California Environmental Quality Act

NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Project Title: Los Angeles International Airport Central Utility Plant (CUP) Replacement Project (City Clerk #EIR-09-009-AD)

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

The City of Los Angeles - Los Angeles World Airports (LAWA) as Lead Agency will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed CUP Replacement Project ("Project") at Los Angeles International Airport (LAX). This Notice of Preparation (NOP) is being circulated to afford agencies and interested parties the opportunity to provide comments on the proposed scope of the EIR analysis.

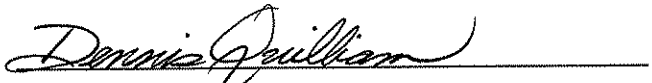
LAWA is requesting input from interested government and quasi-government agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the LAX CUP Replacement Project Draft EIR. In the future, public agencies receiving this notice may need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

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

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

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than May 11, 2009.*

Please send your response to Dennis Quilliam, City Planner, at the address shown above.

Signature: 

Dennis Quilliam

Title: City Planner

Date: April 1, 2009

Telephone: (310) 646-7614

1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport. With the possible exception of gas and water pipelines that may be constructed in conjunction with the Project, as further explained below, the proposed improvements that comprise the LAX CUP Replacement Project would occur in the Central Terminal Area (CTA) of the airport between the Air Traffic Control Tower (ATCT) and parking structures P-2, P-2A, P-5 and P-6, as further described below. Figure 3 provides an enlarged view of the western portion of CTA and existing CUP facilities.

2. PROJECT DESCRIPTION

The CUP was built in 1961 and includes a network of 18 miles of piping serving the CTA including terminals and concourses, the East Administration Building and Theme Building. In addition to providing high temperature/high pressure hot water and chilled water to the closed-loop piping systems, a co-generation plant (brought into service in 1985) provides electrical co-generated power back to the City's Los Angeles Department of Water and Power (LADWP) grid.

The current CUP and cogeneration facilities are several decades old. Considering the technological advances over that period, both facilities are considered to be obsolete. Additionally, the existing facilities exhibit the following characteristics:

- The equipment in the CUP no longer meets energy and safety codes, have a high rate of failure, and are costly and difficult to maintain.
- The infrastructure that serves these systems is aged and cannot handle current demands.
- The systems have insufficient capacity to accommodate the current and anticipated demand of the CTA facilities.
- The existing cogeneration system is costly to operate and exceeds the emission limits set forth by SCAQMD, consequently requiring the purchase of pollution offset credits.

The proposed project provides for the replacement of the existing CUP and potentially associated cogeneration facilities. Included as part of the LAX CUP Replacement Project are the following components:

- New central utility plant and maintenance shop building, including potentially , a new co-generation system;
- Replacement of existing cooling towers;
- Site electrical upgrades to include a new electrical substation and existing LADWP substation retrofit;

- Potential construction of a thermal energy storage (TES) tank;
- Replacement of a portion of the existing direct-buried chilled water and high temperature hot water service lines in the CTA;
- Demolition of the existing CUP, along with demolition of an associated existing electrical substation (LADWP Substation #686) located at the footprint of the new CUP; and
- Potential installation of pipelines connecting existing and recycled/reclaimed water pipeline to the CUP and a recycled/reclaimed water treatment system.

Additional information regarding each of these project components is provided below.

2.1 New Central Utility Plant and Maintenance Shop Building (Including Electrical Co-Generation)

This component consists of the construction of a new CUP. The proposed plant, to be constructed adjacent to the current plant (See Figure 4 for preliminary site layout), will require the construction of a new 2-story building with basement that will house the cooling, heating and co-generation equipment. The gross square footage of the building will be approximately 52,000 square feet (SF) and will contain;

Cooling technology, including:

- 15,300 tons of electric driven chillers; and,
- 4,000 tons of co-generated steam driven chillers

Heating technology, including:

- Potentially 80 million British Thermal Units (MMBTU) of natural-gas (or biogas) fired boilers; and/or a combination of,
- 30 MMBTU from co-generated recovered heat

The potential cogeneration equipment included in the building will provide 8 megawatt (MW) of self generated power to offset the electrical load required for plant operation. The transformers would be reconfigured by LADWP to supply power to the new CUP and may also export power back to the grid

The equipment included in the building would consist of:

Cogeneration System:

- Two new 4MW natural gas powered combustion turbine driven generators, producing 4160V, 3-phase, 60 hertz (Hz) power (both active)
- Turbine generator control panels to permit paralleling the two generators together to a common electrical bus
- Two 20,000 pound per hour (lb/hr) heat recovery steam generators (HRSG), (both active)
- Two 2,000 ton steam-driven chillers (both active)

Conventional Heating and Cooling Systems:

- 5 kilovolt (kV) distribution switchgear to provide power to the electrical loads within the new CUP
- Seven 2,550 to 3,000 ton electric-driven chillers (estimate 6 active, 1 standby)
- Two 40 MMBTU gas-fired boilers (1 active, 1 standby)
- Boiler feedwater pumps (estimate 3 active, 1 standby)
- Two 15,000 lb/hr heat recovery boilers (both active)
- Condensate transfer pumps (estimate 3 active, 1 standby)
- Primary chilled water pumps (estimate 6 active, 1 standby)
- Secondary chilled water pumps (estimate 6 active, 1 standby)
- Primary heating water pumps (estimate 6 active, 1 standby)
- Cooling tower/condenser water pumps (all active)
- Four-cell cooling tower (all cells active)
- Two plant-air compressors (both active, alternating operation)
- Deaerating feed water heater
- Water treatment equipment
- Building ventilation systems
- Administration area HVAC systems
- Miscellaneous shop equipment
- One 10-ton bridge crane

It is anticipated that the CUP building construction will be a heavily reinforced, pile-supported, concrete structure below-grade and a steel structure above-grade, utilizing a curtain-wall system of panels and glass to provide the walls of the building. A durable wall surface will be utilized along the bottom portion of the exterior walls, extending from the ground-floor and finished floor level to approximately 8 feet above grade. The building will be architecturally consistent with the CTA; constructed in accordance with LAWA's Sustainable Airport Planning, Design and Construction Guidelines.[1]

The heating systems for the existing CUP are fueled by natural gas. For the new (replacement) CUP, LAWA is currently evaluating the potential for utilizing biogas from digesters at the Hyperion Treatment Plant located across from the southwest corner of LAX. Should it be determined that the use of biogas is feasible to fuel the replacement CUP, the Hyperion Treatment Plant would treat the biogas and blend it with natural gas.

[1] Los Angeles World Airports, Sustainable Airport Planning, Design, and Construction Guidelines, January 2008.

