for working in an environment with soil gas, including Chapter 71 of the City of Los Angeles Building Code.

In addition, the proposed Project's HSP, required by LAX Master Plan Commitment HM-2, would include sufficient training and protective measures for construction workers. All construction would incorporate industry best practices and standards in addition to complying with all regulations regarding working with and around methane. Incorporation of appropriate monitoring and safety provisions in the HSP and proposed Project design would ensure that the biological research, development, and testing use does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, construction impacts related to accidental release of hazardous gases would be less than significant.

As disclosed in the certified EIR, buildup of methane gases could increase danger in confined spaces such as underground garages and could endanger building occupants in these areas. Underground utility line corridors and vaults with gravel beds would also increase potential hazards due to the possibility of methane infiltration and buildup (Certified EIR p. 4.7-40). Areas within designated methane zones would be classified on a scale of Level 1 to Level 5 (from lowest to highest level of methane). This would be in compliance with LADBS requirements and would determine the appropriate methane mitigation improvements to be included in the proposed Project, including for biological research, development, and testing uses. The design of the buildings and any associated subterranean parking within these areas would be required to comply with LADBS methane mitigation standards. This would include compliance with the City of Los Angeles Methane Code Ordinance No. 175790 and Ordinance No. 180619. Methane mitigation requirements include passive systems (de-watering, perforated horizontal pipes, gravel blanket thickness under impervious membrane, gravel thickness surrounding perforated horizontal pipes, vent risers, and impervious membrane), active systems (pressure sensors below impervious membrane, mechanical extraction systems, gas detection system, mechanical ventilation, alarm system, and control panels), and miscellaneous systems (trench dams, conduit or cable seal fittings, additional vent risers). As a result of compliance with these regulations, the biological research, development, and testing use would manage and mitigate risks from methane and would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the

environment. Therefore, operational impacts related to accidental release of hazardous soil gas would be less than significant.

Contaminated Soils, Groundwater, and Other Hazardous Materials

As described in the certified EIR, construction of the proposed Project would require potential demolition of existing infrastructure (such as old pavement and utility lines) as well as grading and excavation (Certified EIR p. 4.7-41). Construction of the proposed Project, including biological research, development, and testing uses, would not involve demolition of structures as all existing uses would remain in their existing locations and configurations. Excavation for subterranean parking would occur to depths of 20 to 45 feet below ground surface (bgs). As discussed in the certified EIR Section 4.7.2.2 Existing Conditions, the Project site does not contain any known contamination or known previous uses likely to cause contamination. Groundwater in the West Coast Basin is of good quality and contaminated groundwater is not anticipated to be encountered during excavation for the biological research, development, and testing use, as site specific borings conducted at locations throughout the Project site did not encounter groundwater at depths up to 55 feet. However, when soil excavation occurs and abandoned pavement is removed, exposed soils could indicate the need for additional soil sampling. Any such sampling and associated remediation would be carried out in accordance with Regional Water Quality Control Board remediation options. Furthermore, Occupational Safety and Health Administration guidelines would apply to ensure construction worker safety at, or near, sites with known contamination. All excavation, grading, and demolition associated with the biological research, development, and testing use construction would be conducted in compliance with local, state, and federal regulations. Compliance with such regulations would reduce accidental release of hazardous materials risks to levels acceptable to regulatory agencies. Additionally, any hazardous materials/wastes uncovered by construction activities would be removed and managed, and areas would be remediated per applicable regulations, such that impacts would be reduced to levels acceptable to federal, state, and local regulatory agencies. Compliance with these regulations would effectively avoid worker exposure to hazardous materials that may be encountered during construction activities.

The proposed Project, including biological research, development, and testing uses, would also be developed in compliance with LAX Master Plan Commitment HM-2, Handling of Contaminated Materials Encountered During Construction. This Master Plan Commitment would require development of a program to coordinate all efforts associated with handling any contaminated materials in soil or groundwater encountered during construction. Prior to any excavation, grading, or pile-driving for biological research, development, and testing uses, LAWA would identify the nature and extent of contamination in the area. This investigation would be conducted in compliance with LAX Master Plan Commitment HM-2. If previously unidentified contaminated soil or groundwater is encountered, all activities would be required to comply with LAX Master Plan Commitment HM-2 and impacts would therefore be minimized. The contractor for the biological research, development, and testing use would be required to prepare an HSP specific to the Project site with comprehensive coverage of managing contamination to soil and groundwater, including protective measures for workers, accident response, decontamination procedures, and more.

Compliance with LAX Master Plan Commitment HM-2, as well as with all applicable local, state, and federal regulations would ensure that the biological research, development, and testing use does not create a

significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous soils and groundwater into the environment. Therefore, construction impacts related to accidental release of hazardous materials would be less than significant.

The Project site does not contain any known soil or groundwater contamination sites. Operation of the biological research, development, and testing use within the Project site would not include ongoing digging, grading, or other activities that could potentially expose unknown contaminated soil and groundwater. As discussed above, any unknown contaminated soil or groundwater encountered during construction would be handled and remediated according to applicable regulations and would not pose a hazard to occupants of the biological research, development, and testing use at the time of occupancy and during proposed Project operations. Incorporation of appropriate monitoring and safety provisions in the HSP and proposed Project design would ensure that the biological research, development, and testing use does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, operational impacts related to accidental release of hazardous soils and groundwater would be less than significant.

Hazardous Emissions and Materials within a Quarter Mile of Existing or Proposed Schools

The schools located within a ¼-mile of the LAX Northside Campus District, where biological research, development, and testing uses would be permitted, were shown in Table 4.7-1 and Figure 4.7-1 of the certified EIR (Certified EIR p. 4.7-14 and 4.7-17). The LAX Northside Campus District does not contain any known contamination or hazardous materials sites. Construction of biological research, development, and testing uses would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Acutely hazardous materials would not be used during construction of biological research, development, and testing uses. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Campus District. Additionally, construction activities in the LAX Northside Campus District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the LAX Northside Campus District, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools in the vicinity of the LAX Northside Campus District. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4. Therefore, construction impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

Biological research, development, and testing would be allowed in the LAX Northside Campus District, while research, development, or testing of hazardous materials would continue to be prohibited. Although schools are located within one-quarter mile of the LAX Northside Campus District, the types and amounts of hazardous materials associated with routine, day-to-day operation of the biological research, development, and testing use would include typical cleaning, building maintenance, and landscaping materials and chemicals. The use of these common cleaning, maintenance, and landscaping materials would not affect any of the schools in the vicinity of the LAX Northside Campus District. Therefore, operational impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

Airport Hazards

Wildlife

The construction site itself for biological research, development, and testing uses would not attract significant numbers of birds. Construction debris and materials would be comprised of dirt, concrete, and other materials and would not attract birds. In addition, food waste from construction worker meals and other sources would generate little waste, and would be disposed of in sealed containers so as to not attract large flocks of birds. Therefore, construction impacts related to wildlife hazards would be less than significant.

Project Design Features such as prohibiting the casting and spraying of seed for sod would help to minimize aviation and aircraft hazards from biological research, development, and testing uses. Elimination of seeds that would potentially attract large flocks of birds would reduce the number of birds attracted to the Project site during construction. In addition, Project Design Features require that trees be planted to meet specified spacing requirements, and that trees that do not provide habitat or fruit would be planted.

Biological research, development, and testing is not a land use that would attract a large number of birds or other wildlife, such as a recycling plant. During operations, food waste would be kept in appropriate containers to deter congregation of birds. Biological research, development, and testing uses would also implement any required measures to reduce wildlife attractants per FAA requirements. Therefore, operational impacts related to wildlife hazards would be less than significant.

