

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST**

LEAD AGENCY Los Angeles World Airports (LAWA)	COUNCIL DISTRICT Council District 11	DATE April 4, 2012
RESPONSIBLE AGENCIES: City of Los Angeles, Los Angeles International Airport Board of Airport Commissioners, Federal Aviation Administration		
PROJECT TITLE/NO. Los Angeles International Airport (LAX) Northside Plan Update		CASE NO.
PREVIOUS ACTIONS CASE NO. Los Angeles International Airport Specific Plan Case No. CF-00-1774-S4 and CPC 2003-4647 GPA/ZC/CA/MPR LAX Master Plan EIR (SCH #1997061047)		<input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
PROJECT DESCRIPTION: The proposed Los Angeles International Airport (LAX) Northside Plan Update (the proposed Project) would set forth new regulations for future development occurring within the Northside area of the LAX Specific Plan. The proposed Project is intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and LAWA. In order to allow the flexibility for future development to respond to changing market conditions, transfers and exchanges of uses and development rights would be allowed within limited areas of the Project site, not to exceed specified development, environmental, and design constraints. The proposed Project would permit up to 2,320,000 square feet of new development and areas for new recreation, open space, and buffer space. Implementation of the proposed Project may also include a street vacation of Cum Laude Avenue. (See Section 1 below for a more detailed Project Description.)		
ENVIRONMENTAL SETTING: The Project site is located within a highly-developed, urbanized area consisting of airport, commercial, and residential uses. While the majority of the Project site is currently vacant, the land was previously disturbed and in some areas paving and roads remain from previous development. Existing development within the LAX Northside Plan Update area includes a fire station, airport support uses, a child care facility, golf course, and an animal quarantine facility. Portions of the Project site are covered with vegetation, including shrubs, trees, and grasses. The southern portion of the Project site is relatively flat. North of Westchester Parkway, the Project site is moderately sloping.		
PROJECT LOCATION The approximately 340-acre Project site is located directly north of the LAX North Airfield. The Project site is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, Pershing Drive to the west, and generally by 91 st Street, Manchester Avenue, and 88 th Street to the north.		
PLANNING DISTRICT Los Angeles International Airport Specific Plan		STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED December 14, 2004
EXISTING ZONING LAX- N ZONE: LAX Northside Subarea	MAX. DENSITY ZONING N/A (No residential proposed)	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
PLANNED LAND USE & ZONE Employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses.	MAX. DENSITY PLAN N/A	
SURROUNDING LAND USES North- Residential, Recreation, Educational South- LAX Airport East- Commercial West- Residential and Open Space	PROJECT DENSITY N/A	

DETERMINATION (To be completed by Lead Agency)	
On the basis of this initial evaluation:	
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input type="checkbox"/> I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
	<i>Chief of Airport Planning I</i>
SIGNATURE	TITLE

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Population/Housing	<input checked="" type="checkbox"/>	Public Services	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Utilities/Service	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL AND FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined in Public Resource Code section 4526), or timberland-zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air-quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air-quality standard or contribute substantially to an existing or projected air-quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse impact, either directly or through habitat modifications, on any species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?				
b. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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b. Would the project result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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general plan or noise ordinance, or applicable standards of other agencies?				
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of 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:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an application 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or could serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1. PROJECT DESCRIPTION

1.1. Introduction

The Los Angeles World Airports (LAWA) proposes the Los Angeles International Airport (LAX) Northside Plan Update (referred to hereafter as the proposed Project) to set forth new regulations for future development occurring within the Northside area (the Project site) of the LAX Specific Plan. The Project site was approved in 1984 for up to 4.5 million square feet of development, although the site remains mostly vacant.¹ In 1989, the LAX Northside Design Guidelines and Development Standards (Northside Design Guidelines) were prepared to provide additional guidance on development of the Project site. The 1984 entitlements and 1989 Northside Design Guidelines were subsequently incorporated into later planning documents, including the adopted LAX Specific Plan, which currently governs development at the Project site.

The proposed Project is intended to update regulations for development at the Project site to create a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and LAWA. Up to 2,320,000 square feet of development would be allowed on the approximately 340-acre Project site. In order to allow the flexibility for future development to respond to future market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed specified development, environmental, and design constraints. In order to implement the proposed Project, the LAX Specific Plan will be amended and the LAX Northside Design Guidelines will be updated, among other actions.

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

1.2. Existing Setting

1.2.1. Project Location

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

¹ City of Los Angeles, Final Tract Map No. 34836, and Zoning Ordinances 159,526; 169,254; and 169,768.

1.2.2. Surrounding Uses

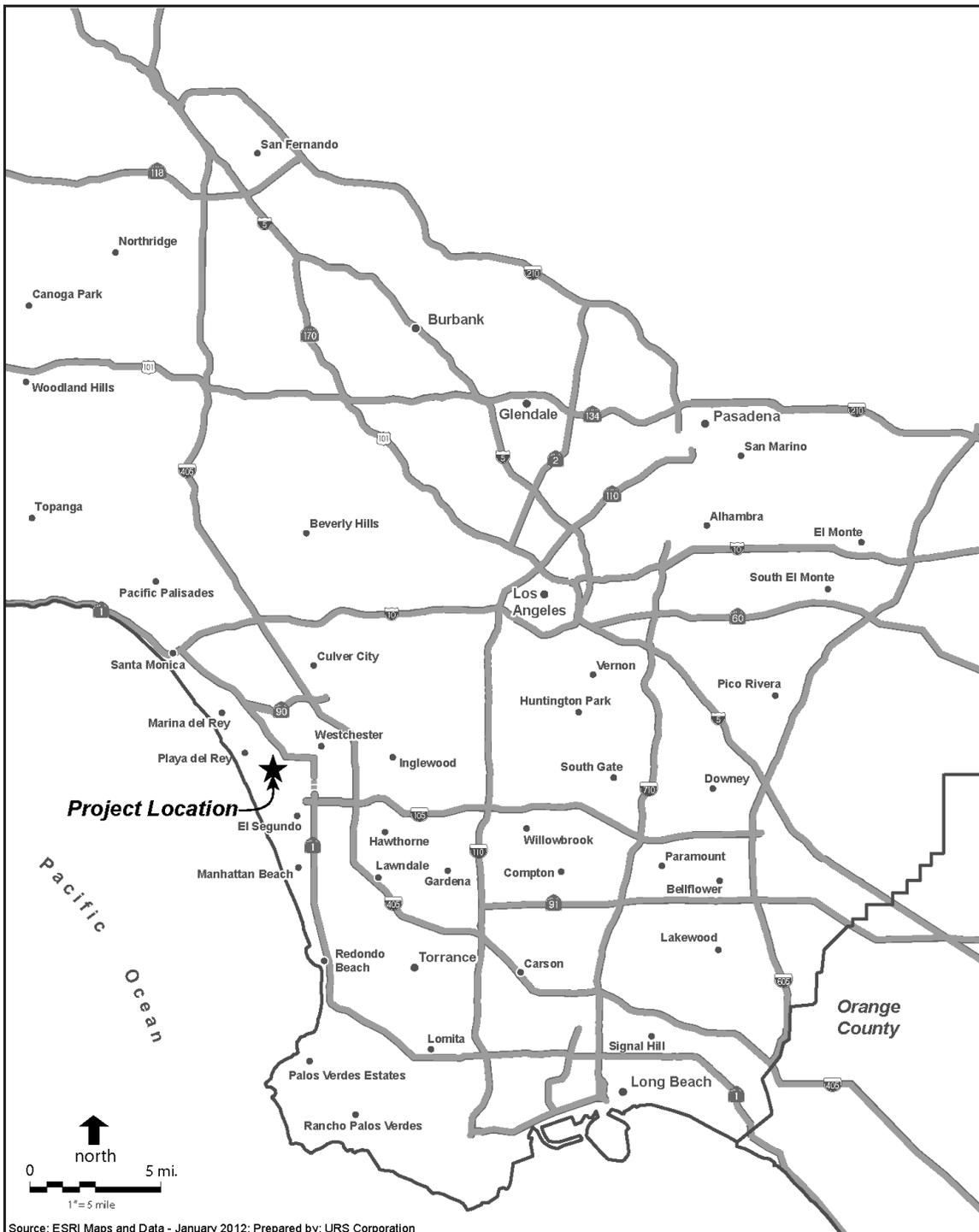
The Project vicinity includes a diverse mix of low- to medium-density commercial, residential, and industrial development. To the north of the Project area are single- and multi-family residences in the Westchester neighborhood of the City of Los Angeles. Directly to the south are airfields, terminals, and Los Angeles International Airport support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. The residential community of Playa del Rey is located to the west, and further west are beaches and the Pacific Ocean. Open space, educational, public, and community-serving uses are also located near the Project site and include Otis College of Art and Design, the Westchester Recreation Center, St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Visitation School, Playa del Rey Care and Rehabilitation Center, several churches, and Carl E. Nielsen Park.

1.2.3. Access

Primary access to the site from the east and west is provided via Westchester Parkway and from the north and south is provided via Sepulveda Boulevard, Lincoln Boulevard, and South Pershing Drive. Secondary access is provided by Loyola Boulevard, La Tijera Boulevard, and Falmouth Avenue. No access to the Project site would be permitted from residential neighborhoods or Emerson Avenue, consistent with current conditions. Metro Local Line 115 and Rapid Lines R3 and R6 serve the Project area.