An existing Southern California Gas Company pipeline would be used to convey the biogas from the Hyperion Treatment Plant to the replacement CUP. No new construction or other modification to the existing pipelines would be required to convey the biogas to the replacement CUP.

Similarly, LAWA is evaluating the potential for utilizing recycled/reclaimed water from LADWP as process/make-up water within the proposed system (i.e., within the cooling towers). Discussions are currently underway between LAWA and LADWP to establish a pipeline to convey recycled/reclaimed water from an existing line to the north and east of LAX to the replacement CUP. A treatment system would be required to remove chlorine and ammonia from the recycled/reclaimed water. The pipeline alignment and location of a treatment system have not yet been determined. However, the pipeline would likely extend through the CTA and along existing street rights-of-way to the north and east. The treatment system could be installed along the pipeline alignment or at the CUP. Three locations currently under preliminary consideration are a portion of the LAWA Residential Soundproofing Division's construction staging/storage area near the corner of Sepulveda Westway and Westchester Parkway, a portion of a rental car storage lot near the corner of 96th Street and Jenny Avenue, and a vacant lot at the southeast corner of 96th Street and Vicksburg Avenue. A building would be constructed to house the treatment equipment from 3,000 to 6,000 square feet and 15 to 20 feet in height depending on the treatment method that is used. A treated water storage tank would be located outside of the building, as well as a separate small building (12 foot by 12 foot) that houses a chlorination system. Installation on a corner lot with truck access from two streets would require an approximate area of 14,000 square feet.

Figure 5 shows the existing 24-inch recycled/reclaimed water line, the three potential locations for a treatment system, `and a potential alignment for a new 6- to 8-inch pipeline to convey water from the treatment plant to the site of the proposed replacement CUP. The installation of the pipeline and treatment system would be the responsibility of LAWA or LADWP individually, or in combination.

2.2 Replacement of Existing Cooling Towers

This component of the project consists of constructing a new cooling tower contiguous with the north wall of the new CUP. The new cooling tower will consist of four tower cells that will be constructed of reinforced concrete. Each of the cooling tower cells will be 44 feet square (outside dimensions) and will extend approximately 65 feet above grade and extend approximately 20 feet below grade. The overall footprint dimension of the cooling tower will be 175 feet long in the east-west direction and 49 feet wide in the north-south direction including the foundation. The cooling tower will provide heat rejection for two, 2,000 ton steam-driven chillers and six 2,550 ton electric-chillers processing a total of 57,900 gallons per minute (gpm) of condenser water and providing 24,125 tons of heat rejection. Chillers have water-cooled condensers that need to reject the heat produced within the chillers refrigeration circuit. The refrigerant is compressed and expanded to chill water in the evaporator which is then pumped around the airport. The amount of heat that is rejected in the condensers is approximately 3gpm/ton of cooling. This amount of water is then pumped out to the cooling towers and through the

process of evaporation this "warm" condenser water is cooled and sent back to the chillers for another cycle.

The existing cooling tower located south of the existing CUP, adjacent to Parking Area 6, will remain operational until two of the four new cooling tower cells are fully installed and commissioned. The existing CUP will need to be demolished, and the TES tank installed, prior to full installation of the remaining two cells of the cooling tower. Once the new tower is fully operational; the existing tower will be demolished. The existing tower is a four cell, concrete structure that is approximately 60 feet wide by 155 feet long and extends approximately 40 feet above grade and 10 feet below grade.

2.3 Site Electrical Upgrades (Including a New Electrical Substation)

To support the new CUP and associated facilities, it will be necessary to increase the current capacity of the existing LADWP substations. Currently the LADWP substations providing power to the existing CUP have a total capacity of 10 MVA. The current projected full build-out load for the new CUP is nearly 20 MVA. In addition to this capacity shortfall, the existing LADWP substations that currently provide power to the CUP are located within the footprint of the new CUP building, requiring the removal of the existing equipment.

The new CUP substations will consist of a combination of converting the existing Industrial Station (IS) #2299 co-generation equipment to supply power to the CUP and the installation of a new 7.5 MVA substation. As shown on Figure 6, the existing substation IS #2299 is located to the north of the CUP and north of Parking Area P2. The new substation would be located adjacent to the existing station between the existing station and Parking Area P2 in an area that is currently occupied by sidewalk and landscaping. The total area required for the existing and new substation is 1,250 square feet. The existing IS #2299 equipment is currently arranged to deliver power from the existing CUP co-generation system to the LADWP utility grid. There are two 6.25 MVA transformers that boost the incoming 4.16 kV co-generation power to 34.5 kV. The transformers would be reconfigured by LADWP to supply power to the new CUP and may also export power back to the grid. However, the possibility of exporting power has not yet been finalized by the design electrical engineers.

In addition to converting the existing transformers at IS #2299, a new 7.5 MVA, outdoor substation will be installed adjacent, on the west side, to the existing IS #2299 building. The new 7.5 MVA substation will require LAWA metering and distribution equipment to be installed adjacent to the substation. The area required for the LADWP substation is 35 feet by 25 feet and the area required for the LAWA equipment is 25 feet by 15 feet. The construction of the new substation and LAWA equipment will require an excavation of the entire 50-foot by 25-foot area down to 2 feet below existing grade. Elevated concrete support pads will be installed for the new equipment and the area surrounding the support pads will be asphalt pavement. The three transformers at the new and converted substations will fulfill the total load of 20 MVA needed by the new CUP.

Additional electrical infrastructure required to support the new CUP will include:

- Electrical manholes located to the north of the CUP;
- Ductbank between the new substation, existing substation, existing CUP, manholes and the new CUP; and
- Relocation of the existing 250 kilowatt (KW) standby generator.

2.4 Construction of Thermal Energy Storage Tank

A naturally stratified chilled water TES is being considered for installation, underground, within the footprint of the existing CUP. The purpose of TES is to make chilled water or ice during the daily period when electric demands and charges are low. Subsequently, during the peak energy rate and usage time of day, the stored energy within the chilled water would be released from the tank and pumped into the chilled water system, thereby reducing the number of water chillers that would have been required to operate to meet the cooling demands during the peak of the day. The TES tank is planned to include a monolithically poured (i.e., all poured at one time) concrete floor slab on excavated fill with supporting foundation, precast side wall panels and a vehicle-load-rated, cast-in-place flat roof. Concrete columns will be installed on the floor slab to support the roof. The approximate tank volume is 2,666,000 gallons. Tank dimensions are currently anticipated to include an approximately 40-foot side wall depth by 106-foot interior diameter or a 27-foot depth by 130-foot diameter. Excavation depth is assumed to be no greater than 45 feet below grade.