Lighting and Glare

As the Project site is located directly north of the LAX North Airfield, lighting, glare, and reflection would need to be properly managed to ensure biological research, development, and testing use impacts to aircraft would not occur. Per the Project Design Features, construction lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. Additionally, reflective or mirroring building materials are not allowed as primary building materials and their use would be minimal during construction. Materials on the Project site during construction of biological research, development, and testing structures would not create reflective hazards. Therefore, construction impacts related to lighting and glare hazards would be less than significant.

Per the Project Design Features, building, street, and safety lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. The surfaces of biological research, development, and testing buildings would not include reflective materials so as to avoid potential glare impacts. Therefore, operational impacts related to lighting and glare hazards would be less than significant.

Airport Obstructions

In the LAX Northside Campus District, where Office, Research, and Development uses including biological research, development, and testing uses would be permitted, vacant portions of Area 1 and in Area 2, the maximum allowable building height is 45 feet or approximately 3 to 4 stories and 60 feet or approximately 5 stories in Area 3. Equipment such as cranes, required for construction of these structures, would exceed this height. However, Areas 1, 2, and 3 are not in the Runway Protection Zones (RPZs) for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Areas 1 and 2 would not occur.

Areas 1, 2, and 3 are not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Areas 1, 2, and 3 would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards would not occur.

Interference with Emergency Response Plans

A lack of adequate access could impair the implementation of adopted emergency response plans by impeding the movement of emergency vehicles. However, construction of the proposed Project, including biological research, development, and testing uses, would not substantially alter ground access to, from, and around the Project site. During construction, roadway access would be maintained by construction detours and diversions. Emergency access would be coordinated and ensured through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office. Therefore, construction impacts related to interference with the implementation of emergency response plans would be less than significant.

No aspects of the proposed Project, including the biological research, development, and testing use, would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Further, biological research, development, and testing uses would comply with all applicable City policies related to disaster preparedness and emergency response. Although the proposed Project would have significant traffic impacts to certain intersections (Refer to Certified EIR Chapter 4.16 Traffic and Transportation), emergency vehicles use sirens to receive priority on roadways. Therefore, operational impacts related to interference with the implementation of emergency response plans would be less than significant.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance relative to hazards or

hazardous materials. No substantial changes to hazards and hazardous materials have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new hazards and hazardous materials have been identified within the vicinity of the Argo Drain Sub-basin Facility or areas where biological research, development, and testing uses would be permitted.

Conclusion

The proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not involve new significant impacts or a substantial increase in previously identified impacts regarding hazards or hazardous materials. All mitigation measures and Project Design Features previously adopted for the approved LAX Northside Plan Update Project will apply to the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses described herein, as applicable. Therefore the impacts to hazards and hazardous materials as a result of the Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
HYDROLOGY AND WATER QUALITY: Would the project:						
(a) Violate any water quality standards or waste discharge requirements?					X	
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					X	
(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?					X	
(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					X	

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?					X	
(f) Otherwise substantially degrade water quality?					X	
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?						X
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?						X
(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?						X
(j) Inundation by seiche, tsunami or mudflow?						X

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to surface water hydrology; groundwater hydrology; surface water quality; and groundwater quality.

The LAX Northside Plan Update EIR evaluated grading the existing surface in Area 1, 2, and 3 including on all areas proposed for Office, Research and Development uses and areas of the Argo Drain Sub-basin Facility (Certified EIR p. 4.8-53).

The LAX Northside Plan Update EIR assumed construction of new structures, parking, and landscaping in Areas 1, 2, and 3 and typical construction practices including: use of large construction equipment such as cranes, bulldozers, and earthmovers; temporary storage of materials and earth; and grading of the project site involving excavation, stockpiling, and moving of earth. The LAX Northside Plan Update EIR noted that a NPDES General Construction Permit would be required during construction and a SWPPP prior to ground disturbance. Areas 1, 2, and 3 are not in a flood hazard zone and construction would not cause localized

flooding in accordance with the SWPPP. Construction impacts to surface water hydrology were found less than significant (Certified EIR p. 4.8-55).

The LAX Northside Plan Update EIR evaluated impacts to hydrology during operations due to increased impervious surface area due to new buildings and parking, however found less than significant impacts with implementation of LAX Master Plan EIR/EIS Commitment HWQ-1 and Mitigation Measure HWQ-1 to achieve drainage infrastructure with adequate capacity to prevent flooding. Runoff rates would be below those in the CDP (Certified EIR p. 4.8-61 and 4.8-62).

The LAX Northside Plan Update EIR conducted borings in Area 2A and 3 and found groundwater at a depth of 50.5 feet bgs. Groundwater was anticipated to be evenly distributed in the LAX Northside Campus district and is not used for municipal or agricultural purposes. Construction and operation of the Project would not require use of groundwater and would not deplete groundwater supplies. Construction would not reach groundwater and would not require dewatering or use of potable water in groundwater below the construction site. The LAX Northside Plan Update EIR found that infiltration of stormwater into groundwater would not change significantly as the Project would implement the NPDES GCP, a SWPPP, and temporary BMPs. The closest well is 2.43 miles away and would not experience changes to groundwater. Construction impacts to groundwater hydrology were less than significant (Certified EIR p. 4.8-66).

The LAX Northside Plan Update EIR assumed the LAX Northside Campus would provide 3.6 AFY of groundwater infiltration. Operations would include new structures, parking areas, and landscaping. Landscaping areas would remain pervious. Changes in infiltration were found to not adversely affect groundwater recharge in substantial amounts. Small changes in infiltration would not substantially change groundwater flow. Building foundations and subterranean parking would not impede groundwater and would not adversely change the rate or direction of the flow of groundwater. Impacts to groundwater hydrology were less than significant (Certified EIR p. 4.8-72).

NPDES CGP, SWPPP and temporary BMPs were assumed during construction. Impacts to surface water and groundwater quality were determined to be less than significant (Certified EIR p. 4.8-74 and 4.8-83).

During operations, Area 1, 2, and 3 were assumed to have Office, Research and Development, and Open Space surface uses that could introduce potential contaminants typical of commercial, office, parking, and open space and recreation uses, such as metals and oils, pesticides, and landscaping chemicals. LAX Master Plan EIS/EIR Commitment HWQ-1 would apply as well as Project Design Features and compliance with applicable regulations. Operational impacts to surface water and groundwater quality were determined to be less than significant (Certified EIR p. 4.8-78 and 4.8-79 and 4.8-87).

The proposed Argo Drain Sub-basin Facility is designed to meet criteria associated with the 2012 MS4 permit and 2015 IGP. The proposed Argo Drain Sub-basin Facility would treat stormwater runoff from a 2,320 acre drainage area, including both LAX and non-LAX areas that currently discharges to Dockweiler Beach. The proposed Argo Drain Sub-basin Facility would be designed to allow future open space uses at the surface, which would be permeable. The entire project area would be graded. Facilities associated with the proposed Argo Drain Sub-basin Facility would be 27 feet in depth and would not hit groundwater. The proposed Argo

Drain Sub-basin Facility is designed to accommodate future surface uses consistent with the previously approved Project.

Biological research, development, and testing uses would be located in buildings similar to what was previously evaluated. All Project Design Features including landscaping, grading, and square footage requirements would apply. The biological research, development, and testing uses would therefore have the same hydrology and water quality impacts as were previously evaluated.

The Project is located in Zone X of the FEMA Flood Insurance Map, an area of minimal flooding, and no 100-year floodplain areas are located within the LAX Master Plan boundaries, which includes the Project site.[5] The Project is not located within the downstream influence of any levee or dam and does not propose any residential uses.

The Project site is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map[6] or the State of California tsunami inundation map for the Venice Quadrangle.[7] The Project site is approximately 0.5 mile east of the Pacific Ocean and is not located in close proximity to enclosed bodies of water such as lakes or dams. Furthermore, the Project site and vicinity are relatively level.