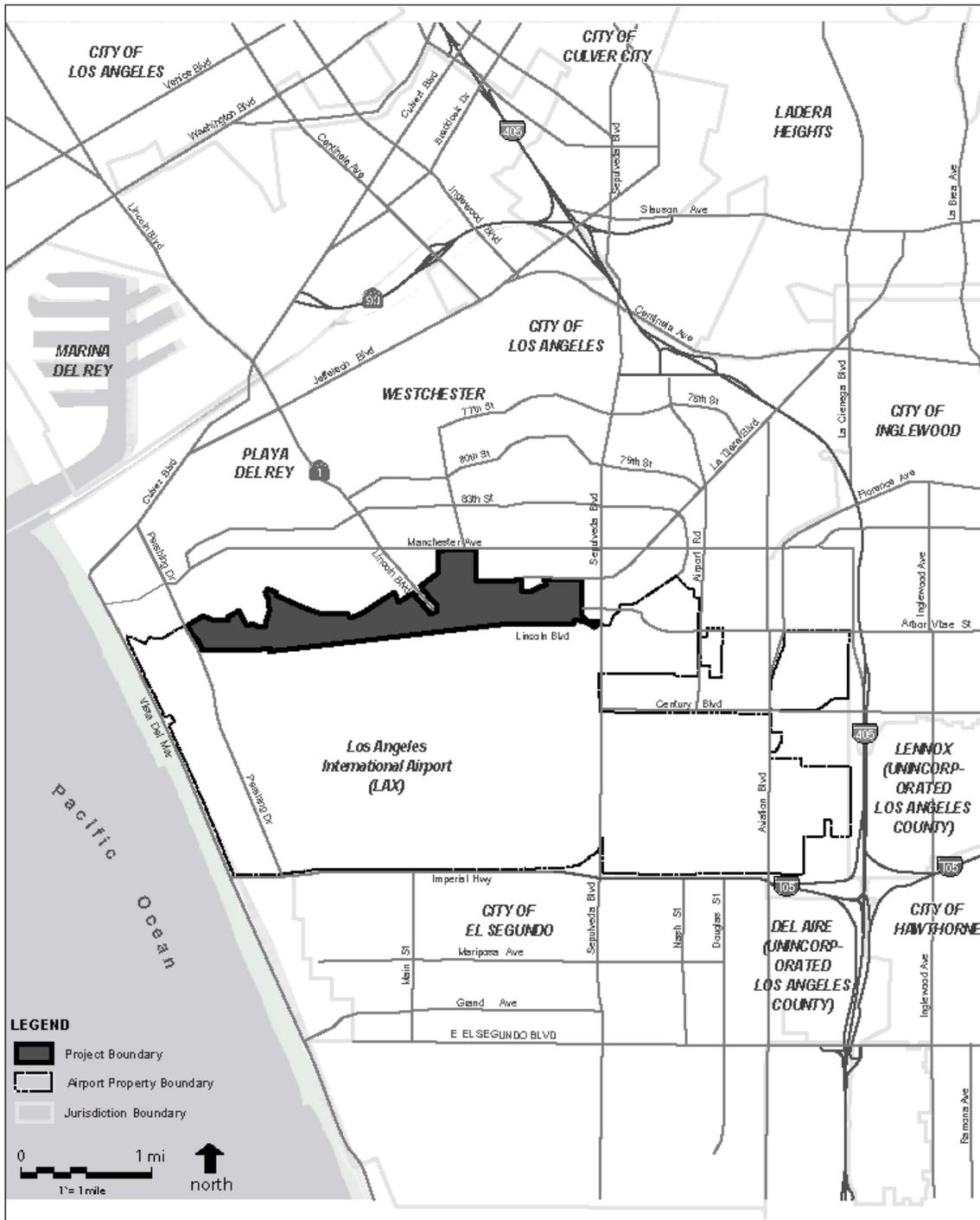
1.2.4. Public Services and Utilities

The Project site is served by the City of Los Angeles Fire Station Number 5 and the Los Angeles Police Department Pacific Station. Parks within the Project site vicinity include the Westchester Recreation Center, Carl E. Nielsen Youth Park, Vista Del Mar Park, and Dockweiler Beach State Park. Water and electricity is provided by the City of Los Angeles Department of Water and Power and wastewater treatment is provided by the City of Los Angeles Hyperion Treatment Plant. Natural gas is provided by the Southern California Gas Company.



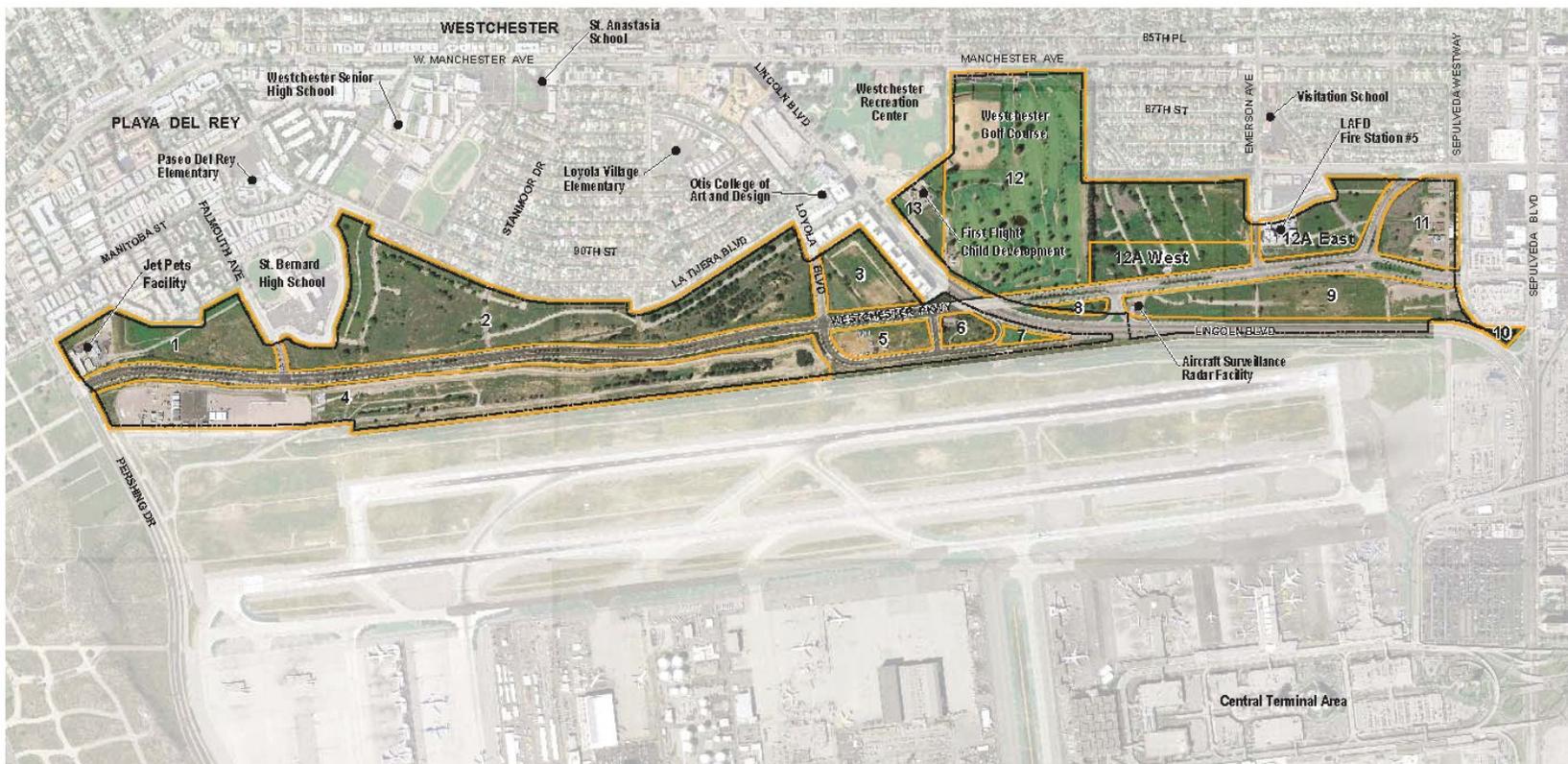
Source: ESRI Maps and Data - January 2012; Prepared by: URS Corporation

<p>Regional Location</p>	<p>Project Description LAX Northside Plan Update</p>	<p>FIGURE 1-1</p>
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<p>Project Vicinity</p>	<p>Project Description LAX Northside Plan Update</p>	<p>FIGURE 1-2</p>
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Los Angeles International Airport



LEGEND

- # Area Boundary/Number
- Eastern and Western Area Boundary



Source: Los Angeles International Airport Layout Plan, December 2009; ESRI Maps and Data, January 2012; Prepared by: URS Corporation.

Project Site	Project Description LAX Northside Plan Update	FIGURE 1-3
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1.3. Existing Project Site Conditions

The Project site is composed of 13 Areas totaling approximately 340 acres of land and is referred to as the “LAX Northside.” The entire Project site is owned by LAWA. In general, the site contains no major structures, except for the existing animal quarantine facility, airport support uses, fire station, golf course, and child development center. In many areas, access is restricted by a chain-link fence. Street pavement from former streets remains, and the site contains some vegetation, including shrubs, trees, and grasses. Westchester Parkway was completed in 1993 in anticipation of up to 4.5 million square feet of development that was previously approved, but mostly undeveloped at the Project site, and runs from east to west through several Areas. The Project Areas are grouped below into the Western Areas, located west of Lincoln Boulevard, and the Eastern Areas, located east of Lincoln Boulevard. Table 1-1 identifies existing uses in the Project site by Area.

Table 1-1: Existing Uses by Area

Area	Area Acreage	Existing Uses
Western Areas		
1	22.0	Jet Pets Animal Quarantine Facility
2	71.1	Vacant
3	12.0	Vacant
4	70.6	Temporary Construction Materials and Staging
5	6.0	Vacant
6	3.3	Vacant
7	1.2	Vacant
Total Western Areas	186.2	
Eastern Areas		
8	2.8	Vacant
9	25.8	Airport Radar
10	0.9	Vacant
11	12.0	Temporary Construction Lay Down
12 A-East	13.5	Los Angeles Fire Station No. 5
12 A-West	9.0	Vacant
12 B	81.2	Westchester Golf Course
13	7.1	First Flight Child Development Center
Total Eastern Areas	152.3	
Total Project Site Acreage:	338.5	

Source: City of Los Angeles Tract No. 34836, Bk 1160, Pages 11-36; County of Los Angeles Office of the, Bks 4117, 4118, 4119, 4122; URS, 2012.