2.5 Replacement of Existing Direct-buried Chilled Water and High Pressure Hot Water Service Lines

The existing direct-buried chilled water and high temperature hot water service lines in the CTA loop will be removed and replaced. Existing chilled and hot water lines that are "exposed" during excavation will be removed. The balance of "out of service" chilled and hot water lines will be surveyed, filled with concrete slurry and abandoned in place. The new chilled water and high pressure water service lines will be routed into a new utility tunnel and distributed to the terminals. These tunnels will be approximately 15 feet high by 15 feet wide to accommodate the anticipated piping needs. Figure 7 shows the conceptual alignments of the anticipated pipeline replacements/improvements.

2.6 Demolition of Existing CUP and Associated Existing Electrical Substation

The maintenance buildings east of the existing CUP would be demolished to make way for the new CUP. The existing cooling tower would remain operational until all four cells of the new cooling tower are fully installed and commissioned. The existing CUP would then be demolished and the proposed thermal energy tank would then be installed, prior to full installation of the new cooling tower. Once the new cooling tower is operational, the existing cooling tower would be demolished.

2.7 Construction Staging/Worker Parking

Staging for construction equipment and parking for construction employees would be located at existing surface parking lots within the CTA.

2.8 Construction Schedule

The construction period for the proposed Project is anticipated to last for approximately four years. Construction will commence with the relocation of known existing utilities in the footprint of the new CUP thus allowing follow-on construction activities. Simultaneously, construction of the utility tunnel and the replacement of existing direct-buried chilled water and high pressure hot water services lines would begin prior to construction of the CUP. The construction of the CUP is anticipated to take approximately three and a half years.

2.9 Permits and Approvals

In addition to the City of Los Angeles, implementation of the proposed Project may require various federal, state, and local approvals, for which the approving agencies may use the EIR in their respective decision-making and approval processes, including the following.

State Water Resources Control Board (SWRCB)/Regional Water Quality Control Board (RWQCB)

The California SWRCB and nine RWQCBs administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but not be limited to:

- General Construction Storm Water Permit
- Standard Urban Stormwater Mitigation Plan

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the regional agency granted the authority to regulate air pollutant emissions from stationary sources in the air basin. Permits of approvals required for the SCAQMD may include but not be limited to:

- Revisions to the existing Title V Operating Permit (a national operating permit program for air pollution sources) for operation of the CUP.

Local Actions

Local actions and approvals that may be required for the proposed Project include, but may not be limited to the following:

- LAX Plan Compliance Review in accordance with Section 7 of the Los Angeles International Airport Specific Plan.
- Certification of the Final EIR for the CUP Replacement Project.
- Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- Preparation of a Project-Specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan for approval by the Bureau of Sanitation - Watershed Protection Division. (The Plan should be consistent with the overall Storm Water Pollution Prevention Plan and associated permits.)

- Preparation of a Report of Construction Air Quality Emissions for submittal to SCAQMD.

Miscellaneous Actions and Permits

A number of other actions and permits may be required for the implementation of the proposed Project. The list of actions and permits is expected to include, but not be limited to:

- Los Angeles Department of Building and Safety Electrical Permit
- Los Angeles Department of Building and Safety Building Permit for removal, construction, repair, etc., of any structure(s)
- Board of Public Works Sewer/Storm Drain Permit
- Los Angeles Fire Department Plan Check

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

In accordance with Section 15063 of the CEQA Guidelines, an Initial Study was completed by LAWA to determine if the Project will have a significant effect on the environment. A copy of the Initial Study is provided herewith as Attachment A. As indicated in the Initial Study, potentially significant impacts that may result from construction of the LAX CUP Replacement Project were identified for the following environmental topics:

Traffic and Parking - Construction of the Project would generate traffic associated with construction workers traveling directly to and from the Project site. Construction staging/parking areas is proposed to be located within existing surface parking lots within the CTA and therefore no shuttle service from the construction work area is anticipated to be necessary. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. Additionally, construction of the Project may require lane closures/modifications and detours within the CTA, which could affect on-airport traffic flows. The EIR to be completed for the Project will address such impacts and recommend mitigation measures as appropriate. Similarly, construction of the Project may affect parking within the CTA, which will be addressed in the EIR.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from demolition activities, construction equipment, worker commutes, and truck haul/delivery trips. Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_x and SO_x), reactive organic gases (ROG), and particulate matter (PM). Additionally, construction of the Project will result in the generation of Greenhouse Gases (GHGs), primarily associated with construction equipment fuel consumption and engine exhaust. Long-term operation of the new facilities proposed in the LAX CUP Replacement Project will also result in the emission of criteria pollutants and GHGs, although such emissions are anticipated to be largely, if not fully, offset by the removal of existing equipment that is not as clean and efficient as the new

equipment. The EIR will quantitatively delineate existing and future operations-related emissions, as well the construction-related emissions, and recommend mitigation measures as appropriate.

Human Health Risk - In addition to criteria air pollutants and GHG's, the EIR will address potential impacts associated with emissions of toxic air contaminants associated with construction activities (i.e., PM emissions within diesel engine exhaust) and operations (i.e., emissions from the large boilers).

Cumulative Construction Impacts - Construction of the LAX CUP Replacement Project is proposed to commence towards the end of 2009 and continue for an approximately 4 year period. Several other projects in the LAX area are also proposed for construction during that period, posing the potential for significant cumulative impacts, particularly as related to traffic and air quality. The LAX CUP Replacement Project EIR will address the potential for such cumulative construction impacts to be significant.

Based on the information and analysis provided in the attached Initial Study, implementation of the proposed Project is not expected to result in potentially significant impacts relative to other environmental topics. As such, the scope of environmental topics to be addressed in the EIR analysis for the LAX CUP Replacement Project is proposed to focus on those topics delineated above.

Comments regarding the scope and content of the LAX CUP Replacement Project Draft EIR will be accepted for 30 days from receipt of this notice. The subject Draft EIR is anticipated to be completed in summer 2009, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