The proposed Argo Drain Sub-basin Facility would be within the depths previously analyzed and would allow surface permeability similar to what was analyzed in the certified EIR. The biological research, development, and testing use would be in structures that are within the sizes and locations previously evaluated and would allow surface permeability similar to what was analyzed in the certified EIR. The Argo Drain Sub-basin Facility and biological research, development, and testing uses would not result in any new significant hydrologic/water quality impacts, and no substantial increase in previously identified hydrologic/water quality impacts would occur with implementation of applicable laws, regulations, Project Design Features and LAX Master Plan EIR/EIS Commitments required for the LAX Northside Plan Update Project.

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[5]Federal Emergency Management Agency (FEMA), FEMA Flood Maps, http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=22740200&IFIT=1, accessed February 2012 and Los Angeles International Airport, LAX Master Plan EIR, Section 4.13, 2004.

[6] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles, 1994.

[7]State of California Emergency Management Agency, California Geological Survey, www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngeleuments/Tsunami_Inundation_Venice_Quad_LosAngeles.pdf , accessed February 2012.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to hydrology or water quality. No substantial changes in hydrology and water quality have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new information on hydrology and water quality have been identified within the vicinity of the Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

The proposed LAX Northside Plan Update Project modifications would not result in any new significant hydrologic/water quality impacts, and no substantial increase in previously identified hydrologic/water quality impacts would occur with implementation of applicable laws, regulations, Project Design Features, and LAX Master Plan EIR/EIS Commitments discussed above. Therefore, the impacts to hydrology and water quality as a result of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
LAND USE AND PLANNING: Would the project:						
(a) Physically divide an established community?						X
(b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?					X	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?						X

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to land use plan consistency and existing land use compatibility. The LAX Northside Campus District land uses were evaluated as office, research and development, civic, buffer, and higher education. Below grade storm water treatment facilities were identified as a permitted land use category in Open Space and Recreation designated areas. The proposed Argo Drain Sub-basin Facility is a below grade storm water treatment facility. Biological research, development, and testing uses are substantially similar to the previously evaluated Office, Research and Development land use category.

The Project site is proposed for a mix of uses, including various types of retail, restaurants, civic, open space, airport support, higher education, research and development, and office uses. The proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses are within the land use categories previously disclosed and evaluated. The Project would therefore introduce jobs near existing housing located in Westchester. Additionally, the majority of the Project site was previously developed but is now mostly vacant. The Project would introduce new uses in an existing, developed urban area to revitalize this area. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are therefore consistent with the Southern California Association of Governments Regional Transportation/Sustainable Communities Strategy.

The proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses would comply with the City of Los Angeles Noise Ordinance, Chapter 11 of the Los Angeles Municipal Code. Heights in the Project site are limited to a maximum of 60 feet. The proposed Project's heights comply with Federal Aviation Regulation (FAR) Part 77. The Project prohibits uses that will negatively affect safe air navigation, including landscaping that could attract birds, and lighting and reflective materials that could impact aircraft navigation. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are therefore consistent with the County of Los Angeles Airport Land Use Plan.

Introduction of new biological research, development, and testing uses will provide jobs adjacent to existing residential areas in Westchester. Project Design Features provide for siting and design of development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts. Heights are compatible with commercial uses in the Westchester Business District, while setbacks and stepbacks ensure compatibility with residences to the north. Pedestrian and bicycle activity is enhanced through the introduction of the Paseo. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are therefore consistent with the City of Los Angeles General Plan.

The LAX Plan categorizes the allowable uses within the LAX Northside to include commercial development; office; light industrial, research and development; hotel and conference facilities; retail and restaurant uses; school and community facilities; open space; bicycle paths; and greenway buffers. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are consistent with the LAX Plan land use designation. Neighborhood context and compatibility between the Project site and adjacent uses is provided through Project Design Features that require setbacks and stepbacks adjacent to residential areas. Additionally, buildings are oriented towards Westchester Parkway. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are therefore consistent with the LAX Plan.

The LAX Specific Plan designates three sub-areas in the Specific Plan (Landside, Airside, and Northside). The LAX Northside is zoned as "LAX-N" under the LAX Specific Plan. This zoning designation allows commercial uses, including offices, hotel, restaurant, service, and retail uses; commercial golf course, including golf driving tees and ranges; business park; automobile station; public automobile parking; airport support; research and development; and recreational facilities and public benefit uses. The Argo Drain Sub-basin Facility and biological research, development, and testing uses would enable development of new open space and office, research, and development uses. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are consistent with the LAX-N land uses. The Project also introduces maximum square footages, building heights, setbacks, and buffers that are consistent with or more restrictive than existing LAX-N development standards. The Argo Drain Sub-basin Facility and biological research, development, and testing uses are therefore consistent with the LAX Specific Plan.

Existing land uses within the Project site would not be displaced as part of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses. The proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses are designed to be compatible with existing commercial uses in the Westchester Business District to the east, residences to the north, LAX to the south, and habitat preservation areas to the west. Building heights are limited. Project Design Features include buffers, setbacks, height limits, and stepbacks to ensure compatibility with surrounding uses.

The proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses would not disrupt, divide, or isolate any communities or neighborhoods. The Project site is located on airport property that is situated between the LAX North Airfield to the south, established residential communities to the north, commercial uses to the east, and residential and open space uses to the west. Implementation of the proposed Project would not physically divide these established communities because no new development is proposed within established communities. Furthermore, no land acquisitions or new facilities are proposed that would physically divide an established community.

No conflicts with any habitat conservation plan would occur. The Los Angeles/El Segundo Dunes Specific Plan Area is located to the west of the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses site and west of Pershing Drive. Also located within this site is the El Segundo Blue Butterfly Habitat Restoration Area. However, the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses would be located within a previously developed and disturbed area, and would not affect the Dunes Specific Plan Area. There is no adopted or approved habitat conservation plan or natural community conservation plan that includes the proposed Argo Drain Sub-basin Facility and biological research, development, and testing uses site.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, because there are no substantial changes to land uses or substantial changes in land use policies or requirements that would affect the LAX Northside Plan Update Project. No substantial changes to land use have occurred since certification of the LAX Northside Plan Update EIR, and no

substantial new land uses have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant land use impacts or substantial increase in previously identified land use impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the impacts to land use and planning as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
(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?						X

Discussion:

The Notice of Preparation/Initial Study (NOP/IS) for the LAX Northside Plan Update Project, published on April 4, 2012, analyzed the potential impacts to mineral resources. The NOP/IS concluded that the LAX Northside Plan Update would not result in potentially significant environmental impacts related to mineral resources, and, therefore, was eliminated from further analysis within the LAX Northside Plan Update EIR.

As discussed in the LAX Northside Plan Update NOP/IS, the City of Los Angeles General Plan Framework EIR indicates the Project site is not within an area containing significant mineral deposits.[8] The Project site does not contain any actively mined mineral or timber resources, nor does it contain any new, active producer, active injector, dry holes, or geothermal wells. The Project site is not currently used for oil extraction or refining processes.[9] Additionally, the City of Los Angeles General Plan Conservation Element does not identify any local plan containing extraction zones near the Project site and the Safety Element does not include the Project site within an Oil Field and Oil Drilling Areas map.[10]

No impacts to the availability of mineral resources would occur from the Argo Drain Sub-basin Facility or biological research, development, and testing uses. The Argo Drain Sub-basin Facility or biological research, development, and testing uses would occur on land was previously developed and disturbed. The Project site and the surrounding areas are not known to contain any significant mineral resources of value to the region or residents of the state. There are no actively mined mineral or timber resources on the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to mineral resources. No substantial changes to mineral resources have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new mineral resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant mineral resource impacts or substantial increase in previously identified mineral resource impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the impacts to mineral resources and the

[8] City of Los Angeles, Citywide General Plan Framework Final EIR, Section 2.17, January 1995.