1.4. Relationship to Existing Plans and Documents

1.4.1. LAX Plan, Specific Plan, and Master Plan

Development within the Project site is governed by the LAX Plan, LAX Specific Plan, and zoning regulations, which define the types of uses allowed by right and with permits, and which specify requirements for height, setbacks, and other standards. The following documents and ordinances guide development at the Project site:

- 1984 Zoning Ordinances (159,526; 169,254; and 169,768) and Final Tract Map No. 34836: Permit up to 4.5 million square feet of commercial development. These entitlements were incorporated into the 2004 LAX Specific Plan.
- 1989 Northside Design Plan and Development Guidelines: Contain design guidelines and permitted uses for the Project site.
- 2004 LAX Plan: Provides the long-range land use policy framework and serves as the land use element for the City's General Plan for LAX and the LAX Northside. The currently adopted LAX Plan land use designation for the Project site is LAX Northside. This land use designation provides for the development of a variety of uses that are consistent with airport needs and neighborhood conditions. The primary allowable uses within the LAX Northside include: commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; schools and community facilities; open space; bicycle paths; and greenway buffers.
- 2004 LAX Master Plan: The comprehensive development program for LAX properties, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvement, and passenger safety, security, and convenience enhancements.
- 2004 LAX Specific Plan: Achieves the goals and objectives of the LAX Plan through zoning and development standards, and contains specific provisions for the Project site. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Specific Plan Zone (LAX-N Zone). The purpose of the LAX-N Zone is to provide for development that is consistent with airport needs and neighborhood conditions. The Specific Plan requires that all projects within the Project site comply with the 1989 Northside Design Guidelines² (Section 11E) and other development requirements contained in Appendix A of the Specific Plan. Additionally, the LAX Specific Plan limits development within the Project site by establishing a vehicle trip cap of no more than 3,922 project-related am peak hour trips (or 3,152 inbound trips) and 4,421 project related pm peak hour trips (or 3,040 outbound trips) (Section 12-C(2)).

1.4.2. LAX Master Plan EIR

The Final EIR for the LAX Master Plan (California State Clearinghouse Project No. 1997061047) included analysis of the potential environmental impacts of development of the LAX Northside per adopted entitlements and contained specific commitments and mitigation measures that apply to the entire LAX property.

1.4.3. LAX Northside Plan Update EIR

Consistent with the California Environmental Quality Act (Public Resources Code §21000 et seq., "CEQA") and the CEQA Guidelines (California Code of Regulations title 14, §15000 et seq.), LAWA is preparing a project Environmental Impact Report (EIR) to evaluate the environmental impacts of the proposed Project. The LAX Northside Plan Update EIR will evaluate the environmental impacts of the updated land uses and design guidelines of the proposed Project. This Initial Study Checklist has been prepared for the proposed Project to focus the issues that will be studied in further detail in the EIR. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, LAWA has determined that potentially significant effects may occur in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water

² Area 13 is exempted from this requirement and designated for recreational facilities and other public benefit types of uses.

Quality, Land Use/Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities/Services, and Mandatory Findings of Significance. These issues will be evaluated further in the LAX Northside Plan Update EIR. LAWA has determined that no significant impacts would occur to Mineral and Agricultural Resources. These topics will not be evaluated further in the EIR unless otherwise identified through public comments during the scoping period.

1.5. Description of the Proposed Project

1.5.1. Overview

The proposed Project is intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses that support the needs of the surrounding communities and LAWA. In order to allow the flexibility of future development to respond to changing market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed specified development, environmental, and design constraints.

The proposed Project consists of 13 separate Areas, designated as Areas 1 through 13, arrayed north and south along the length of existing Westchester Parkway (see Proposed Land Use Plan, Figure 1-4). The proposed Project may be further described as consisting of two primary planning regions: those Areas located west of Lincoln Boulevard (Areas 1, 2, 3, 4, 5, 6, and 7 “Western Areas”); and those Areas located east and south of Lincoln Boulevard (Areas 8, 9, 10, 11, 12 and 13 “Eastern Areas”). Area 12 is further divided into sub-Areas 12A East, 12A West and 12B as shown on Figure 1-4.

The Eastern Areas are situated adjacent to existing retail and commercial development and are proposed as an extension of the Westchester Business District. Proposed land uses for the Eastern Areas reflect a mix of moderate density commercial development including retail, shopping, dining, hotel, and office. The proposed Project envisions a pedestrian-oriented commercial setting intended to complement and enhance the Westchester Business District.

The Eastern Areas also include the existing Westchester Recreational Center (Area 12B) and its 18-hole public golf course. Two community serving uses, City of Los Angeles Fire Station Number 5 and the First Flight Childcare Center, are also currently located in Areas 12A East and 13, and the proposed Project designates Area 12A West for additional community-serving and civic uses. Areas 8, 9, and 10 are all situated south of Lincoln Boulevard and are not currently proposed for private commercial development given their proximity to the LAX North Airfield and the existing airport radar equipment in Area 9. Areas 8, 9, and 10 are proposed for airport support, such as storage, parking, and temporary construction materials and staging.

The Western Areas are envisioned as a low density, low-rise creative campus flanked by open space to the north and west. The creative campus is intended to attract research and development, education, technology, media, and other creative economy and office uses, and is located within Areas 2 and 3. The northern portion of Area 2 is planned as a 100-foot wide landscaped buffer to provide separation from the existing 91st Street residential uses. New recreational space, which will be developed in conjunction with other commercial uses at the Project site, is proposed for the westernmost portions of the Project site, and could include playing fields, a dog park, and open space. The Western Areas also include airport support uses. Area 4, located south of Westchester Parkway, is reserved for airport support uses such as maintenance shops, storage, temporary construction materials and staging, and parking.

The entire Project site is linked by the existing Westchester Parkway. Completed in 1993, Westchester Parkway was constructed with the capacity to serve the original 4.5 million square foot Northside Plan. Westchester Parkway already includes bikeways, and the Project anticipates an enhanced pedestrian environment in order to promote connectivity.

Adoption of the proposed Project would permit the development of up to 2,320,000 square feet, and areas for recreation, open space, and buffer space. Implementation of the proposed Project could also include a street vacation of Cum Laude Avenue and development of supporting infrastructure, including new parking lots, drainage systems, sewer systems, and other infrastructure needed to support the implementation of the proposed Project.

All future development within the Project site will be governed by the amended LAX Specific Plan and updated Design Guidelines. These Project documents will specify standards for all building heights, massing and setbacks, as well as permitted densities and land use within each Area, and total permitted vehicle trips. Project-wide regulations will also be established for lighting, pedestrian circulation, signage and landscaping. The Project would also provide limited flexibility to allow transfers and exchanges of development rights, as discussed further below.

1.5.2. Proposed Land Use and Illustrative Site Plan

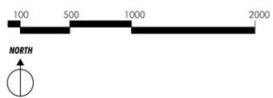
The proposed Project permits land uses that include a mix of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses. Table 1-2 illustrates the proposed land use categories for the entire Project site.

Table 1-2: LAX Northside Plan Update Land Use Categories

Land Use Category	Permitted Uses
Office, Research, and Development	Office, research and development, media, technology, higher educational, parking (above and below ground)
Mixed Use	Retail, commercial, office, restaurants, services, hotel, transit station, medical, parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships
Community and Civic	Community-serving uses, nonprofits, civic uses, cultural uses, parking (above and below ground)
Open Space and Recreation	Active and passive recreation, golf course, play fields, soccer fields, baseball and softball fields, dog parks, buffer areas, below-grade storm water treatment facilities, parking (above and below ground)
Airport Support	Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, parking (above and below ground)
<i>The list of permitted uses contained in this table is not exhaustive. Additional uses consistent with these categories would be permitted.</i>	

Figure 1-4 illustrates the Proposed Land Use Plan that depicts the locations where various land uses could occur in the Project site. The specific locations and orientation of the buildings and uses are not known at this time and will depend upon future market conditions. The proposed Project will include development envelopes and design constraints that will guide all future development at the Project site and ensure that all environmental impacts of the Project are fully disclosed and analyzed in the LAX Northside Plan Update EIR and will not be exceeded. The currently anticipated land uses for each Area are described below. Additionally, Figures 1-5 through 1-12 depict the location of each Area within the Project site.

Los Angeles International Airport



LEGEND

- | | | | |
|-------------------|-----------------------------------|---------------------------|--|
| BOUNDARIES | | PROPOSED LAND USES | |
| | PROJECT BOUNDARY | | OFFICE, and RESEARCH and DEVELOPMENT USE |
| | AIRPORT PROPERTY BOUNDARY | | COMMUNITY and CIVIC USE |
| | EASTERN and WESTERN AREA BOUNDARY | | MIXED USE |
| | | | AIRPORT SUPPORT |
| | | | RECREATION and OPEN SPACE |
| | | | BUFFER |

Conceptual Land Use Plan

Project Description
LAX Northside Plan Update

FIGURE
1-4

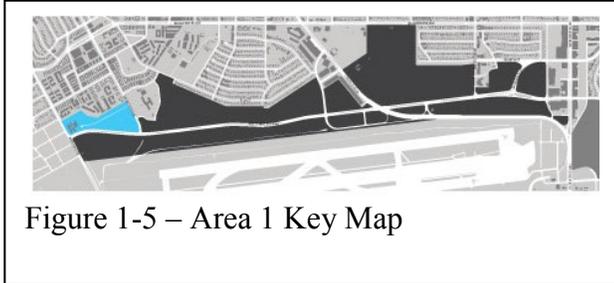
Area 1

Figure 1-5 – Area 1 Key Map

The Los Angeles Bureau of Sanitation (LABOS) has proposed to construct a below-grade storm water treatment and ground water injection facility in Area 1. The proposed Project would permit the undeveloped portion of Area 1 above the proposed storm water treatment and ground water injection facility to be used as recreational open space, including playing fields, a dog park, and parking for these community uses. The

existing Jet Pets facility, the only developed portion of Area 1, would remain in place on the western portion of Area 1.

In the event that the proposed LABOS project is not approved, open space and recreation uses, in conjunction with offices, business parks, and research and development uses up to 45 feet high from grade would be permitted in Area 1, subject to the proposed Project's development, environmental and design constraints.