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

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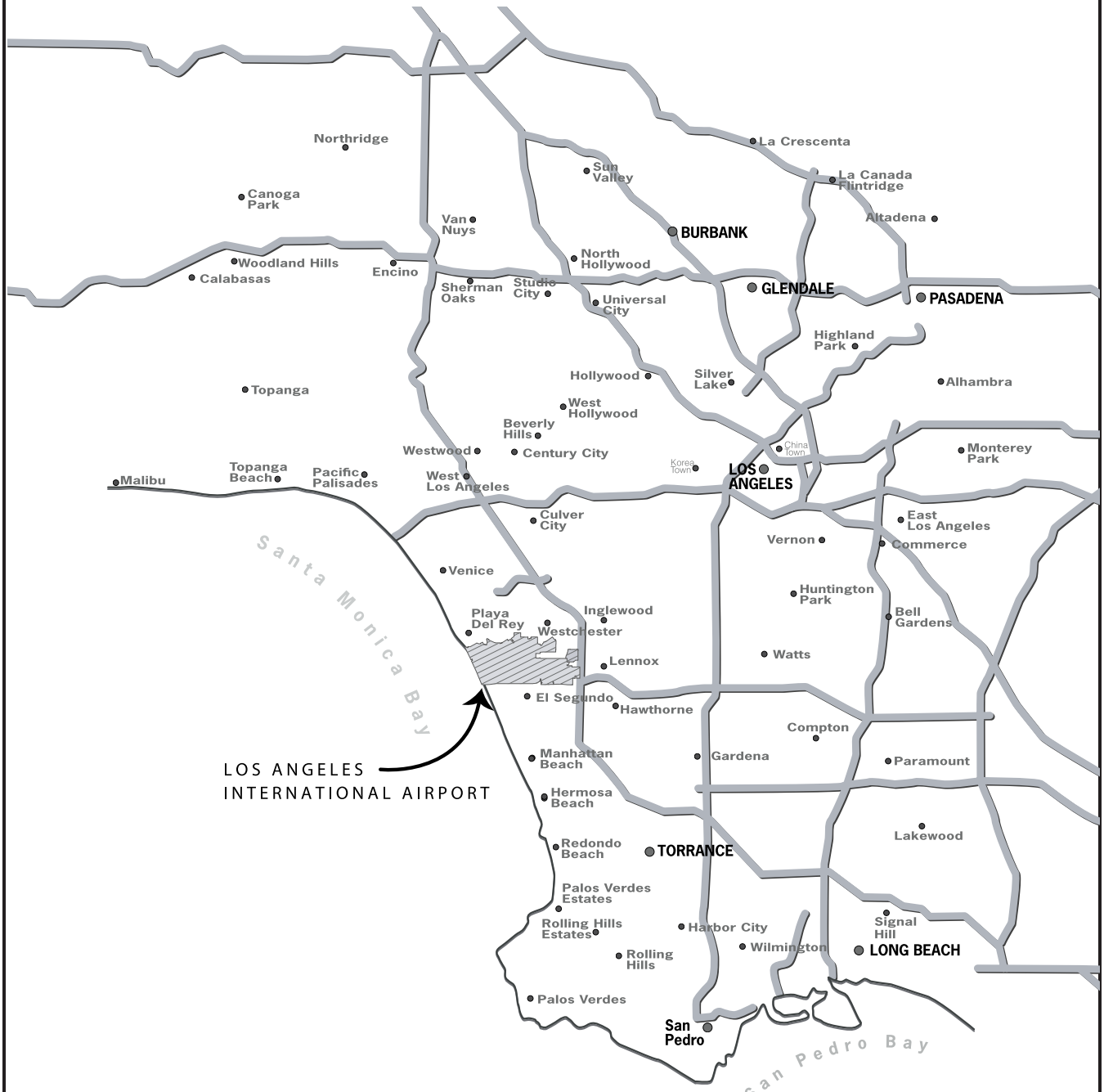

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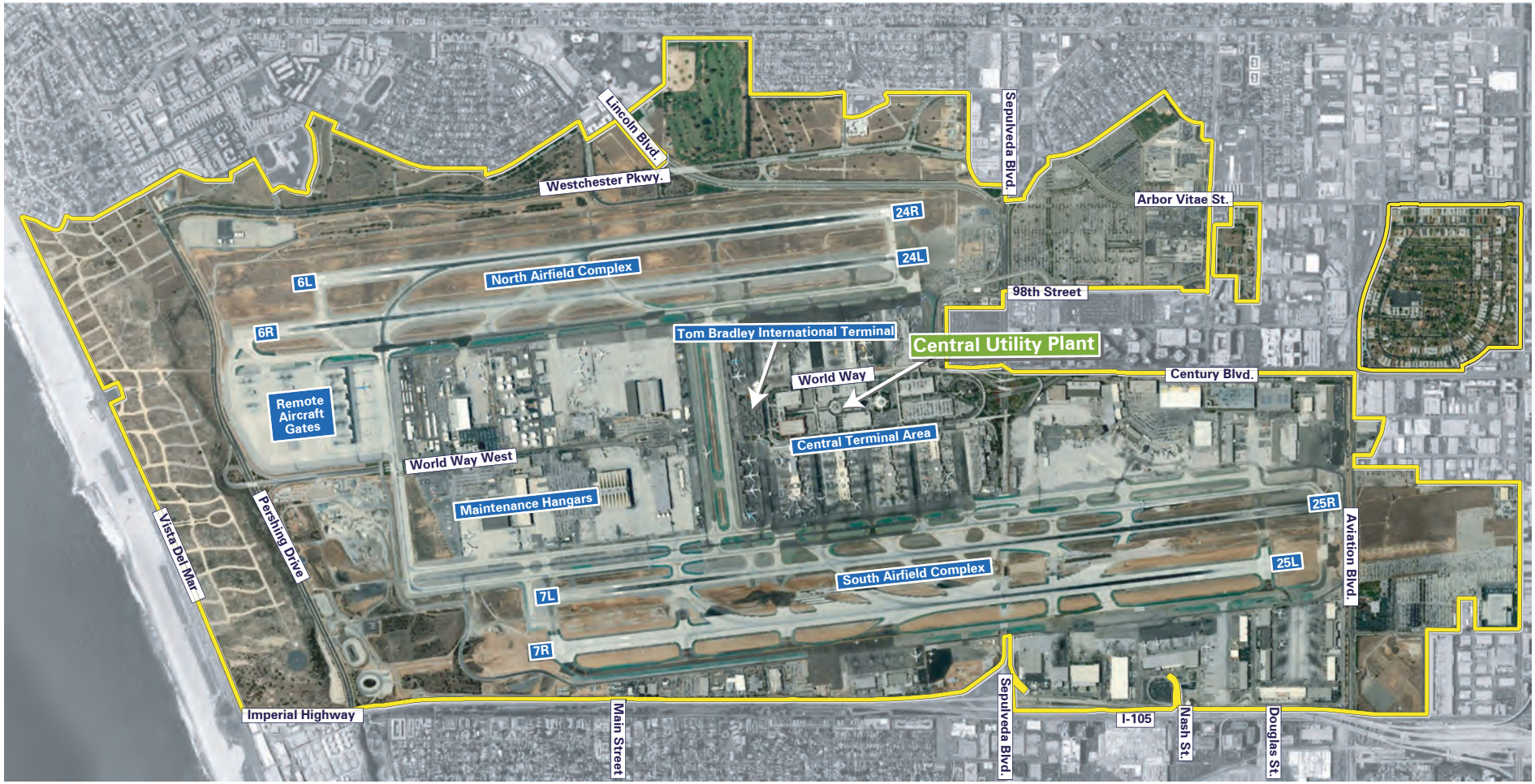
Prepared by: CDM, 2008.