[9] State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources website, DOGGR Online Mapping System, http://maps.conservation.ca.gov/doms/doms-app.html, accessed February 2012.

[10] City of Los Angeles. General Plan Conservation Element. Section 18, Resource Management. September 2001 and Safety Element, Exhibit E. Oil Filed and Oil Drilling Areas in the City of Los Angeles, May 1994.

proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
NOISE: Would the project result in:						
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					X	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?					X	
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?					X	
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?					X	
(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?					X	
(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?						X

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to noise related to on-site construction activities in Areas 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12A West, and 12B; off-site construction trucks; ground-borne vibration; on-site stationary noise; off-site traffic; and aircraft noise exposure; less than significant impacts to noise with mitigation measures for construction noise impacts in Area 3; and significant and unavoidable construction noise impacts in Area 12A and Area 13.

As evaluated in the LAX Northside Plan Update EIR, Area 2 has an ambient noise level of 62 A-weighted decibels **(**dBA). The LAX Northside Plan Update EIR evaluated noise impacts from grading at 58 dBA, clear and grub at 60 dBA, site utilities at 61 dBA, building foundation at 60dBA, building construction at 60 dBA, architectural coating at 44 dBA and paving at 58 dBA. Noise impacts would not contribute to noise levels in excess of ambient levels in Area 2 (Certified EIR p. 4.10-46) The LAX Northside Plan Update EIR found that construction noise would not be significant in Area 2 or Area 3 (with mitigation) (Certified EIR p. 4.10-49).

LAX Northside Campus District operational noise levels were evaluated as similar to commercial or manufacturing uses, presumed to have ambient noise levels ranging from 60 dBA Leq during the day to 55 dBA Leq during the night. Ambient noise in the LAX Northside Campus District range from 59.7 Leq dBA to 70.7 Leq dBA, therefore the Project would not cause ambient noise levels to increase by 3 dBA or any 5 dBA or greater noise increase and impacts were found to be less than significant (Certified EIR p. 4.10-64).

Operational traffic was determined to cause an increase of 1 dBA to 4 dBA over existing and future (2022) levels, resulting in a less than significant impact (Certified EIR p. 4.10-73).

Surface office, research and development, recreation and open space uses were found to have less than significant impacts related to aircraft noise exposure (Certified EIR p. 4.10-77 and 4.10-77).

Ground-borne vibration would range from 0.003 to 0.089 inches per second PPV at 25 feet from equipment. At 50 feet from the source they would be reduced to 0.001 inches per second to 0.031 inches per second PPV, which would be below the 0.3 inches per second and 0.12 inches per second PPV significance threshold (Certified EIR p. 4.10-63).

No private airstrips are located within the vicinity of the Project site and there would be no exposure to noise from a private airstrip.

The Argo Drain Sub-basin Facility would not use equipment that is louder than typical construction trucks and loaders. Estimated equipment includes excavators, loaders, dump trucks, crane, water trucks. The Argo Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport states that based on geotechnical investigations, the soil within the anticipated depths can be excavated with moderate effort with conventional excavating equipment in good working order (such as a Caterpillar D-8 dozer). If relatively clean sands are encountered at the base of excavations, those materials should be thoroughly wetted and densified using vibratory compaction equipment. Heavy equipment compaction and hand-held equipment compaction would occur. Other equipment includes boring equipment, drive equipment, and excavation equipment.

The Pre-Design Report, Proposition O – Clean Water Bond Argo Drain Project at Los Angeles International Airport states that noise due to construction is expected, though not at a level substantially above the noise environment in the vicinity of the Project. The only audible Argo Drain Sub-basin Facility component is the pumps. Upon selection of the pumps, the maximum decibel level produced by the pumps can be determined and the pump house can be designed to reduce or eliminated the generated noise. Other audible impacts will

be due to infrequent maintenance activities, including the use of a vacuum truck on occasion to clean the pre-treatment facility. Following construction of the proposed Argo Drain Sub-basin Facility, it is anticipated that the Argo Drain Sub-basin Facility site could be transformed into a park area, including parking spaces, soccer fields, basketball courts, walking paths, and more.

The construction of biological research, development, and testing uses would use typical construction equipment. Operations would occur inside a building similar to the previously evaluated Office, Research and Development land use.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project will be undertaken, and there is no new information of substantial importance that has become available relative to noise. No substantial changes to noise have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new noise sources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant noise or vibration impacts or a substantial increase in previously identified noise impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, noise and vibration impacts as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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)?					X	
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?						X
(c) Displace substantial numbers of people, necessitating the						X

	construction of replacement housing elsewhere?

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to causing or accelerating growth in an undeveloped area; housing; employment; and consistency with growth policies.

Construction in the LAX Northside Campus District would generate a maximum of 527 construction jobs. Construction jobs are temporary therefore construction impacts related to causing or accelerating population growth were less than significant (Certified EIR p. 4.11-11).

The LAX Northside Campus District would add no new residential population, therefore no direct population growth impacts would occur. Assuming the worst-case scenario indirect population growth related to new jobs would not exceed projected population growth (4,808 employees assumed in LAX Northside Campus) (Certified EIR p. 4.11-13). No residential development that would include housing would occur. Even under worst-case assumptions, Project employment would not induce significant new housing (Certified EIR p. 4.11-18). The LAX Northside Campus District would result in 4,808 net new jobs which would contribute to a positive jobs/housing balance (Certified EIR p. 4.11-21).

The Project would be consistent with the goals, policies, and objectives of SCAG, City, County and LAX plans by focusing employment-generating uses in the emerging Project site, introducing new employment, and redeveloping buffer land near LAX (Certified EIR p. 4.11-26).

As evaluated in the LAX Northside Plan Update NOP/IS, the majority of the Project site is currently vacant. Existing structures include a child development center, Los Angeles Fire Station, and animal quarantine facility which the proposed Project would not displace. The Project site does not contain existing housing. The proposed Project will not displace existing housing or people and will not necessitate construction of replacement housing.

The Argo Drain Sub-basin Facility would have estimated workers as high as 50 during concrete pours and averaging 12-15 workers/day for the remainder of construction, which is within the previously evaluated number of construction employees. Operational employees would be minimal and limited to maintenance staff. No new permanent population or housing would be added to the Project site as part of the Argo Drain Sub-basin Facility.

Biological research, development, and testing use construction would generate the same construction jobs as were previously evaluated as the building type would be the same as the other Office, Research, and Development uses and the same square footage restrictions would apply. Permanent employees generated would also be the same as previously evaluated as the same employment generation land use category would apply. No new permanent population or housing would be added to the Project site as part of biological research, development, and testing uses.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project will be undertaken, and there is no new information of substantial importance that has become available relative to population and housing. No substantial changes to population and housing have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new population or housing have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant population and housing impacts or a substantial increase in previously identified population and housing impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, population and housing impacts as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
(a) Fire protection?					X	
(b) Police protection?					X	
(c) Schools?					X	
(d) Parks?					X	
(e) Other public facilities?					X	

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to fire protection; police protection; public schools; and libraries.

The LAX Northside Plan Update assumed construction activities in Area 1, 2, and 3. If traffic conditions deteriorated due to construction, emergency sirens and alternate routes plus multiple stations near LAX would result in less than significant construction impacts to fire (Certified EIR p. 4.12-15). The LAX Northside Campus would comply with Section 57.09.07 of the Los Angeles Municipal Code (LAMC) Division 9 for structures located outside maximum response districts and would not impact infrastructure such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services (Certified EIR p. 4.12-19). The LAX Northside Campus would add 4,808 daytime employees resulting in a 0.39 percent increase in emergency incidents. It would not impact demand such that a new station or expansion, consolidation, or relocation would be needed to maintain services (Certified EIR p. 4.12-19). Operation would comply with LAX Master Plan Commitment FP-1 and PS-2, FAR and Fire Code requirements for maintenance of adequate response times, facilities, and emergency access. Operations would have less than significant impacts on fire protection (Certified EIR p. 4.12-19).