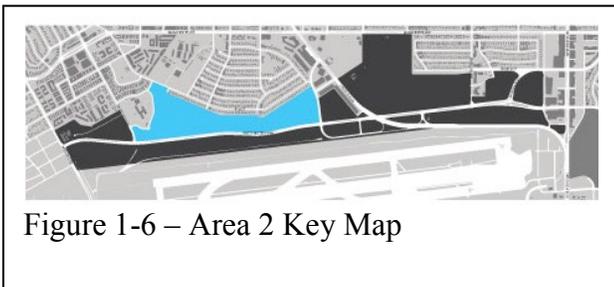
Area 2

Figure 1-6 – Area 2 Key Map

Area 2, the largest of the Project Areas, is envisioned as a low density, landscaped campus of buildings up to 45 feet high from grade with surface parking, and is intended to attract research and development uses, which could include creative economy tenants, conventional office tenants, and higher educational uses. Most buildings would be located along the southern portion of the Area, and all buildings would have vehicular and pedestrian access solely from Westchester Parkway and

Loyola Boulevard. In addition, the westernmost 11 acres of Area 2 would be designated as recreational open space intended for additional community playing fields and associated parking, to be developed in conjunction with other commercial uses in Areas 2 and 3. Finally, a 100-foot wide landscaped buffer would be permitted along the entire northern edge of Area 2 to help maintain separation between any future development and existing 91st Street residences. As part of the proposed Project, Cum Laude Avenue, located along the western edge of Area 2, could be vacated to allow for the improvement of existing playing fields at St. Bernard High School.

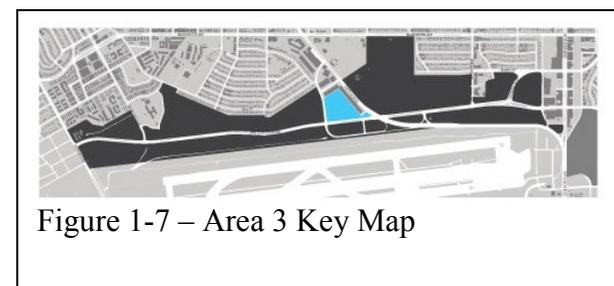
Area 3

Figure 1-7 – Area 3 Key Map

Located just east of Area 2 and bounded on the north by an existing four story apartment complex, Area 3 is proposed as an extension of the Area 2 office campus. Given the precedent of the existing adjacent apartment building, and lack of adjacent low-rise single-family homes, building heights in Area 3 may extend up to 60 feet high from grade.

Areas 4, 5, 6, 7, 8, 9, and 10

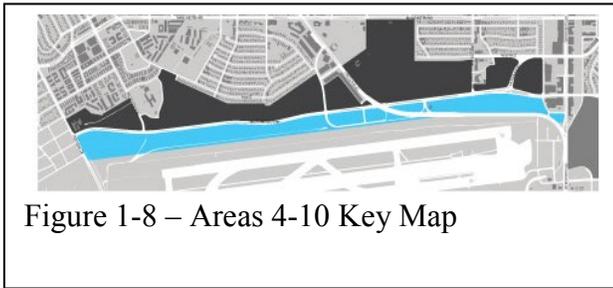


Figure 1-8 – Areas 4-10 Key Map

The Areas south of Westchester Parkway have a distinctly different character from the Areas north of the Parkway due to their close proximity to the LAX North Airfield and the associated noise impacts, safety requirements, and height restrictions, which limit their potential commercial use.

The proposed Project designates these Areas for airport support uses, which could include maintenance and repair shops, commercial uses, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction materials and staging, parking, and airport recycling yards. Given the adjacency of these Areas to the existing north runway, building heights are limited to 30 feet high from grade.

Area 11

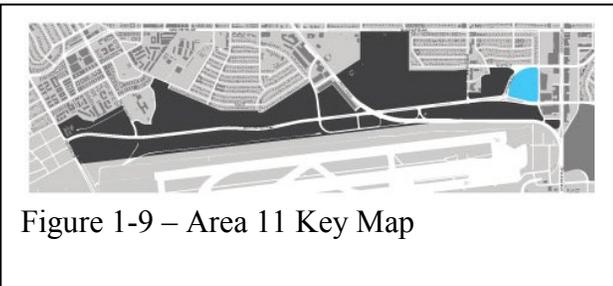


Figure 1-9 – Area 11 Key Map

Area 11 is located immediately adjacent to the existing Westchester Business District located on Sepulveda Boulevard to the east. The proposed Project identifies this Area as an extension of the Business District to the east and as a link to the balance of the Project site to the west. A vibrant, community-serving mixed-use development is envisioned, which could include retail,

restaurants, services, hotel, and office space up to 60 feet high from grade. A pedestrian environment would be encouraged, with connections to the adjacent Business District. Below grade parking would also be permitted, and the site could also include a potential future light-rail station.

Area 12A (West and East)

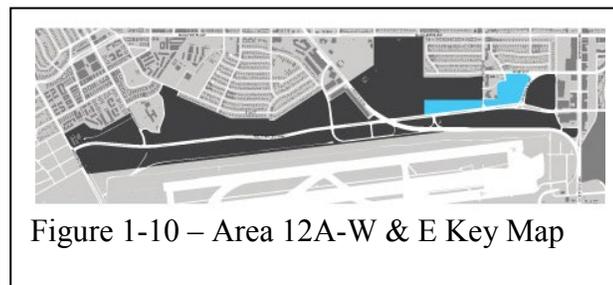


Figure 1-10 – Area 12A-W & E Key Map

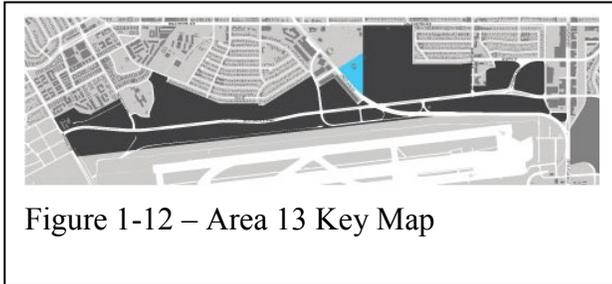
The proposed Project would permit the same uses in Area 12A East (east of Emerson Avenue) as Area 11, and would allow an extension of a pedestrian oriented mixed-use development. Since it is located at a greater distance from the Westchester Business District, however, Area 12A East may also be a more office-oriented than retail-oriented site. In the event that the

Area generates employees, pedestrian access to the Westchester Business District and its existing retail and restaurant facilities would be encouraged. Building heights would be up to 60 feet high from grade. The proposed Project would not change the existing Los Angeles Fire Department Station Number 5, which would remain at its current location and configuration in Area 12A East.

Area 12A West (west of Emerson Avenue) would be permitted for community, civic, cultural or other not-for-profit uses up to 30 feet high from grade.

Area 12 B (Westchester Golf Course)

The proposed Project does not include any changes in use for Area 12B. The existing Westchester Golf Course would remain at its current location and configuration.

Area 13

The northern portion of this triangular Area includes the First Flight Child Development Center. The proposed Project would permit community serving uses on the balance of Area 13 (just under 4 acres) up to 45 feet high from grade.

Table 1-3 outlines the permitted use categories, maximum height, and square footages for each Area.

Table 1-3: Project Land Uses, Heights, and Square Footages

Area	Permitted Land Use Category ¹	Maximum Height From Grade	Net New Square Footage
Western Areas			
Area 1	Open Space and Recreation Office, Research and Development	45'	10,000 ²
Areas 2 & 3	Office, Research and Development Community and Civic Open Space and Recreation	Area 2: 45' Area 3: 60'	1,065,000
Areas 4-7	Airport Support	30'	300,000
Eastern Areas			
Areas 8-10	Airport Support	30'	300,000
Areas 11, 12A-East	Mixed Use Community and Civic	60'	470,000
Area 12A-West	Community and Civic	30'	130,000
Area 12B	Open Space and Recreation	N/A ³	N/A ³
Area 13	Community and Civic	45'	45,000
TOTAL			2,320,000
<p><i>The Project provides for limited transfers and exchanges of development rights and land uses, not to exceed specified development, environmental and design constraints, between Areas within the Western Areas (Areas 1 - 7), and between Areas within the Eastern Areas (Areas 8 - 13). Transfers and exchanges are not permitted between the Western and Eastern Areas, except for airport support uses in Areas 4-10. In addition, in no case would the Project uses exceed a cumulative total of 2,320,000 net new square feet.</i></p> <p>¹ For a more detailed list of permitted uses per land use category, please see Table 1-2.</p> <p>² Office, Research, and Development uses would only be developed on Area 1 in the event the LABOS facility is not approved.</p> <p>³ The proposed Project would not change the existing Westchester Golf Course.</p> <p>Source: LAWA, 2012</p>			

1.5.3. Transfers of Development Rights and Land Use Equivalency Program

The development program identified above is intended to provide for a variety of uses within the Project site. The proposed Project also includes the ability to respond to future market conditions. Specifically, limited transfers and exchanges of development rights and land uses would be allowed: (1) within the Eastern Areas, (2) within the Western Areas, and (3) within Areas 4-10 for airport support uses only. Any transfer or exchange would be required to comply with the proposed Project's specified development, environmental, and design constraints. In no event would the total development within the Project site exceed 2,320,000 net new square feet.

1.5.4. Open Space and Recreational Areas

The proposed Project would permit open space areas that may be used for recreational, open space, or buffer uses. New open space areas would serve the needs of the existing community and visitors, and may include playing fields, outdoor gathering places, and landscaped areas for passive recreation. As required by FAA regulations,³ development of the Project site must achieve fair market value. Therefore, recreational uses, open space areas, and other public amenities would only be developed in conjunction with other commercial uses within the Project site. Consistent with FAA regulations and City requirements, this program would ensure that fair market value is achieved for all Areas within the Project site, while providing open space and recreational amenities for the community. Accessory uses up to 10,000 square feet may be developed to support recreational activities.

1.5.5. Urban Design and Sustainability Guidelines

The proposed Project would contain an update to the 1989 Northside Design Guidelines that would include requirements for sustainability, height and massing, building setbacks, signage, street furniture, and landscaping. The urban design framework would guide and shape future development by providing LAWA, developers, and surrounding communities with clarity and certainty regarding design expectations. While individual projects would have the flexibility to determine architectural styles, the development guidelines would ensure that all development within the Project site meets LAWA's high standards for sustainability and achieves compatibility with neighboring residential, educational, and business communities.

One major objective of the proposed Project is to incorporate the latest standards in sustainable design and construction. Consequently, the proposed Project would include sustainability guidelines for each development type. The sustainability guidelines would promote a high level of energy and water efficiency by providing guidance on required lighting, water usage and fixtures, building orientation, and use of recycled or sustainable building materials.