LAX CUP Replacement Project EIR NOP	**Regional Location Map**	Figure **1**



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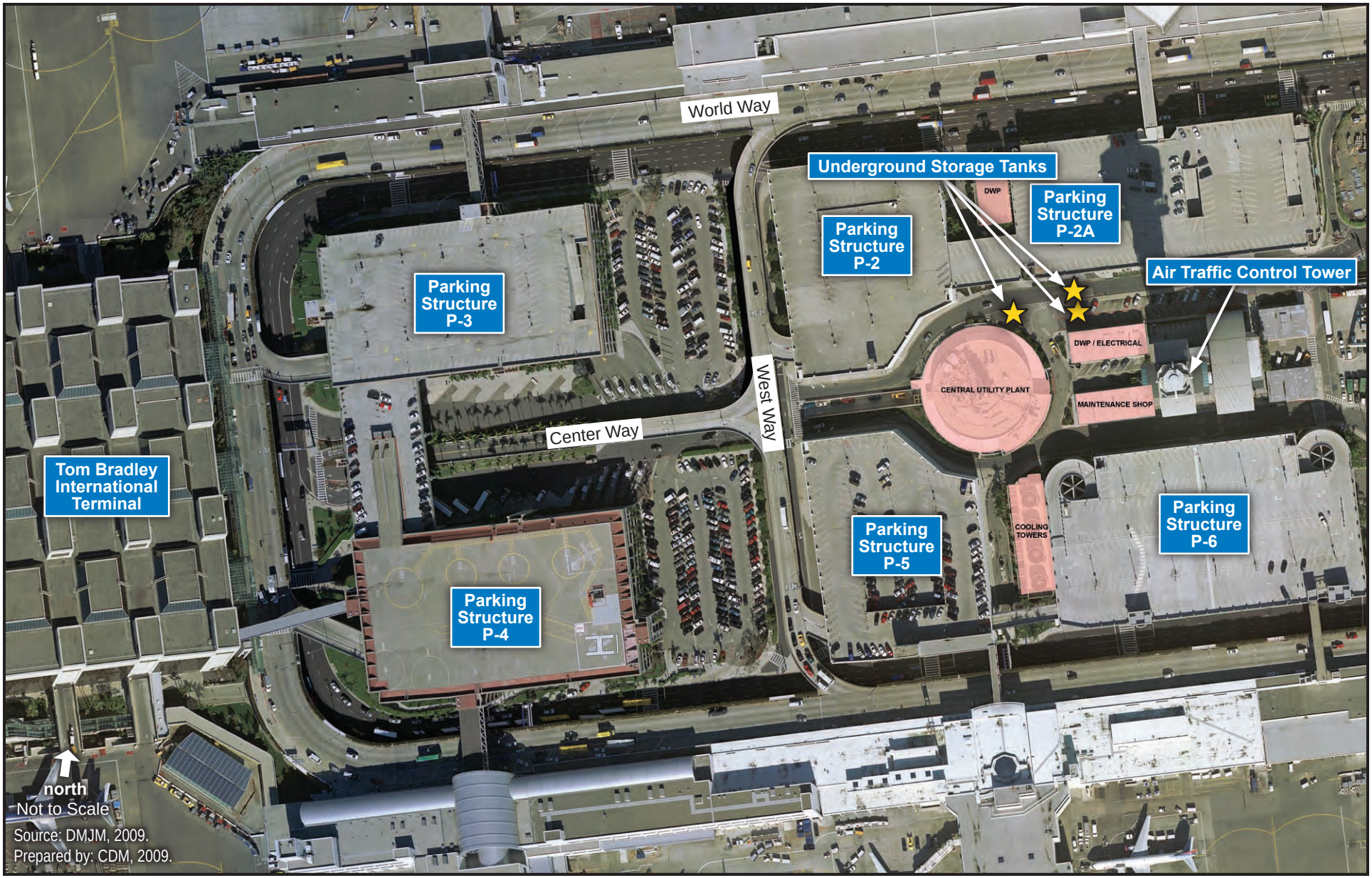
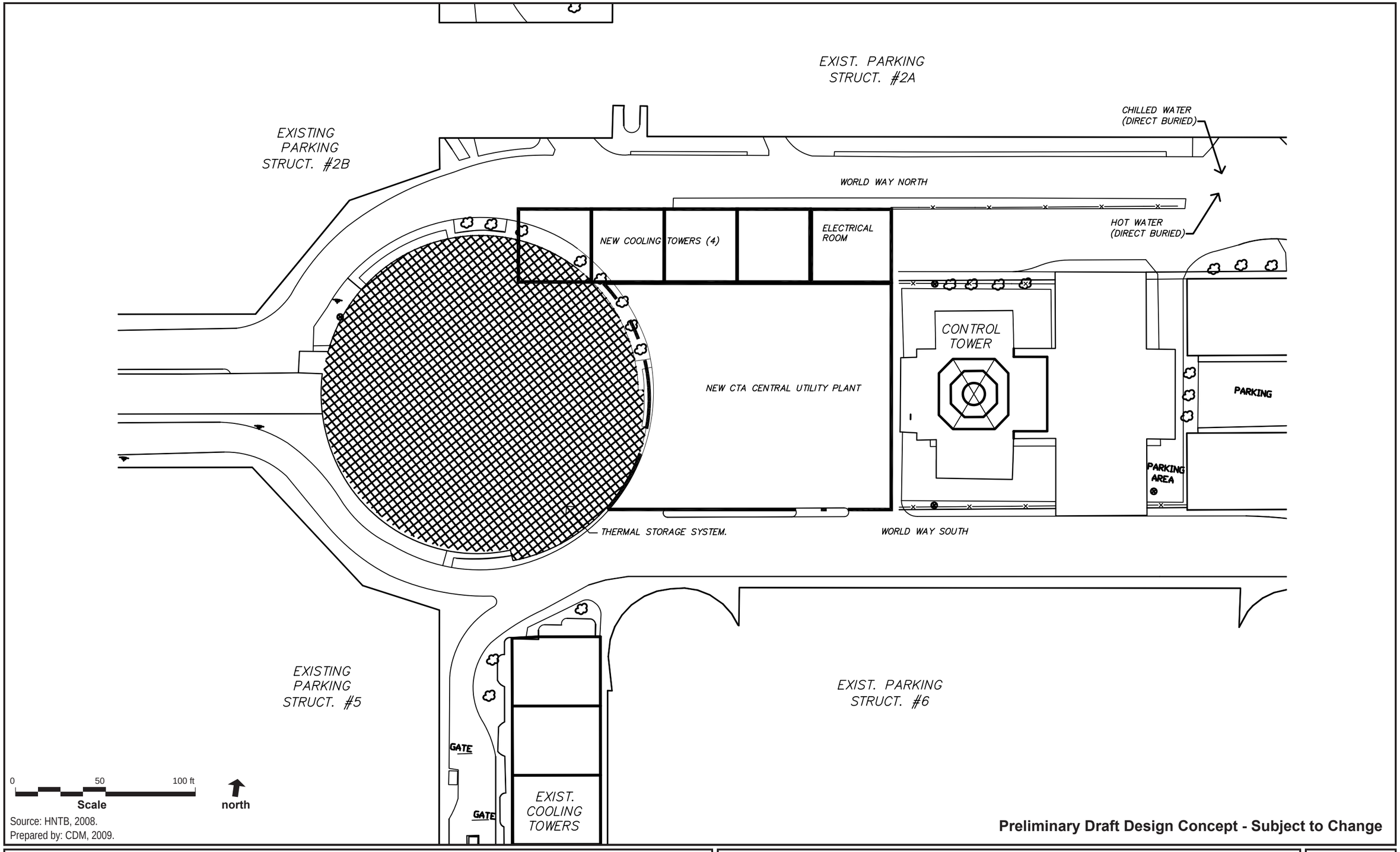
LAX CUP Replacement Project EIR NOP	Existing Airport	Figure 2