LAX Master Plan Commitments would apply to law enforcement. During construction, alternate response routes and multiple station responses would facilitate police access as under existing conditions. Construction impacts to police services would be less than significant (Certified EIR p. 4.12-36). The LAX Northside Campus would add 4,808 daytime jobs. Even under worst case assumptions, this would result in a 2% increase in crime which would not require new or expanded police facilities. Operational impacts to police services were less than significant (Certified EIR p. 4.12-38).

Construction would occur .3 miles from the nearest public school and would comply with Master Plan Commitments to minimize impacts on adjacent uses. Construction impacts to public schools would be less than significant (LAX Northside Plan Update p. 4.12-51). Employment in the LAX Northside Campus would increase student enrollment by 936 students which would be within current school capacities. The Project would not require construction of new school facilities and would comply with school facility fees per CA Government Code 65995. Impacts to public schools would be less than significant (Certified EIR p. 4.12-52).

Construction in the LAX Northside Campus would occur .5 miles from the nearest library. Construction would comply with LAX Master Plan Commitments and would not impair access to libraries. Impacts would be less than significant (Certified EIR p. 4.12-62). The LAX Northside Campus would result in 4,808 new employees which would not exceed the forecasted unused capacity of the Westchester-Loyola Branch Library. Impacts to libraries would be less than significant (Certified EIR p. 4.12-63).

The Argo Drain Sub-basin Facility would have estimated workers as high as 50 during concrete pours and averaging 12-15 workers/day for the remainder of construction. Operational employees would be minimal and limited to maintenance staff. No new permanent population or housing would be added to the project site. The number of construction employees is within the construction employees assumed for the LAX Northside Plan Update Project. The number of operational employees would be negligible and is within the number of permanent employees assumed for the LAX Northside Plan Update Project. Therefore the Argo Drain Sub-basin Facility impacts to public services would be the same as previously evaluated.

The biological research, development, and testing use construction would generate the same construction jobs as were previously evaluated as the building type would be the same as the other Office, Research and Development uses. Permanent employees generated would also be the same as previously evaluated. No new permanent population or housing would be added to the Project site. The number of construction employees is within the construction employees assumed for the LAX Northside Plan Update Project. The number of operational employees would be negligible and is within the number of permanent employees assumed for the LAX Northside Plan Update Project. Therefore, the biological research, development, and testing use impacts to public services would be the same as previously evaluated.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to public services. No substantial changes to public services have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new public services have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant public services impacts or a substantial increase in previously identified public services impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the public services impacts as a result of the Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?					X	
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an					X	

adverse physical effect
on the environment?

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to recreation.

Construction would not increase permanent population that would use parks. Employment during construction would result in a temporary increase in demand for parks due to lunchtime use; however this would not result in meaningful numbers that would constrain these facilities. Construction related impacts were less than significant (Certified EIR p. 4.13-25).

No residential uses would be introduced in the LAX Northside Campus that would increase population that would demand parks. However, 4,808 estimated new employees could use parks during lunchtime. New employees would not use parks during lunchtime such that demand would constrain facilities due to typical time constraints on employee lunch times. Operational impacts to parks would be less than significant (Certified EIR p. 4.13-27). Additionally, the LAX Northside Campus would add open space above the below-grade stormwater treatment facility (Argo Drain Sub-basin Facility) that would improve the parks service ratio (Certified EIR p. 4.13-28). Area 1 and 2 were evaluated as providing up to approximately 22.2 and 14.3 acres of open space and recreation including the below-grade stormwater treatment facilities (Certified EIR Table 4.13-8 p. 4.13-21).

The Argo Drain Sub-basin Facility would not change the employment estimates of the certified EIR and would facilitate future development of open space in Area 1 and Area 2 consistent with the certified EIR assumptions and analysis.

The biological research, development, and testing_use would not change the employment estimates of the previously approved Project. The previously evaluated population to parks ratio would be the same. Project Design Features would continue to apply as they relate to provision of open space and recreation in Areas 1, 2, and 3.

<u>Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance</u>

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to recreation. No substantial changes to recreational resources have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new recreational resources have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant recreation impacts or a substantial increase in previously identified recreation impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the impacts to recreation as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
TRANSPORTATION / TRAFFIC: Would the project:						
(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?					X	
(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?					X	
(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?					X	
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X	
(e) Result in inadequate emergency access?					X	
(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?					X	

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to traffic during construction; to 97 study intersections during either peak hour under existing with project conditions; to 90 study intersections during either peak hour under future with project conditions; to the Congestion Management Program Network; to State Facilities; to transit; to hazards due to a design feature; to emergency access; to bicycle, pedestrian, emergency access, and vehicular safety; or to parking and no impacts would occur relative to neighborhood intrusion. For the Existing with Project with Mitigation conditions, the proposed mitigation program would mitigate eight of the 12 peak hour impacted intersections. For the Future with Project with Mitigation Conditions, the proposed mitigation program would mitigate 14 of the 18 impacted intersections to below a level of significance. The LAX Northside Plan Update EIR concluded that even with incorporation of the Project Mitigation Program and Project Design Features, the Project would significantly impact between 11 and 18 intersections before mitigation, depending on analysis year, when compared to Existing or Future without Project Conditions. The Project Mitigation Program and Project Design Features would reduce all impacts below the threshold of significance with three exceptions under 2012 conditions and four exceptions under 2022 conditions. Additionally, the intersection of Sepulveda Boulevard and La Tijera Boulevard would remain impacted under the 2012 analysis should credit for the physical improvement proposed at that location be shared with the Thomas Bradley International Terminal project.

As discussed in the LAX Northside Plan Update EIR Traffic Technical Report, at peak activity there would be a maximum of 238 daily haul truck trips and 527 construction workers. After converting these trips into passenger-car equivalent trips and accounting for average vehicle occupancy, construction activity would result in a maximum of 145 morning peak hour trips and 271 afternoon peak trips (Certified EIR Traffic Technical Report PDF p. 32). Grading activity during the 4th quarter of 2016 was projected to result in 238 one-way haul truck trips, which corresponds to 119 daily round trips (Certified EIR Traffic Technical Report PDF p. 302). Haul trucks were assumed to hold 16 cubic yards of material. The LAX Northside Plan Update EIR included “Bureau of Sanitation” in the project land use trip generation table (Certified EIR p. 4.14-47).

The LAX Northside Plan Update Mitigation Monitoring and Reporting Program Project Design Feature LAXN PDF 216 states that grading schedules requiring export and import will coincide when feasible to minimize haul trips (Certified EIR MMRP p. 53). Additional mitigation measures require maintenance of haul routes, restrict where haul routes can be located, and require clean vehicles.

The Argo Drain Sub-basin Facility would have a total hauling amount of 33,959 CY and an assumed 10-12 CY per truck load, which is within the total material hauled and assumed CY per truck from the LAX Northside Plan Update EIR. Maintenance trips would be limited. The certified EIR determined trip generation factors for land use categories based on the *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). The certified EIR included the Bureau of Sanitation (Argo Drain Sub-basin Facility) as a land use type in the trip generation calculation, however assumed no operational trips as there would be infrequent maintenance trips and the facility would not generate substantial daily morning or afternoon peak period trips. The Argo Drain Sub-basin Facility would enable the construction of Open Space and Recreation at the surface. Open Space and Recreation trips were disclosed and evaluated in the certified EIR and would be the same with the Argo Drain Sub-basin Facility (Certified EIR p. 4.14-48 and 4.14-49).