1.6. Required Approvals

Implementation of the proposed Project requires approvals from and consultation with Federal, State, and local agencies. The EIR will be used by the following agencies in connection with all permits and approvals that are necessary for the construction and operation of the proposed Project. Federal, State, and local agency actions

³ As the LAX airport sponsor, LAWA must comply with U.S. law and FAA policy, including the Airport and Airway Improvement Act of 1982, FAA Order 5190.6B, "Airport Compliance Manual," and FAA's Revenue Use Policy. Specifically, the City must receive fair market value for the non-aviation use (i.e., lease or sale) of airport land and use the revenue in accordance with relevant FAA grant assurances.

required for the construction and operation of the proposed Project may include, but are not limited to, those described below.

1.6.1. Federal

- U.S. Department of Transportation Federal Aviation Administration (FAA) review of the environmental analysis and issuance of a Finding of No Significant Impact or Record of Decision; determination as to whether or not the FAA objects to the Project from an airspace perspective.
- U.S. Army Corps of Engineers (USACE) issuance of permits, as needed, for impacts to jurisdictional wetlands.
- U.S. Fish and Wildlife Service (USFWS) issuance of a Biological Opinion for potential impacts to federally-listed threatened and endangered species.

1.6.2. State and Regional Actions

- Caltrans consultation on any potential impacts to State highways or circulation plans.
- California Coastal Commission consultation on any potential impacts to coastal resources.
- California State Historic Preservation Officer (SHPO) consultation on all historic sites affected by the Project.
- Regional Water Quality Control Board (RWQCB) approval of a National Pollutant Discharge Elimination System (NPDES) Industrial Activities Storm Water Permit (i.e., if modification of the existing permit for LAX is required as a result of the proposed Project), a General Construction Activity NPDES Storm Water Permit (2009-0009-DWQ) for construction activities, and issuance of a Section 401 Permit (Water Quality Certification or Waiver).
- South Coast Air Quality Management District (SCAQMD) review for proposed Project conformity with the State Implementation Plan and any permits required under the Clean Air Act for stationary sources.

1.6.3. Local

- Board of Airport Commissioners (BOAC), Los Angeles City Planning Commission, and Los Angeles City Council approval and certification of:
 - Amendment to the LAX Specific Plan.
 - Update to the 1989 LAX Design Plan and Development Guidelines.
 - Certification of the Project Final EIR, including adoption of the Mitigation Monitoring and Reporting Program to ensure Project mitigation is carried out as the Project is implemented.
 - Adoption of a Tract Map including potential street vacations and haul routes.
 - LAX Specific Plan Compliance Review for individual development projects.
 - A Development Agreement.
 - Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements.
- Los Angeles County Airport Land Use Commission consistency finding with the Airport Land Use Compatibility Plan.

Other Federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

2. EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

I. AESTHETICS. *Would the project:*

- a. **Have a substantial adverse effect on a scenic vista?**
- b. **Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**
- c. **Substantially degrade the existing visual character or quality of the site and its surroundings?**
- d. **Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

I.a. Potentially Significant Impact. The Project site borders and is partially visible from the highly developed LAX North Airfield to the south, the low density residential communities of Playa del Rey and Westchester to the north, low density residential and commercial development on Sepulveda Boulevard to the east, and open space uses including the El Segundo Dunes and the Pacific Ocean to the west. The primary scenic vistas visible from the Project site and its vicinity are the Pacific Ocean and the Theme Building located in the Central Terminal Area of LAX. Implementation of the proposed Project would include grading, site preparation, and construction on land that is currently largely vacant, which could significantly impact scenic vistas. *Therefore, impacts related to scenic vistas would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

I.b. No Impact. The Project site is not located adjacent to any officially designated State or County Scenic Highways, or National Scenic Byways.⁴ The City of Los Angeles General Plan Transportation Element identifies Vista Del Mar Boulevard, located 0.95 miles west of the Project site, as a City-Designated Scenic Highway/Future Alignment Designated as Scenic.⁵ However, views of the Project site from Vista Del Mar Boulevard are blocked by the El Segundo Dunes. *Therefore, no impacts related to scenic resources within state or other scenic highways would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

I.c. Potentially Significant Impact. As the Project site is predominantly vacant, implementation of the proposed Project would substantially alter its visual character. Implementation of the proposed Project would include grading, site preparation, and construction on land that is currently largely vacant, which could alter the existing visual character. *Therefore, impacts related to visual character would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

I.d. Potentially Significant Impact. The majority of the Project site is currently undeveloped, and the primary source of lighting within the Project site is from street lights. Development of the proposed Project would introduce a new source of lighting associated with buildings, infrastructure, and vehicular traffic. *Therefore, impacts related to light and glare would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

II. AGRICULTURAL AND FORESTRY RESOURCES. *Would the project:*

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?**
- b. **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

⁴ California Scenic Highway Mapping System, www.dot.ca.gov, accessed February 2012.

⁵ City of Los Angeles Planning Department, Transportation Element of the General Plan, Map E: Scenic Highway, <http://cityplanning.lacity.org>, accessed February 2012.

- c. **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined in Public Resource Code section 4526), or timberland-zoned Timberland Production (as defined by Government Code section 51104[g])?**
- d. **Result in the loss of forest land or conversion of forest land to non-forest use?**
- e. **Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

II.a. No Impact. The State of California Natural Resources Agency Department of Conservation does not identify the Project site or vicinity as containing Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, or Grazing Land.⁶ *Therefore, no impacts related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

II.b. No Impact. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Specific Plan Zone (LAX-N). Section 11E of the LAX Specific Plan requires parcels with this zoning designation to be developed per the requirements of the 1989 LAX Northside Design Plan and Development Guidelines, which does not allow agricultural land uses. As explained in the LAX Master Plan EIR, the County of Los Angeles does not participate in the Williamson Act.⁷ *Therefore, no impacts related to conflicts with existing zoning for agricultural use or a Williamson Act contract would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

II.c. No Impact. The Project site is not zoned for forest land, timberland, or Timberland Production and there are no existing forest land uses or timberland zones in the Project site vicinity. *Therefore, no impacts related to conflicts with forest land uses, timberland, or timberland-zoned Timberland Production would occur, and this topic will not be evaluated further the LAX Northside Plan Update EIR.*

II.d. No Impact. The Project site does not contain forest land. *Therefore, no impacts related to loss of forest land or conversion of forest-land uses to non-forest land uses would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

II.e. No Impact. The Project site and vicinity are developed and do not contain agricultural uses, Farmland, or forest land. *Therefore, no impacts related to direct or cumulative loss of farmland to non-agricultural use or conversion of forest land to non-forest use would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

III. AIR QUALITY. Would the project:

- a. **Conflict with or obstruct implementation of the applicable air-quality plan?**
- b. **Violate any air-quality standard or contribute substantially to an existing or projected air-quality violation?**
- c. **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air-quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**
- d. **Expose sensitive receptors to substantial pollutant concentrations?**
- e. **Create objectionable odors affecting a substantial number of people?**

⁶ California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010 Map, 2011, www.conservation.ca.gov/dlrp/fmmp, accessed February 2012.

⁷ Los Angeles International Airport, LAX Master Plan Final EIR, Section 4.15, 2004.

III.a. Potentially Significant Impact. The Project site is located within the South Coast Air Basin (Basin) and is subject to the regional Air Quality Management Plan (AQMP) developed by the South Coast Air Quality Management District (SCAQMD). The Basin is in non-attainment of federal air quality standards for several criteria pollutants (i.e., ozone, PM₁₀, PM_{2.5}, and lead). The proposed Project would allow the development of a variety of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses, which would result in an increase in stationary and mobile source air emissions during construction and operation. *Therefore, impacts related to implementation of applicable air-quality plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

III.b. Potentially Significant Impact. As described earlier, the Project site is located in the Basin, which is in non-attainment of federal and state air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Implementation of the proposed Project would contribute to regional air emissions during construction and operation phases, which could contribute to these existing air-quality violations. *Therefore, impacts related to air-quality standards would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

III.c. Potentially Significant Impact. The Basin is in non-attainment of federal and state air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. It is also in non-attainment of the NO₂ state air quality standard. The proposed Project would enable construction of a large mixed use development which would increase the Basin's air emissions during its construction and operation. A combination of the air quality impacts from the proposed Project and other existing and future emission sources in the area could cause a cumulative impact for ozone, PM₁₀, PM_{2.5}, and NO₂. *Therefore, impacts related to potential cumulatively considerable net increases in criteria pollutants would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

III.d. Potentially Significant Impact. SCAQMD classifies the following land uses as sensitive receptors: hospitals, schools, residences, playgrounds, childcare centers, athletic facilities, and retirement homes.⁸ The proposed Project could result in increased air emissions at sensitive receptors located in its vicinity that include, but are not necessarily limited to, the Westchester residential neighborhood, Westchester Recreation Center, First Flight Child Development Center, St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Playa del Rey Care and Rehabilitation Center, and Visitation School. *Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

III.e. Potentially Significant Impact. The proposed Project would enable the development of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses. Although these land uses are generally not associated with objectionable odors, emissions from construction equipment operating within the Project site may create temporary objectionable odors limited to the area of direct disturbance. Some of these disturbed areas would be located in the vicinity of a substantial number of people. *Therefore, impacts related to creating objectionable odors affecting a substantial number of people would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

⁸ SCAQMD, CEQA Air Quality Handbook, Figure 5-1, 1993.