LAX CUP Replacement Project EIR NOP	Existing CUP Facilities	Figure 3

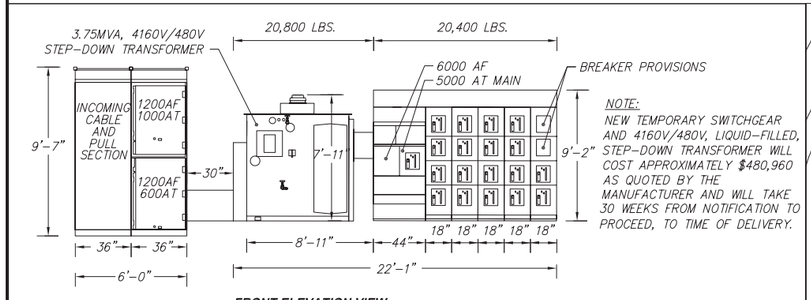


Source: HNTB, 2008.
Prepared by: CDM, 2009.

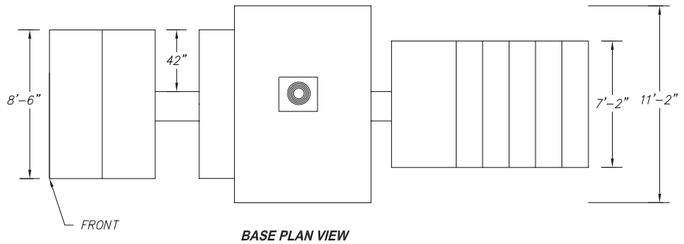
Preliminary Draft Design Concept - Subject to Change

LAX CUP Replacement Project EIR NOP	**Preliminary Site Layout**	Figure **4**

LAX CUP Replacement Project EIR NOP	**Potential Reclaimed Water Pipeline and Treatment System Locations**	Figure **5**