The biological research, development, and testing use would have similar construction and operational trip impacts as were previously evaluated as the building type and operation would fall within the previously evaluated Office, Research and Development land use category. The certified EIR determined trip generation factors for land use categories based on the *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). The biological research, development, and testing land use would fall within the Research and Development land use category that was used for trip generation purposes, and would therefore generate the same number of trips as was previously disclosed and evaluated (Certified EIR p. 4.14-48 and 4.14-49).

The Project modifications do not propose any changes to the operational or traffic generating characteristics of the LAX Northside Plan Update Project; therefore, there are no potential increases in transportation impacts associated with the Argo Drain Sub-basin Facility or biological research, development, and testing uses that were not discussed in the LAX Northside Plan Update EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to transportation/traffic. No substantial changes to transportation/traffic have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new transportation/traffic impacts have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant traffic impacts or a substantial increase in previously identified traffic impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the traffic impacts as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
UTILITIES AND SERVICE SYSTEMS: Would the project:						
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					X	
(b) Require or result in the construction of new water or wastewater treatment facilities or						

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
expansion of existing facilities, the construction of which could cause significant environment effects?					X	
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					X	
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlement needed?					X	
(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?					X	
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					X	
(g) Comply with federal, state and local statutes and regulations related to solid waste?					X	

Discussion:

The LAX Northside Plan Update EIR concluded that the LAX Northside Plan Update Project would result in less than significant impacts to wastewater, water, solid waste, electricity, and natural gas.

As evaluated in the LAX Northside Plan Update EIR, a negligible amount of wastewater would be generated by construction staff. Portable toilets would be provided. Wastewater would not cause a measurable increase in wastewater flows at a point where capacity is constrained. Construction impacts would be less than significant (Certified EIR p. 4.15-43).

The LAX Northside Plan Update EIR evaluated a 10,000 square foot recreation building in Area 1, resulting in 38 employees and 1,140 gallons per day (gpd) of wastewater, representing less than 1% of the total project wastewater. The LAX Northside Plan Update EIR evaluated up to 1,065,000 square feet of development in Area 2 and 3, resulting in 4,770 employees and up to 143,100 gpd of wastewater, representing 53% of the total project wastewater. 269,580 gpd would be generated by the entire project which would be within the capacity of Hyperion Treatment Plant, North Central Outfall Sewer, and North Outfall Replacement Sewer (Certified EIR p. 4.15-45).

The Project would be constructed to avoid conflicts with sewer lines to the extent possible under LAX Master Plan Commitment PU-1. Operational impacts to wastewater conveyance would be less than significant (Certified EIR p. 4.15-45). Additionally, the wastewater generation of the Project would use approximately 1.7 percent of the projected available flow capacity of HTP in 2020. Operational impacts to wastewater treatment would be less than significant (Certified EIR p. 4.15-46).

Water would be used during construction for dust suppression and other construction-related activities. This use would be temporary and would not exceed that of the completed development. Construction impacts to water use would be less than significant (Certified EIR p. 4.15-48).

The LAX Northside Plan Update EIR categorized Area 1 as Open Space and estimated to use up to 7,200 gallons per day (gpd) of water. Area 2 and 3 were categorized as Office, Research and Development and estimated to use up to 367,290 gpd. The total project was estimated to use 552,922 gpd (Certified EIR p. 4.15-49). This would be approximately .75% of the projected increase in LADWP's water demand from 2010 to 2022. LADWP issued a Will Serve Letter on May 22, 2013 which states the Project can be supplied with water from the municipal system. Operational impacts to water supply were less than significant (Certified EIR p. 4.15-51).

The LAX Northside Plan Update EIR assumed subsurface construction that could interfere with existing water infrastructure. Implementation of a utility relocation program under LAX Master Plan Commitment PU-1 would ensure construction impacts would be less than significant. The Project's water service needs would not exceed distribution infrastructure capabilities. Operational impacts to water infrastructure were less than significant (Certified EIR p. 4.15-51).

No demolition of buildings would occur, however, Project construction would involve earthwork, grading, clearing of brush and debris, and excavation. Total solid waste would be 397,778.2 tons. LAX Master Plan Commitments SW-2 and SW-3 would reduce construction waste. Impacts to solid waste would be less than significant (Certified EIR p. 4.15-52).

The previously certified EIR assumed that Area 1 would have a 10,000 sf recreational building resulting in 38 employees and 239 lbs of solid waste per day, less than 1% of the total project waste. Areas 2 and 3 would have 4,770 employees generating 30,051 lbs of solid waste per day, representing 67% of the total project solid waste (Certified EIR p. 4.15-53). The total project would generate 44,799 lbs per day of solid waste or 2,454 tons per year, representing a 0.6% increase in City-generated solid waste and 0.002 percent of

remaining capacity. This would not exceed solid waste capacity and impacts would be less than significant (Certified EIR p. 4.15-54).

There are 229 private waste haulers for nonresidential uses in the City of Los Angeles. Given the Project's small increase in solid waste, private firms would be able to provide adequate waste collection and impacts to waste collection would be less than significant (Certified EIR p. 4.15-54).

The City of Los Angeles has a 70% waste diversion goal. LAX Master Plan Commitments SW-1, SW-2, and SW-3 and the LAWA Sustainability Plan serve to reduce solid waste generated by the Project consistent with the requirements of AB 939. Operational impacts to adopted solid waste diversion programs and policies were less than significant (Certified EIR p. 4.15-56).

Construction would use minimal electricity for temporary lighting, construction trailer offices equipment, small power tools, etc. Existing street lighting would be used. Construction would not result in an increase in demand for electricity that exceeds available supply or distribution and impacts would be less than significant (Certified EIR p. 4.15-56).

Construction would not consume natural gas and would not require new natural gas supply, facilities, distribution infrastructure, or capacity enhancing alterations to existing facilities. Impacts would be less than significant (Certified EIR p. 4.15-57).

Area 1 was evaluated as having a 10,000 sf recreation building which would use 146 MWh of electricity. Area 2 and 3 would use 15,581 MWh of electricity (Certified EIR p. 4.15-58). The entire Project would demand 35 GWh per year, approximately 0.12% of total LADWP demand, which is within the anticipated service capacity. Operational impacts would be less than significant (Certified EIR p. 4.15-60).

LAX Master Plan EIR/EIS Commitment E-2 would require a utility coordination plan to ensure adequate electricity distribution facilities. The LAX Northside Plan Update EIR assumed subsurface construction and implementation of LAX Master Plan PU-1 to avoid utility conflicts. Construction and operation impacts to electricity distribution were less than significant (Certified EIR p. 4.15-60).

Operation of the Project would consume 300 million cubic feet of natural gas per year. Area 1 was evaluated as requiring 134,900 cubic feet per month and Area 2 and 3 as requiring 16,933,500 cubic feet per month (Certified EIR p. 4.15-61). The Project's annual gas usage is 0.03% of the projected total for the SCGC service area at buildout. Distribution facilities and transmission are adequate to meet demands. Operational impacts would be less than significant (Certified EIR p. 4.15-63).

The LAX Northside Plan Update EIR assumed subsurface construction, however, LAX Master Plan Commitment PU-1 would require a Utility Relocation Program to ensure construction-related impacts to natural gas distribution infrastructure would be less than significant. Operational impacts would not result in an increase in demand that exceeds available distribution infrastructure and impacts would be less than significant (Certified EIR p. 4.15-63).

The Argo Drain Sub-basin Facility would not result in more construction or operation employees or utility demand than was evaluated in the LAX Northside Plan Update EIR. It would facilitate development of open space on the surface of Area 1 and 2 as was evaluated in the certified EIR. The same LAX Master Plan Commitments and Mitigation Measures as well as applicable regulations that applied to the previously approved Project would apply to the Argo Drain Sub-basin Facility.