- IV. BIOLOGICAL RESOURCES.** Would the project:
- a. Have a substantial adverse impact, 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 Game or U.S. Fish and Wildlife Service?
 - b. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
 - c. Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?
 - d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?
 - e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
 - f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

IV.a. Potentially Significant Impact. The Project site is primarily characterized by the presence of non-native grassland and disturbed/developed land cover types which are maintained by LAX in order to comply with FAA mandates for safe airport operations.⁹ Maintenance activities include elimination of standing water, controlling and reducing vegetation through mowing and disking, and reducing wildlife attractants. The Project site does not contain suitable habitat for any federally-listed threatened or endangered species. Two federally-listed species have been identified in the vicinity of the Project site: the El Segundo blue butterfly (*Euphilotes battoides allyni*) and the Riverside fairy shrimp (*Streptocephalus woottoni*). The Project site also has potentially suitable habitat for the burrowing owl (*Athene cunicularia*), a California Species of Special Concern. *Therefore, impacts related to candidate, sensitive, or special-status species would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

IV.b. Potentially Significant Impact. The LAX Master Plan EIR did not identify riparian habitat or other sensitive natural community in the Project site.¹⁰ Additionally, the CDFG Biogeographic Information and Observation System (BIOS) does not depict riparian or other sensitive natural community in the Project site and the Project site does not contain a U.S. Department of Fish and Game designated wildlife refuge.¹¹ However, as discussed above two federally-listed species have been identified in the vicinity of the Project site and the Project site has potentially suitable habitat for a California Species of Special Concern. *Therefore, impacts related to riparian or other sensitive natural community would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

IV.c. Potentially Significant Impact. A number of small ephemeral wetted (EW) areas exist within the LAX boundaries that are subject to the U.S. Army Corps of Engineers' jurisdiction. These jurisdictional areas were identified in the northern portion of the Project site.¹² Existing maintenance activities at LAX in compliance

⁹ Federal Aviation Administration, in cooperation with the U.S. Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services, Wildlife Hazard Management at Airports, Second edition, 2005.

¹⁰ Los Angeles International Airport, LAX Master Plan Final EIR, Section 4.10, 2004.

¹¹ CDFG BIOS Data Viewer, bios.dfg.ca.gov, accessed March 2012 and U.S. Fish and Wildlife Service National Wildlife Refuge System, www.fws.gov/refuge/, accessed March 2012.

¹² Los Angeles International Airport, LAX Master Plan Final EIR, Section 2.4, 2004.

with Title 14 CFR Part 139 include mowing of vegetation and elimination of standing water to minimize or eliminate hazards to public safety resulting from wildlife. These activities would result in the loss of habitat values and functions normally associated with wetlands. Furthermore, survey results show that these EW areas are no longer present. Nevertheless, due to the prior existence of EW areas within the Project site and its vicinity, potential impacts of the proposed Project on wetlands will be evaluated. ***Therefore, impacts related to wetlands would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IV.d. Potentially Significant Impact. The proposed Project area consists of non-native grassland and disturbed/developed land cover types, and is maintained by LAX in order to comply with FAA mandates for safe airport operations.¹³ As such, the Project site contains only marginal habitat for wildlife species that utilize open grassland habitat. The Project site does not support fisheries or habitats for migratory fish. The northern section of the Project site contains several mature trees that have the potential to provide nesting habitat, which may be removed through implementation of the proposed Project. ***Therefore, impacts related to movement of any resident or migratory fish or wildlife species would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IV.e. Potentially Significant Impact. The City of Los Angeles Planning and Zoning Code restricts the relocation and removal of protected trees (Section 17.05R), which are defined as indigenous oak trees (excluding the Scrub Oak), Southern California Black Walnut, Western Sycamore, and California Bay trees which measure four inches or more in cumulative diameter, and four and one half feet above the ground level at the base of the tree (Section 17.02). The Project site predominantly consists of non-native grassland and disturbed/developed land cover types and is maintained by LAX in order to comply with FAA mandates for safe airport operations, which includes regular mowing and disking of vegetation. However, a number of mature trees exist within the Project site, which could be removed through implementation of the proposed Project. ***Therefore, impacts related to protected biological resources would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IV.f. Potentially Significant Impact. The Project site is located approximately 800 feet from the City of Los Angeles El Segundo blue butterfly Habitat Restoration Area. ***Therefore, impacts related to habitat conservation plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

V. CULTURAL RESOURCES. Would the project:

- a. **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**
- b. **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**
- c. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**
- d. **Disturb any human remains, including those interred outside of formal cemeteries?**

V.a. Potentially Significant Impact. CEQA Guidelines Section 15064.5 defines “historical resources” as those listed in or eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined by a lead agency to be historically significant. According to the LAX Master Plan EIR, one resource (19-002345) within the Project site is considered a potential historical resource for the purpose of CEQA. ***Therefore, impacts related to historic resources would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

¹³ Los Angeles International Airport, LAX Master Plan Final EIR, Section 4.12, 2004.

V.b. Potentially Significant Impact. As discussed above, according to the LAX Master Plan EIR, one property within the Project site is considered potentially eligible for listing on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or considered a potential historical resource for purposes of CEQA. As previously analyzed in the LAX Master Plan Final EIR previous grading and excavation activities on the Project site have extensively disturbed the area and therefore the presence of archaeological resources is unlikely for the majority of the site.¹⁴ Construction activities associated with the proposed Project are not expected to differ significantly from previous disturbances. Notwithstanding previous activities that disturbed the Project site, there may be potential to encounter unanticipated archaeological resources during grading and excavation activities. *Therefore, impacts related to archaeological resources would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

V.c. Potentially Significant Impact. Historical geological maps indicate that the LAX area is underlain by both discrete areas of artificial fill indicated by brown-colored areas labeled artificial fill (“af”) as well as tan and yellow areas labeled old (Pleistocene) eolian deposits (“Qoe”) and old (Pleistocene) alluvial fan and valley deposits (“Qoa”). While the construction activities associated with the proposed Project would be similar to the activities undertaken in previous disturbances, the fossiliferous formation that underlies the City of Los Angeles and geological history indicate that paleontological resources could be present in the vicinity of the Project site.¹⁵ *Therefore, impacts related to unique paleontological resources or sites or unique geologic feature would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

V.d. Potentially Significant Impact. It is unlikely that any human remains or cemeteries exist within the Project site. However, ground-disturbing activities, such as grading or excavation, could disturb human remains or cemeteries that have not been identified. *Therefore, impacts associated with human remains, including those interred outside of formal cemeteries, would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

VI. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- b. Would the project result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?

¹⁴ Los Angeles International Airport, LAX Master Plan Final EIR, Section 4.9, 2004.

¹⁵ Brian Smith and Associates, Final LAX Master Plan Mitigation Monitoring & Reporting Program, 2005.

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

VI.a.i. Potentially Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The Project site is located within the seismically active Southern California region. The Charnock Fault, a potentially active fault, may be located near or through the eastern portions of the LAX property. The Newport Inglewood and Palos Verdes Faults are also located within 10 miles of the Project site.¹⁶ *Therefore, impacts related to rupture of a known earthquake fault would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

VI.a.ii. Potentially Significant Impact. The Project site is located in the seismically active Southern California region and the Charnock, Newport Inglewood, and Palos Verdes Faults are within the Project site vicinity.¹⁷ Although all construction would be designed in accordance with the provisions of city and state building codes regarding seismic construction materials and methods, rupture of these faults could cause ground shaking at the Project site. *Therefore, impacts related to strong seismic ground shaking would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

VI.a.iii. Potentially Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. The depth to groundwater at LAX is generally greater than 90 feet, which indicates that the Project site has a very low susceptibility to liquefaction. However, perched groundwater¹⁸ conditions have been noted in the upper 20 to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered to be low to medium dense. Therefore, liquefaction could occur in isolated localized areas.¹⁹ Seismically induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,²⁰ flow liquefaction, and ground lurching.²¹

According to the State of California Seismic Hazard Zones Venice Quadrangle Map,²² no potential liquefaction zones are located within the Project site. However, as noted above, perched groundwater is present at LAX and several fault lines are within the Project site vicinity. *Therefore, impacts related to seismic-related ground failure would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

VI.a.iv. Potentially Significant Impact. The State of California Seismic Hazard Zones Venice Quadrangle Map does not depict Earthquake-Induced Landslide Zones within the Project site.²³ Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the

¹⁶ California Department of Conservation, 2010 Geologic Map of California, 2010.

¹⁷ Ibid.

¹⁸ Groundwater, generally shallow, that is isolated and not connected to an aquifer.

¹⁹ Los Angeles International Airport. LAX Master Plan Final EIS/EIR. Part 1, Volumes 1 – 5, Section 4.22, Earth/Geology (CEQA). April 2004.

²⁰ Lateral Spreading: Deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction, reducing the shear strength of the soil and causing failure and “spreading” of the slope.

²¹ Ground lurching: Ground lurching (and related lateral extension) is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of earthquake-induced ground-shaking. Damage includes lateral movement of the slope in the direction of the slope face, ground cracks, slope bulging, and other deformations.

²² State of California Seismic Hazard Zones, Venice Quadrangle Official Map, 1999, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_veni.pdf, accessed February 2012.

²³ State of California Seismic Hazard Zones, Venice Quadrangle Official Map, 1999, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_veni.pdf, accessed February 2012.

Project site that contain unstable slopes which may be prone to seismically produced landslides.²⁴ Nevertheless, the proposed Project would include development on some areas containing slopes. ***Therefore, impacts related to landslides would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VI.b. Potentially Significant Impact. The proposed Project would result in grading, excavation, and use of fill during construction that could result in soil erosion. ***Therefore, impacts related to soil erosion would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VI.c. Potentially Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement. The Lakewood Formation also includes some silt and clay layers prone to settlement. ***Therefore, impacts related to soil settlement would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VI.d. Potentially Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Fill materials located in some portions of the Project site could be prone to expansion due to their high content of clay and silt.²⁵ ***Therefore, impacts related to expansive soils would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VI.e. No Impact. The Project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed Project does not include the use of septic tanks or alternative wastewater disposal systems. ***Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

VII. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b. Conflict with an application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

VII.a. Potentially Significant Impact. SCAQMD, the regulatory agency responsible for maintaining air quality in the Basin, has not adopted GHG significance thresholds specifically identified for use to determine if a land use development project will have a significant impact on the environment. Implementation of the proposed Project has the potential to produce GHG emissions during construction and operation. Sources of GHG emissions during construction include heavy construction equipment (e.g., excavator, loader, backhoes, plate compactors, cranes, etc.), trucks, and vehicles. Operational GHG emissions would occur from energy and water usage associated with the land use as well as mobile emissions due to the proposed Project. ***Therefore, impacts related to greenhouse gas emissions would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VII.b. Potentially Significant Impact. State, regional, and local plans, policies, and regulations for the purpose of reducing emissions of GHGs are applicable to the proposed Project. The California Global Warming Solutions Act of 2006 (Assembly Bill 32) sets a statewide goal of reducing greenhouse gas

²⁴ City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, 1994.