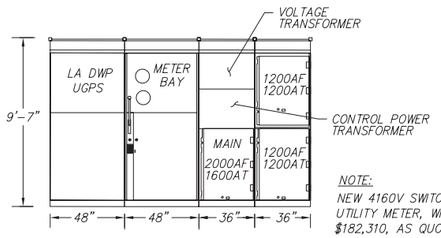


FRONT ELEVATION VIEW



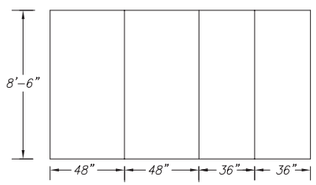
BASE PLAN VIEW

NEW TEMPORARY 480V SUBSTATION 1/–
NTS



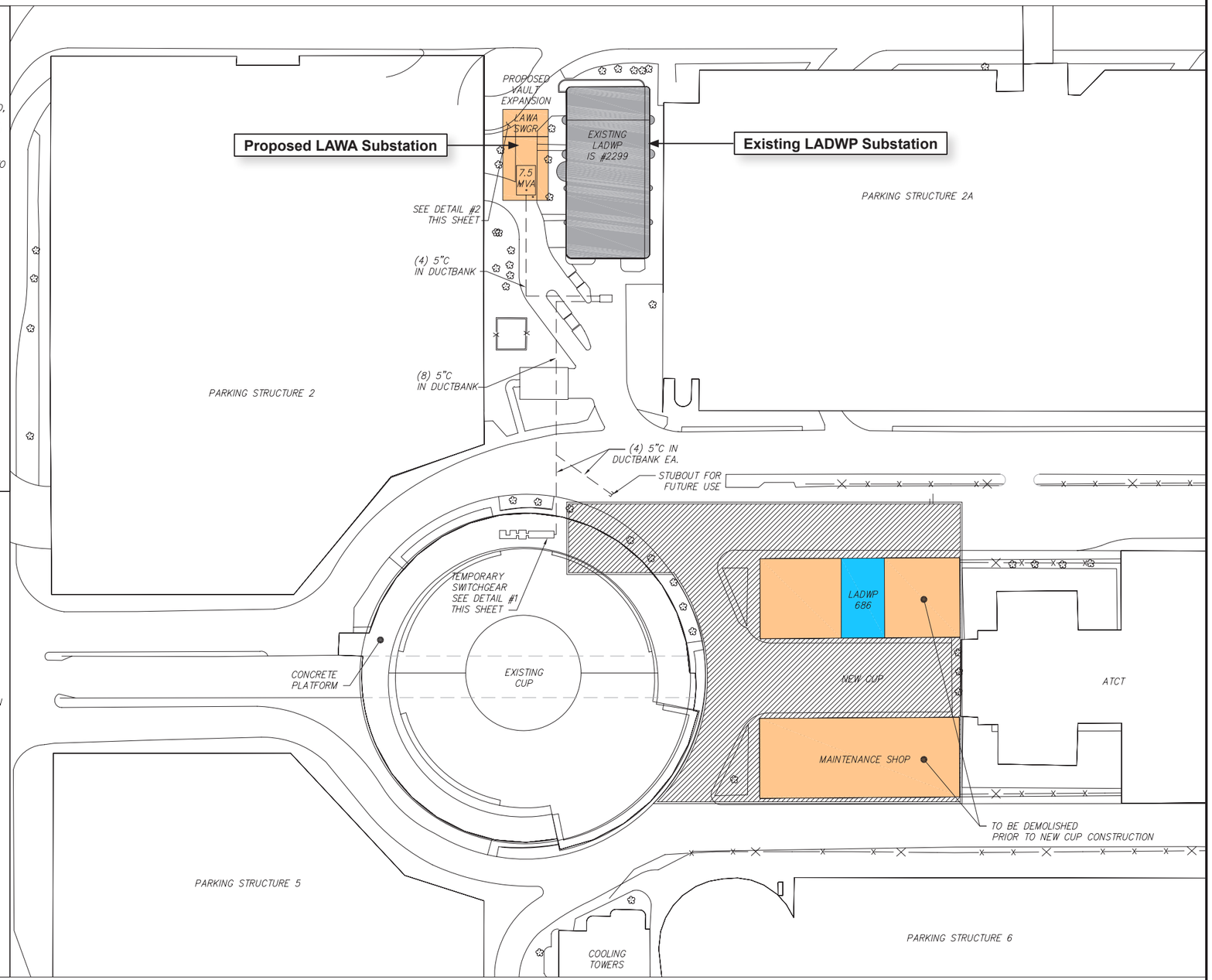
FRONT ELEVATION VIEW

NOTE:
NEW 4160V SWITCHGEAR, WITH LADWP UTILITY METER, WILL COST APPROXIMATELY $182,310, AS QUOTED BY MANUFACTURER, AND WILL TAKE 30 WEEKS FROM NOTIFICATION TO PROCEED, TO TIME OF DELIVERY.



BASE PLAN VIEW

NEW 4160V, LAWA OWNED SWITCHGEAR 2/–
NTS



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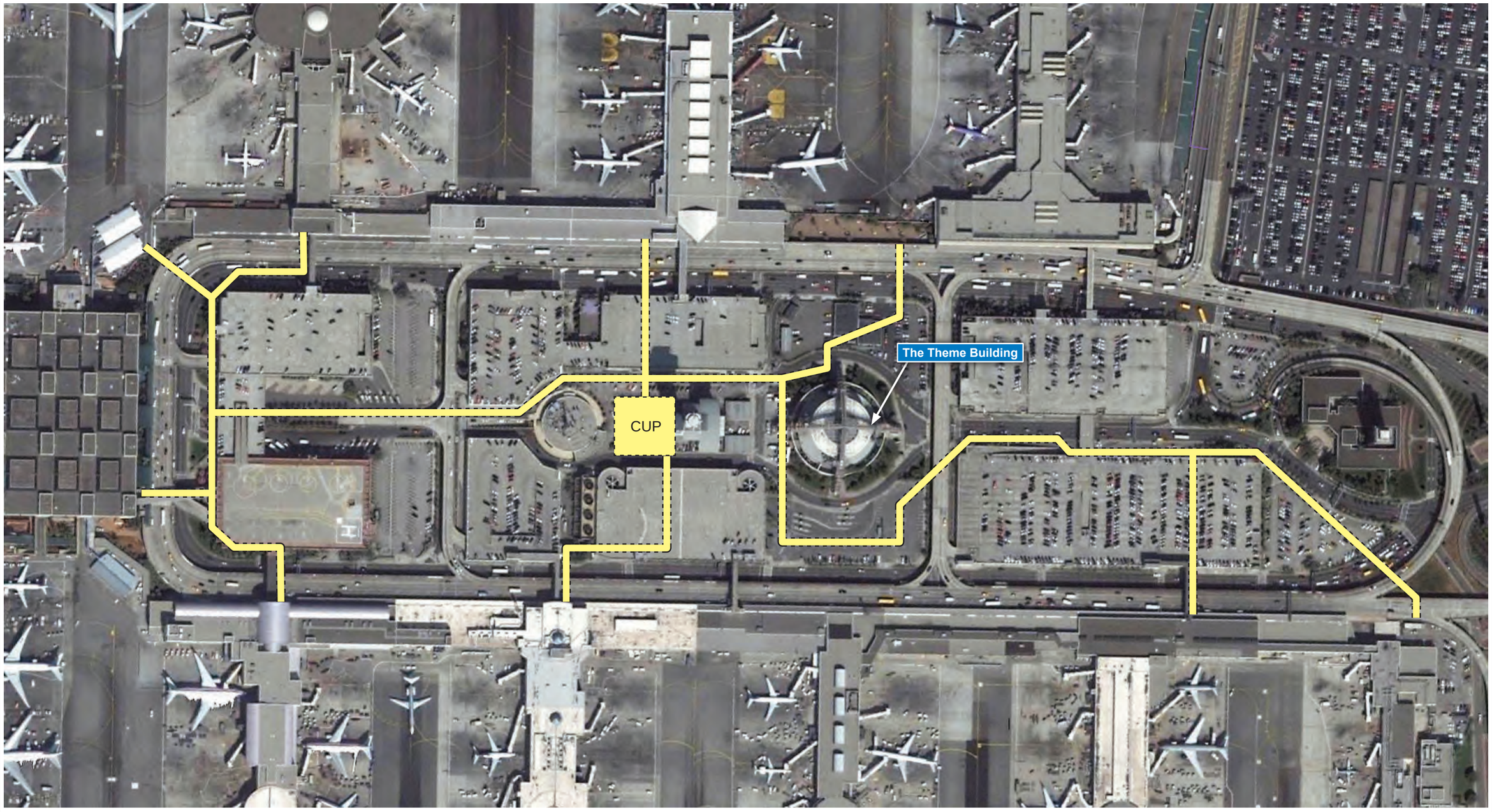
Source: HNTB, 2008.
Prepared by: CDM, 2009.

LAX CUP Replacement Project EIR NOP

CUP Substations

Figure **6**



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Source: HNTB, CDM, 2009.
Prepared by: CDM, 2009.