The biological research, development, and testing use would not result in more construction or operation employees or utility demand than was evaluated in the LAX Northside Plan Update EIR. It would facilitate development of office, research, and development as was evaluated in the certified EIR. The same LAX Master Plan Commitments and Mitigation Measures as well as applicable regulations that applied to the previously approved Project would apply to the biological research, development, and testing use.

The Argo Drain Sub-basin Facility and biological research, development, and testing uses will not have any effect on the approved LAX Northside Plan Update Project's requirements to comply with Federal, State, and local statutes and regulations related to utilities/services that are included in the LAX Master Plan EIR and statutes and regulations adopted after the compilation of the LAX Master Plan EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken, and there is no new information of substantial importance that has become available relative to public services and utility systems. No substantial changes to utilities and service systems have occurred since certification of the LAX Northside Plan Update EIR, and no substantial new utilities and service systems have been identified within the vicinity of the proposed Argo Drain Sub-basin Facility site or areas where biological research, development, and testing uses would be permitted.

Conclusion

Based on the above, no new significant public utilities and service system impacts or a substantial increase in previously identified public utilities and service system impacts would occur as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses. Therefore, the public utilities and service system impacts as a result of the proposed Argo Drain Sub-basin Facility or biological research, development, and testing uses do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

7. Cumulative Impacts

The certified EIR concluded that the LAX Northside Plan Update Project would have the following cumulatively considerable impacts that cannot be mitigated to a level that is less than significant:

Air Quality

Construction of the proposed Project would exceed the Project-specific significance threshold for VOC. As a result, the Project would have a cumulatively considerable contribution for construction emissions and would result in a cumulatively significant construction impact. Operation of the Project would exceed the Project-specific significance thresholds for VOC and NOx. Thus, the Project would have a cumulatively considerable contribution for operational emissions and would result in a cumulatively significant operational impact. Cumulative construction project emissions would exceed the SCAQMD daily thresholds of significance for past, present, and probable future LAWA projects that could have construction activities that occur at the same time as the construction of the Project.

Traffic

The LAX Model used to conduct the traffic analysis captures all projected regional development in the Study Area between 2010 and 2025, including but not limited to the related projects discussed identified in the LAX Northside Plan Update EIR. The model therefore captures related projects for the purposes of cumulative impact analysis. The Project mitigation program would reduce all impacts below the threshold of significance with three exceptions under 2012 conditions and four exceptions under 2022 conditions. Additionally, the intersection of Sepulveda Boulevard and La Tijera Boulevard would remain impacted under the 2012 analysis should credit for the physical improvement proposed at that location be shared with the Thomas Bradley International Terminal project.

Analysis of the Change in the Project

The type and extent of construction activities and the operational characteristics of the proposed Project modifications would not be different from what was evaluated in the certified EIR for the approved LAX Northside Plan Update Project. The construction and operation of the below-grade stormwater treatment facility and Office, Research and Development uses were evaluated in the certified EIR based on information known at the time of preparation of the certified EIR. This Addendum assesses the Argo Drain Sub-basin Facility and biological research, development, and testing uses, based on additional details known and a minor correction and clarification needed to the EIR after certification. Therefore, no changes relative to the analysis or conclusions regarding cumulative impacts would occur with the proposed Project modifications, and the findings of the LAX Northside Plan Update EIR and Initial Study remain the same for the revised LAX Northside Plan Update Project.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

As described throughout the analysis of resources, there are no substantial changes to the circumstances under which the LAX Northside Plan Update Project would be undertaken and there is no new information of substantial importance that has become available relative to cumulative impacts. Therefore, the effects of additional cumulative development regarding cumulative impacts do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

8. Assessment of Changes in Potential Impacts

Section 15164 of the State CEQA Guidelines identifies the circumstances that permit the completion of an addendum. The State CEQA Guidelines state that, "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." The State CEQA Guidelines also require that a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

An explanation of why none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred is provided below.

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The changes to the LAX Northside Plan Update Project analyzed in this EIR Addendum constitute minor changes to the overall LAX Northside Plan Update Project. No new or different activities that have the possibility of resulting in a new significant environmental effect or a substantial increase in the severity of previously identified significant effects were identified in this Addendum.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The circumstances surrounding the LAX Northside Plan Update Project and the expected operation of the Project have not changed with the modification assessed in this EIR Addendum. The below-grade stormwater treatment facility and Office, Research and Development uses were contemplated in the LAX Northside Plan Update EIR. The additional design details related to the Argo Drain Sub-basin Facility and clarifying that biological research, development, and testing uses are permitted do not represent a substantial change in circumstances, no new significant environmental effects have been identified, and there would be no substantial increase in the severity of previously identified significant effects. There have not been any significant changes in City regulations related to the Airport property. Further, there have not been any significant changes in the federal or State rules related to Airport operations or the Project.

(3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.

There is no evidence to suggest that the changes contemplated by this EIR Addendum would result in any new or more significant impacts on the environment. The LAX Northside Plan Update Project has not changed in a way that would result in a significant physical impact on the environment that is different from the potential impacts identified in the LAX Northside Plan Update EIR. All previously identified mitigation measures and Project Design Features contained in the LAX Northside Plan Update EIR's Mitigation Monitoring and Reporting Program remain in effect and applicable per their terms.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

None of the effects identified in this Addendum would be substantially more severe than identified in the certified EIR. All of the effects identified in this Addendum would be similar to those identified in the certified EIR.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

The LAX Northside Plan Update Project has not changed in any way that would allow for significant physical changes in the environment beyond those already contemplated, analyzed, and disclosed in the LAX Northside Plan Update EIR. The modifications to the LAX Northside Plan Update Project have no effect on the mitigation measures contemplated during preparation of the LAX Northside Plan Update EIR, and no mitigation measures previously found not to be feasible would become feasible with the Project modifications. Further, all mitigation measures and Project Design Features identified in the LAX Northside Plan Update EIR's Mitigation Monitoring and Reporting Program remain applicable.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This EIR Addendum concluded that there are would be no change to the significant impacts identified in the LAX Northside Plan Update EIR that would result from the change in the Argo Drain Sub-basin Facility or biological research, development, and testing uses. No additional mitigation measures or alternatives which are considerably different from those analyzed in the certified EIR have been identified that would substantially reduce the significant impacts identified in the certified EIR. Previously identified mitigation measures and Project Design Features contained in the LAX Northside Plan Update EIR's Mitigation Monitoring and Reporting Program remain applicable.

9. Conclusion

Based on this analysis and the information contained in this EIR Addendum, there is no evidence that the proposed Project modifications require major changes to the LAX Northside Plan Update EIR, and only the technical changes in the scope of the LAX Northside Plan Update Project need to be documented. Comparison of the permitted development within the LAX Northside Plan Update EIR and the Project changes (i.e., additional details regarding the Argo Drain Sub-basin Facility and clarifying biological research, development, and testing uses as permitted) subsequent to the certification of the LAX Northside Plan Update EIR indicates that the proposed changes would not result in a new significant impact or substantial increase in the severity of previously identified impacts in the LAX Northside Plan Update EIR. There are no substantial changes to the circumstances under which the LAX Northside Plan Update Project will be undertaken, and no new information of substantial importance which was not known and could not have been known when the LAX Northside Plan Update EIR was certified has since been identified. Therefore, the proposed minor modifications to the LAX Northside Plan Update Project do not meet the standards for a subsequent or supplemental EIR as provided pursuant to CEQA Guidelines, Section 15162. As such, this Addendum to the LAX Northside Plan Update EIR satisfies CEQA requirements for the proposed LAX Northside Plan Update Project modifications.

10. Appendix I

The following revisions are required to the previous environmental document due to the project changes (additions are shown in underline, deletions are shown in ~~strikethrough~~).