²⁵ Ibid.

emissions to 1990 levels by 2020. The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) requires that Metropolitan Planning Organizations prepare a sustainable communities strategy (SCS) to demonstrate how integrated land use, housing, and transportation planning will support the state's GHG reduction target. Although not yet adopted, the Southern California Association of Government's 2012 Regional Transportation Plan and Sustainable Communities Strategy serves as the SCS for the Los Angeles region, including the Project site. Locally, the City of Los Angeles' climate action plan, Green LA, was released in May 2007 and establishes a goal of reducing the City's GHG emissions to 35% below 1990 levels by the year 2030. Climate LA is the implementation program for the climate action plan and contains GHG reduction strategies related to energy, green building, water use, transportation, land use, waste, open space, and airports.²⁶ Finally, the Los Angeles Green Building Code (Article 9 of Chapter IX of the Los Angeles Municipal Code) establishes regulations for the construction of new buildings and alteration of existing buildings to reduce GHG emissions. Implementation of the proposed Project would comply with adopted City of Los Angeles Green Building Code standards, however as described in the previous section, the proposed Project has the potential to generate GHG emissions that may conflict with other applicable plans and regulations. *Therefore, impacts related to conflicts with greenhouse gas reduction plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b. **Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**
- c. **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
- d. **Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?**
- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the project result in a safety hazard for people residing or working in the project area?**
- f. **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**
- g. **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
- h. **Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

VIII.a. Potentially Significant Impact. As indicated in the LAX Master Plan EIR, hazardous materials currently used within the LAX Northside include pesticides, fertilizers, and motor vehicle fuels.²⁷ Construction and operation associated with implementation of the proposed Project would include the use of additional potentially hazardous materials, such as fuels, oils, and cleaning solvents. As indicated in the LAX Master Plan EIR, compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of hazardous material to occur and would minimize any potential impact of an accident.²⁸ Nevertheless, there is potential for an accidental release. *Therefore, impacts related to*

²⁶ City of Los Angeles Department of Public Works, EnvironmentLA, http://www.ci.la.ca.us/ead/ead_GreenLAClimateLA.htm, accessed February 2012.

²⁷ Los Angeles International Airport, LAX Master Plan EIR, Section 4.23, 2004.

²⁸ Los Angeles International Airport, LAX Master Plan EIR, Section 4.22, 2004.

hazardous materials would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.

VIII.b. *Potentially Significant Impact.* As discussed above, construction and operation of the proposed Project would include the use of potentially hazardous materials, such as fuels, oils, and cleaning solvents which could be accidentally spilled or released. ***Therefore, impacts related to risk of upset would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VIII.c. *Potentially Significant Impact.* Schools near the Project site include St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, and Visitation School. As discussed above, construction and operation of the proposed Project would include the use of potentially hazardous materials, such as fuels, oils, and cleaning solvents and may generate waste. ***Therefore, impacts related to exposing schools to hazardous materials would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VIII.d. *No Impact.* 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.²⁹ ***Therefore, no impacts related to hazardous materials sites would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

VIII.e. *Potentially Significant Impact.* The proposed Project is located within the Los Angeles County Airport Land Use Comprehensive Land Use Plan (CLUP). This Plan contains policies to ensure safety within airport influence areas.³⁰ The proposed Project would permit new uses within the area that should be evaluated for consistency with the adopted safety policies. ***Therefore, impacts related to safety hazards for people residing or working in the vicinity of the Project site would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VIII.f. *No Impact.* 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. ***Therefore, no impacts related to private airstrips would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

VIII.g. *Potentially Significant Impact.* Implementation of the proposed Project would alter ground access within the Project site during construction and could introduce new uses that could impact emergency access. ***Therefore, impacts related to emergency access would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

VIII.h. *No Impact.* The Project site and vicinity are predominantly developed or previously disturbed. Existing vegetation, including brush, grass, and trees within the Project 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.³¹ ***Therefore, no impacts related to wildland fires would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

IX. HYDROLOGY AND WATER QUALITY. Would the project:

²⁹ California Department of Toxic Substances Control. EnviroStor Data Management System (EnviroStor <http://www.envirostor.dtsc.ca.gov/public/>, accessed February 2012.

³⁰ Los Angeles County Airport Land Use Commission, Comprehensive Land Use Plan, 1991.

³¹ 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.

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

IX.a. Potentially Significant Impact. The LAX Master Plan EIR evaluated impacts to water quality in terms of storm water pollutant loads, dry weather flows, and construction effects for the Project site pursuant to adopted regulations. According to this analysis, development of the Project site could increase estimated annual pollutant loads for all constituents except for fecal coliform bacteria and fecal enterococcus bacteria; could potentially increase the occurrence of dry weather flows and degrade water quality; and could affect water quality through construction activities. *Therefore, impacts related to water quality or discharge requirements would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

IX.b. Potentially Significant Impact. The majority of the Project site is currently undeveloped and is characterized by undisturbed soils and vegetation. Implementation of the proposed Project would cause impervious area to increase, reducing the amount of area available for surface recharge. Implementation of the proposed Project would include construction and development activities that would change the existing topography and drainage patterns of the existing site as well as potentially interfere with groundwater recharge. Even though similar activities were evaluated under the LAX Master Plan EIR and found to be less than significant, the proposed Project could have different impacts on groundwater supplies. *Therefore, impacts related to groundwater supplies and recharge would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

IX.c Potentially Significant Impact. The majority of the Project site is currently undeveloped and is characterized by undisturbed soils and vegetation with no streams or rivers. The LAX Master Plan EIR evaluated the impacts of developing this presently vacant area in accordance with existing entitlements. According to the LAX Master Plan EIR, increases in storm water flows and potential changes in the drainage infrastructure would not result in substantial erosion or siltation, either on-site or off-site. Additionally, there are no streams or rivers present within the Project site. Even though similar activities were evaluated under the LAX Master Plan EIR and found to be less than significant, the proposed Project could have different impacts

on erosion and siltation. ***Therefore, impacts related to erosion and siltation would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IX.d. Potentially Significant Impact. The majority of the Project site is currently undeveloped and is characterized by undisturbed soils and vegetation with no streams or rivers. The LAX Master Plan EIR evaluated the impacts of development of the Project site according to existing entitlements that would allow 4.5 million square feet of office and light industrial uses. Although the level of development allowed under the proposed Project is less than that analyzed in the Master Plan EIR, implementation of the proposed Project would increase impervious surfaces when compared to existing conditions resulting in increases in surface water runoff and peak storm water discharge rates.³² ***Therefore, impacts related to flooding would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IX.e. Potentially Significant Impact. The LAX Master Plan EIR evaluated the impacts of development of the Project site according to existing entitlements that would allow 4.5 million square feet of office and light industrial uses. Although the level of development allowed under the proposed Project is less than that analyzed in the Master Plan EIR, implementation of the proposed Project would increase impervious surfaces as compared to the existing conditions resulting in increases in surface water runoff and peak storm water discharge rates. ***Therefore, impacts related to runoff would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IX.f. Potentially Significant Impact. As discussed above, development of the LAX Northside, including any future development under the proposed Project could degrade water quality. ***Therefore, impacts related to water quality would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

IX.g., IX.h., IX.i. No Impact. The proposed 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.³³ The proposed Project is not located within the downstream influence of any levee or dam and does not propose any residential uses. ***Therefore, no impacts related to exposing people, housing or structures to a risk of loss, injury, or death involving flooding as a result of a levee or dam failure would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

IX.j. No Impact. 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 map³⁴ or the State of California tsunami inundation map for the Venice Quadrangle.³⁵ 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. ***Therefore, no impacts related to seiches, tsunamis, or mudflow would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

X. LAND USE AND PLANNING. Would the project:
a. Physically divide an established community?

³² Los Angeles International Airport, LAX Master Plan EIR, Section 4.7, 2004.

³³ 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.

³⁴ 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.

³⁵ State of California Emergency Management Agency, California Geological Survey, www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngelements/Tsunami_Inundation_Venice_Quad_LoAngeles.pdf, accessed February 2012.

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

X.a. Less than Significant Impact. 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. *Therefore, impacts related to physically dividing an established community would be less than significant, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

X.b. Potentially Significant Impact. The currently adopted LAX Plan land use designation for the Project site is LAX Northside. This designation provides for a variety of uses that are consistent with airport needs and neighborhood conditions, including commercial, office, light industrial, research and development, hotel, retail, civic, and open space uses. The LAX Specific Plan zoning for the Project site is LAX-N. This zone allows development consistent with airport needs and neighborhood conditions, and also requires development within the Northside to comply with the 1989 LAX Northside Design Plan and Development Guidelines and other conditions. Although the proposed Project's allowable uses are consistent with those allowed under currently adopted applicable plans, the development standards are different than those previously evaluated and the LAX Northside Plan Update EIR will include analysis of any potential land use impacts related to the updated design guidelines and development standards.

California Public Utilities Code Section 21676(b) requires that the adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area be reviewed by the Los Angeles County Airport Land Use Commission. The Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP) identifies compatible land uses within Airport Influence Areas based on community noise exposure. The Project site is located within the LAX airport influence area and the proposed Project uses will be evaluated for consistency with the CLUP.³⁶ *Therefore, impacts related to land use would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

X.c. Potentially Significant Impact. The vicinity of the proposed Project includes the Los Angeles/El Segundo Dunes, a designated and Ecologically Sensitive Habitat Area within the Los Angeles Airport/El Segundo Dunes Specific Plan area that contains the El Segundo Blue Butterfly Habitat.³⁷ *Therefore, impacts related to habitat conservation plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XI. MINERAL RESOURCES. Would the project:

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

³⁶ Los Angeles County Airport Land Use Commission, Comprehensive Land Use Plan, 1991.

³⁷ City of Los Angeles Department of City Planning, Los Angeles Airport El Segundo Dunes Specific Plan, 1992.