Page 4.3-23 of the certified EIR Biological Resources Section has been revised as follows:

One potential aquatic resource area, the Argo Drainage Channel, was identified within the BRSA (Figure 4.3-4) and is located along the southern boundary and partially within Area 4, within the LAX Northside Airport Support District. The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. ~~The Argo Drainage Channel is not part of the proposed Project. Additionally, the proposed Project does not include any grading, construction, or introduction of new uses within 50 feet of the Argo Drainage Channel and would not impact the channel. Consequently formal delineation of the Argo Drainage Channel by the USACE, RWQCB, and CDFW is not needed for the proposed Project.~~ Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs). Additionally, any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable.

Page 4.3-28 of the certified EIR Biological Resources Section has been revised as follows:

The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. ~~The Argo Drainage Channel is not part of the proposed Project. Additionally, the proposed Project does not include any grading, construction, or introduction of new uses within 50 feet of the Argo Drainage Channel and would not impact the channel. Consequently formal delineation of the Argo Drainage Channel by the USACE, RWQCB, and CDFW is not needed for the proposed Project.~~ Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs). Additionally, any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable.

Page 4.3-33 of the certified EIR Biological Resources Section has been revised as follows:

PDF B-17: ~~Grading, construction, and structures are prohibited within 50 feet of the Argo Drainage Channel.~~ Any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable.

Page 4.3-33 of the certified EIR Biological Resources Section has been revised as follows:

The proposed Project ~~prohibits~~ requires compliance with Section 404 and Section 401 of the Clean Water Act permit requirements, as applicable, prior to any structures, construction, and grading within 50 feet of the Argo Drainage Channel. As a result, no impacts would occur.

Page 4.3-39 of the certified EIR Biological Resources Section has been revised as follows:

One potential wetland habitat, the Argo Drainage Channel, has been identified within this district along the southern boundary and partially within Area 4. ~~The proposed Project does not include any modifications to the Argo Drainage Channel. Additionally, construction, structures, and grading are prohibited within 50 feet of the Argo Drainage Channel.~~ The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs) (Refer to Section 4.8).

Page 4.3-40 of the certified EIR Biological Resources Section has been revised as follows:

One potential wetland habitat, the Argo Drainage Channel, has been identified within this district along the southern boundary and partially within Area 4. ~~The proposed Project does not include any modifications to the Argo Drainage Channel. Additionally, construction, structures, and grading are prohibited within 50 feet of the Argo Drainage Channel.~~ The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs) (Refer to Section 4.8).

Page 6-26 of the certified EIR Alternatives Section has been revised as follows:

The only potential wetland habitat, the Argo Drainage Channel, runs along the southern boundary and partially within the Project site. Alternative 2 would not include the proposed Project's Project Design Features to protect potential wetland habitat, including Best Management Practices ~~and prohibiting grading within 50 feet of the Argo Drainage Channel~~. The proposed Project's less than significant impacts to wetlands would be greater under Alternative 2.

Page 6-55 of the certified EIR Alternatives Section has been revised as follows:

The only potential wetland habitat, the Argo Drainage Channel, runs along the southern boundary and partially within the Project site. Alternative 3 would include the proposed Project's Project Design Features to protect potential wetland habitat, including Best Management Practices ~~and prohibiting grading within 50 feet of the Argo Drainage Channel~~. The proposed Project's less than significant impacts to wetlands would be similar under Alternative 3.

Page 6-83 of the certified EIR Alternatives Section has been revised as follows:

The only potential wetland habitat, the Argo Drainage Channel, runs along the southern boundary and partially within the Project site. Alternative 4 would include the proposed Project's Project Design Features to protect potential wetland habitat, including Best Management Practices ~~and prohibiting grading within 50 feet of the Argo Drainage Channel~~. The proposed Project's less than significant impacts to wetlands would be similar under Alternative 4.

Page 6-110 of the certified EIR Alternatives Section has been revised as follows:

The only potential wetland habitat, the Argo Drainage Channel, runs along the southern boundary and partially within the Project site. Alternative 5 would include the proposed Project's Project Design Features to protect potential wetland habitat, including Best Management Practices ~~and prohibiting grading within 50 feet of the Argo Drainage Channel~~. The proposed Project's less than significant impacts to wetlands would be similar under Alternative 5.

Pages 6, 7 of the certified EIR Biological Resources Technical Report has been revised as follows:

One potential aquatic resource area, the Argo Drainage Channel, was identified within the BRSA and is located along the southern boundary of and partially within Area 4, within the LAX Northside Airport Support District. The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs). Additionally, any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable. ~~The Argo Drainage Channel is not part of the proposed Project. Additionally, the proposed Project does not include any grading, construction, or introduction of new uses within 50 feet of the Argo Drainage Channel and would not impact the channel. Consequently, formal delineation of the Argo Drainage Channel by the USACOE, RWQCB, and CDFW is not needed for the proposed Project.~~

Page 20 of the certified EIR Biological Resources Technical Report has been revised as follows:

One potential aquatic resource area, the Argo Drainage Channel, was identified within the BRSA. The below-grade stormwater treatment facility would include a utility improvement in the Argo Ditch consisting of an excavated concrete diversion trench. No wetlands identified in the LAX Master Plan Final EIS/EIR (LAWA, 2004) are located in the vicinity of the proposed diversion structure in the Argo Ditch. Indirect impacts during construction and operations associated with runoff will be minimized by a combination of federal and state regulation of water quality, the LAX Master Plan EIS/EIR mitigation commitments associated with water quality, and Best Management Practices (BMPs). Additionally, any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable. ~~The Argo Drainage Channel is not part of the proposed Project. Additionally, the proposed Project does not include any grading, construction, or introduction of new uses within 50 feet of the Argo Drainage Channel and would not impact the channel. Consequently, formal delineation of the Argo Drainage Channel by the USACOE, RWQCB, and CDFW is not needed for the proposed Project.~~

Page 45 of the certified EIR Mitigation Monitoring and Reporting Program has been revised as follows:

LAXN-PDF- 183: ~~Grading, construction, and structures are prohibited within 50 feet of the Argo Drainage Channel.~~ Any grading, construction, and structures within 50 feet of the Argo Drainage Channel shall comply with Section 404 and Section 401 of the Clean Water Act permit requirements as applicable.

The following revisions are required to the previous environmental document due to the project changes related to biological research, development, and testing uses (additions are shown in underline, deletions are shown in ~~strikethrough~~).

Table ES-1 on Page ES-10 of the certified EIR Executive Summary has been revised as follows:

Office (including Airport-related administrative offices), research and development, media, technology, higher educational, and parking (above and below ground), but excluding ~~biological and/or~~ hazardous materials research, development, or testing

Page 2-12 of the certified EIR Project Description Section has been revised as follows:

Office (including Airport-related administrative offices), research and development, media, technology, higher educational, and parking (above and below ground), but excluding ~~biological and/or~~ hazardous materials research, development, or testing

Page 4.7-33 of the certified EIR Hazards/Hazardous Materials Section has been revised as follows:

The proposed Project would not permit the research, development, or testing of hazardous ~~and/or biological~~ materials in the Research and Development land use designation.

Page 4.7-38 of the certified EIR Hazards/Hazardous Materials Section has been revised as follows:

The LAX Northside Campus District would allow research and development uses, however ~~biological and/or~~ hazardous materials research, development, or testing is prohibited.

Page 4.7-44 of the certified EIR Hazards/Hazardous Materials Section has been revised as follows:

The research, development, or testing of hazardous ~~and/or biological~~ materials is prohibited in the LAX Northside Campus District.

Project Design Feature (PDF)-88 on Page 23 of the certified EIR Mitigation Monitoring and Reporting Program has been revised as follows:

The proposed Project would not permit the research, development, or testing of hazardous ~~and/or biological~~ materials in the Research and Development land use designation.

Page 3-10 of the certified EIR Corrections and Additions to the Draft EIR has been revised as follows:

The proposed Project would not permit the research, development, or testing of hazardous ~~and/or biological~~ materials in the Research and Development land use designation.