XI.a. No Impact. The City of Los Angeles General Plan Framework EIR indicates the Project site is not within an area containing significant mineral deposits.³⁸ 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.³⁹ **Therefore, no impacts related to mineral resources would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.**

XI.b. No Impact. 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.⁴⁰ **Therefore, no impacts related to locally important mineral resources would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.**

XII. NOISE. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XII.a. Potentially Significant Impact. Noise-sensitive receptors in the vicinity of the Project site include the residences and schools to the north of the Northside Plan Update area. City of Los Angeles General Plan and Municipal Code regulate exposure of persons to noise during project operation and construction, respectively. Proposed future projects on the Project site would be within 500 feet of noise sensitive uses in Westchester. Construction of these projects would include use of machinery and activities for various phases of construction, which would generate increased noise levels at these noise sensitive land uses. In addition, construction-related traffic movements may increase noise levels along the haul routes utilized by trucks delivering materials to the construction sites. From an operational standpoint, proposed future projects may include stationary sources that could generate increased noise levels near sensitive receptors. Furthermore, proposed future projects would affect the traffic movements in the Westchester area, which could result in increased traffic noise near sensitive receptors in the area. These noise exposure changes have the potential to exceed the City of Los Angeles noise criteria. **Therefore, impacts related to construction and operational noise would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.**

XII.b. Potentially Significant Impact. Groundborne noise and vibration generated by construction projects is usually highest during pile driving, soil compacting, jackhammering, and demolition related activities. The nearest sensitive receptors to construction-generated groundborne noise and vibration would be the residences north

³⁸ City of Los Angeles, Citywide General Plan Framework Final EIR, Section 2.17, January 1995.

³⁹ 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.

⁴⁰ 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.

of the Project site, approximately 200 feet north of the nearest construction areas. Implementation of the proposed Project may include construction-related noise and vibration. ***Therefore, impacts related to noise and vibration would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XII.c. Potentially Significant Impact. Proposed future projects on the Project site may include stationary sources that could result in a substantial permanent increase in ambient noise levels above those existing without the proposed Project. Furthermore, the proposed future projects would affect the traffic movements in the general area of the Westchester Community, which also could result in increased traffic noise. Such noise exposure changes have the potential to exceed the City of Los Angeles noise criteria. ***Therefore, impacts related to ambient noise would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XII.d. Potentially Significant Impact. Temporary construction activities within the Project site may cause substantial temporary or periodic increase in ambient noise levels in the Project site vicinity above levels that exist without the proposed Project. ***Therefore, impacts related to temporary noise would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XII.e. Potentially Significant Impact. The Northside Plan Update area is north of the LAX North Airfield, and as such is exposed to noise levels of 65 to 70 dBA CNEL.⁴¹ While future developments within the Project site would, by FAA mandate, be compatible with the Airport, some of the developments would likely need to incorporate noise mitigation measures into their design in order to meet the noise compatibility criteria. Furthermore, the proposed Project is located within the Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP) and should be reviewed for consistency with the noise policies and compatible land uses of the CLUP. ***Therefore, impacts related to airport noise on people would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XII.f. No Impact. No private airstrips are located within the vicinity of the Project site and there would be no exposure to noise from a private airstrip. ***Therefore, no impacts related to private airstrips would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

XIII. POPULATION AND HOUSING. Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

XIII.a. Potentially Significant Impact. The proposed Project would not permit residential uses and does not include the extension of roads or other infrastructure into under-developed or undeveloped areas. However, the proposed Project would permit the development of up to 2,320,000 square feet of new employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses. These new uses, including new businesses, could induce population growth by attracting employees and visitors to the Project site. ***Therefore, impacts related to population growth would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

⁴¹ Los Angeles International Airport, California State Airport Noise Standards Quarterly Report 1Q11, <http://www.lawa.org/uploadedFiles/LAX/pdf/lax1q11%20noise%20contour%20map.pdf>, accessed February 2012.

XIII.b. and XIII.c. No Impact. 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. *Therefore, no impacts related to displacement and housing would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.*

XIV. PUBLIC SERVICES

- a. **Would the project result in substantial adverse physical impacts associated with the provision of 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:**
- Fire protection?**
 - Police protection?**
 - Schools?**
 - Parks?**
 - Other public facilities?**

XIV.a. Potentially Significant Impact. The proposed Project would permit the development of up to 2,320,000 square feet of new employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses. Implementation of the proposed Project is expected to increase the number of employees on the Project site as well as create additional traffic congestion. *Therefore, impacts related to fire and police protection would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

The proposed Project does not allow residential development. Consequently, there is no residential population growth that would directly increase the demand for schools. However, the proposed Project would generate new permanent jobs, which could indirectly increase demand on schools. *Therefore, impacts related to schools would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

The proposed Project would generate new permanent jobs, which could potentially increase demand on recreational and other public facilities. *Therefore, impacts related to parks and public facilities would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XV. RECREATION

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

XV.a. Potentially Significant Impact. The amount of park acres per person in the Westchester and Playa del Rey communities is approximately 7 acres per 1000 residents, which exceeds the City of Los Angeles's goal of 2 acres per 1,000 residents. The proposed Project does not include a housing component that would increase the residential population of the Westchester and Playa del Rey communities. In addition, the proposed Project would not displace existing parks and recreation facilities which would increase demand on recreational facilities. However, the proposed Project would generate new permanent jobs, which could potentially increase

demand on recreational facilities. *Therefore, impacts related to recreational facilities would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XV.b. Potentially Significant Impact. The proposed Project would permit areas for new open space that could be used for recreational or buffer uses. These open space areas would be constructed on currently vacant land, which could have an adverse physical effect on the environment. *Therefore, impacts related to construction of recreational facilities would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVI. TRANSPORTATION/TRAFFIC. Would the project:

- a. Conflict with an application plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

XVI.a. Potentially Significant Impact. The proposed Project includes a net increase in development which would result in an increase in daily and peak hour traffic within the Project site vicinity. In addition, construction of the proposed Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project site. Once construction is completed, the proposed Project's employees and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. *Therefore, impacts related to conflicts with circulation plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVI.b. Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the proposed Project would generate additional vehicle trips, which could add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. *Therefore, impacts related to conflicts with congestion management plans would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVI.c. No Impact. The proposed Project is designed to comply with all applicable City of Los Angeles, LAWA, County of Los Angeles Airport Land Use Commission, and FAA requirements related to public airports, including FAA Part 77 requirements pertaining to safe, efficient use and preservation of navigable

airspace. Specifically, the proposed Project does not include land uses that are incompatible with air traffic operations, heights that could obstruct airspace, or uses or landscaping that could attract birds and wildlife that could interfere with air traffic. ***Therefore, no impacts related to air traffic would occur, and this topic will not be evaluated further in the LAX Northside Plan Update EIR.***

XVI.d. Potentially Significant Impact. The roadways adjacent to the Project site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the proposed Project would increase traffic levels in the area, particularly at the locations which provide direct access to the Project site. ***Therefore, impacts related to hazardous design features would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XVI.e. Potentially Significant Impact. While construction activities for the proposed Project would primarily be confined on-site, the proposed Project's construction activities may cause the closure of travel lanes in adjacent off-site streets. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of traffic flow of the affected roadway. The proposed Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, as part of the proposed Project, existing site access may be modified. These changes could impact emergency access. ***Therefore, impacts related to emergency access would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XVI.f. Potentially Significant Impact. The proposed Project is served by a variety of public transit options and alternative transportation facilities that are located adjacent to, or in the vicinity of, the Project site. The permitted uses of the proposed Project would increase demand for alternative transportation modes. ***Therefore, impacts related to public transit would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e. Result in a determination by the wastewater treatment provider, which serves or could serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

XVIIa. and XVII.b. Potentially Significant Impact. The proposed Project would permit up to 2,320,000 square feet of new development. This would result in an increase in employment that could significantly increase wastewater generation. ***Therefore, impacts related to wastewater treatment requirements and facilities would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.***

XVII.c. Potentially Significant Impact. Although some portions of the Project site have been previously developed, existing stormwater drainage facilities are designed to accommodate limited commercial development and the previous residential uses. The proposed Project would permit a variety of uses that may require new or additional facilities. *Therefore, impacts related to stormwater drainage facilities would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVII.d. Potentially Significant Impact. The proposed Project would permit up to 2,320,000 square feet of new development, which would require water. A water supply assessment will be required to ensure adequate water supply. *Therefore, impacts related to water supply would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVII.e. Potentially Significant Impact. As stated above in XVII.a. and XVII.b., the proposed Project may have potentially significant impacts to water supply and wastewater treatment capacity. Consequently, construction and operation of the proposed Project could result in the need for new water or wastewater treatment facilities. *Therefore, impacts related to wastewater treatment capacity would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVII.f. and XVII.g. Potentially Significant Impact. The LAX Master Plan EIR previously evaluated the impacts on solid waste for the Northside based on currently adopted entitlements. According to the LAX Master Plan EIR, development of the Project site would increase municipal solid waste generation in currently undeveloped areas and would reach an estimated 5,389 tons per year by 2015.⁴² The proposed Project would permit up to 2,320,000 square feet of new development which could have impacts on solid waste generation or disposal. *Therefore, impacts related to solid waste disposal would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)
- c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

XVIII.a. Potentially Significant Impact. The proposed Project is not anticipated to affect any fish, wildlife plants, or sensitive natural communities protected by federal law, however the Project site does contain suitable habitat for one state-listed sensitive species and a number of mature trees. Implementation of the proposed Project has the potential to reduce habitat for this species. As discussed above, according to previous evaluations, one resource (19-002345) within the Project site is considered potentially historically significant. Implementation of the proposed Project could impact these resources. *Therefore, impacts related to environmental degradation would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

⁴² Los Angeles International Airport, LAX Master Plan EIR, Section 4.19, 2004.

XVIII.b. Potentially Significant Impact. Independent impacts of the proposed Project may be considered cumulatively significant if they are greater when considered with impacts of related projects in the proposed Project vicinity. *Therefore, cumulative impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, recreation, transportation, utilities and services, and mandatory findings of significance would occur, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*

The Project site does not contain any agricultural or mineral resources. *Therefore, no cumulative impacts to agricultural resources or mineral resources would occur, and these topics will not be evaluated further in the LAX Northside Plan Update EIR.*

XVIII.c. Potentially Significant Impact. The proposed Project could result in potentially significant impacts with regard to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, recreation, transportation, utilities and services, and mandatory findings of significance. These impacts could have potential adverse effects on human beings both directly and indirectly. *Therefore, impacts related to adverse effects on human beings would be potentially significant, and this topic will be evaluated further in the LAX Northside Plan Update EIR.*