LAX CUP Replacement Project EIR NOP

Conceptual Alignment of Chilled Water and High Pressure Hot Water Service Lines

Figure **7**

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY	**COUNCIL DISTRICT**	**DATE**
Los Angeles World Airports	Council District 11	April 1, 2009

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	**CASE NO.**
CUP Replacement Project	EIR-09-009-AD

PREVIOUS ACTIONS CASE NO.	☐ **DOES have significant changes from previous actions.**
	☐ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

The proposed Project provides for the replacement of the existing Central Utility Plant (CUP) and cogeneration facilities at Los Angeles International Airport (LAX). Included as part of the CUP Replacement Project are the following project components: replacement of the existing CUP and maintenance shop building, including a new electrical co-generation facility; replacement of existing cooling towers; construction of an underground thermal energy storage tank at the site of the existing CUP; electrical upgrades to include a new electrical substation and LADWP substation retrofit; replacement of the existing direct-buried chilled water and high pressure hot water service lines in the LAX Central Terminal Area (CTA); demolition of the existing CUP and associated ancillary facilities; and potential installation of a recycled/reclaimed water pipeline and treatment system. Staging for construction vehicles and equipment, as well as construction worker parking would be located within a surface parking lot within the CTA. The construction period would be approximately four years. *Please see the accompanying Notice of Preparation for additional information regarding the Project Description.*

ENVIRONMENTAL SETTING:

The Project site is situated at the core of the CTA within LAX. The immediate environmental setting is, therefore, characterized by a highly-built environment with vehicle and passenger movement activity nearby throughout most of the day and much of the night. In terms of the airport's overall environmental setting, LAX is located within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. West of the LAX airfield area are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

PROJECT LOCATION

As noted above, the Project site is at the core of the CTA within LAX. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County. LAX is bordered on the north by the community of Westchester (part of the City of Los Angeles), south by the City of El Segundo, east by the City of Inglewood and the unincorporated community of Lennox, and the west by the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. The majority of the proposed improvements that comprise the CUP Replacement Project would occur in the CTA between the Air Traffic Control Tower (ATCT) and parking structures P-2, P-2A, P-5 and P-6.

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

EXISTING ZONING	**MAX. DENSITY ZONING**	☒ **DOES CONFORM TO PLAN**
LAX - L Zone M2: Airport Airside sub-area, LAX-A Zone C2: Airport Landside Subarea, LAX – N Zone: LAX Northside Subarea		
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	☐ **DOES NOT CONFORM TO PLAN**
Airport-related facilities		
SURROUNDING LAND USES	**PROJECT DENSITY**	☐ **NO DISTRICT PLAN**
North - Airport (parking structure) East - Airport (control tower) South - Airport (parking structure) West - Airport (parking structure)		

☞ ☐ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Dennis Guillian — SIGNATURE

City Planner — TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER***
Los Angeles World Airports	(310) 646-7690
PROPONENT ADDRESS	
1 World Way, Room 218, Los Angeles, CA 90045	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Los Angeles World Airports	February 19, 2009
PROPOSAL NAME (If Applicable)*	
Central Utility Plant (CUP) Replacement Project	

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the South Coast Air Quality Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, PM_{10}, and $PM_{2.5}$) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f. Result in a substantial increase in greenhouse gas emissions?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES. Would the project :				
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?	☐	☐	☐	☒
XI. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other governmental services (including roads)?	☐	☐	☐	☒
XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/CIRCULATION. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Result in inadequate parking capacity?	☒	☐	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b. Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

(See Attachment A)

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ATTACHMENT A
EXPLANATION OF CHECKLIST DETERMINATIONS

As described in detail within the Project Description above and the Notice of Preparation, the CUP Replacement Project includes the following project components: replacement of the existing CUP and maintenance shop building; replacement of existing cooling towers; construction of an underground thermal energy storage tank; installation of a new electrical substation and an LADWP substation retrofit north of the CUP site; replacement of the existing chilled water and high pressure hot water service lines within the LAX Central Terminal Area (CTA); potential use of an existing pipeline biogas, and potential installation of a recycled/reclaimed water pipeline and treatment system. Construction staging for vehicles and equipment and construction worker parking for work within the CTA would be located at a surface parking lot in the CTA. No off-site shuttling is anticipated to be necessary. LAWA is currently coordinating with the City of Los Angeles Department of Water and Power to pursue the provision of recycled/reclaimed water to the CUP. Should that occur, it is anticipated that the recycled/reclaimed water pipeline would be located underground within existing street rights-of-way, and the water treatment system (to reduce chlorine and ammonia levels in the recycled/reclaimed water, which are deleterious to cooling towers) would consist of two small buildings and outdoor tanks/equipment that would be located on either an existing LAWA construction materials storage/staging lot, a vacant paved lot, or a small portion of an existing paved lot used for rental car storage overflow. Construction staging and worker parking for the recycled/reclaimed water pipeline and treatment system would be located at the treatment system site. The overall construction period would last approximately four years, with the replacement of the chilled water and hot water lines to the west of the CUP beginning prior to construction of the replacement CUP. Within the four year period, construction of the CUP would take approximately three and a half years, and construction of the recycled/reclaimed water treatment system would last approximately nine months. The majority of construction would occur primarily during day time hours, six days a week; however, the installation of the new pipelines to convey hot and cold water from the replacement CUP to terminals would include construction activities within the CTA during nighttime hours when vehicle traffic levels are low and closing roadway lanes during construction would have minimal impact on traffic flow. Nighttime construction activity within the CTA may also occur in conjunction with the relocation of existing utility lines and with construction of the replacement CUP, in order to reduce the overall level and duration of construction-related disruption within the CTA during daytime hours. If biogas is used, it is anticipated that an existing pipeline would be used for conveyance from the Hyperion Treatment Plan to the replacement CUP and no physical modification of the existing pipeline would be required. Impacts from the project, with and without the usage of biogas, are addressed below.

I. AESTHETICS. *Would the project:*

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

No Impact. The Project site is within the Central Terminal Area (CTA) which is developed with uses that include the existing CUP and maintenance shop, multi-story parking structures, restaurant (the Theme Building), and Air Traffic Control Tower (ATCT) surrounded by a two level loop road and Terminals 1 through 8, which are in a U-shaped configuration. The replacement CUP and associated facilities would be located at the core of the CTA, at or adjacent to the site of the existing CUP. Construction staging areas would be located at a surface parking lot within the CTA. While the proposed CUP would be a highly visible feature for pedestrians and motorists traveling within the CTA, the proposed replacement CUP would not be visible from, or affect views of, areas outside of the CTA. Views of the replacement CUP and associated facilities from beyond the CTA would be generally limited due to intervening structures and topography. To the extent that there are scenic vistas to the north and northwest of the City and the coastline from vantage points at higher elevations to the south of the airport, the CTA (including the replacement CUP and associated facilities) and other airport development are well below this line-of-sight and do not enter into or contribute to scenic vistas. The three potential locations for the treatment system are within a highly urbanized area and not within or near any scenic vistas. As such, no impacts on scenic vistas would occur, and no mitigation measures or further evaluation are required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. As discussed further under Response No. V.a. below, the existing CUP and ancillary facilities that would be demolished as part of the proposed Project are not historic buildings. The Project site does not contain any unique or officially recognized natural, urban, or historic features. The main structures of the proposed Project are located at the core of the CTA, adjacent to the site of the existing CUP. Associated pipelines to be replaced or improved as part of the proposed Project are located underground. The thermal energy storage tank would be located at the site of the existing CUP and would also be underground. The Project site is not located adjacent to or within the view of a designated scenic highway or vista. The Project site is immediately to the west of the ATCT and approximately 400 feet west of the LAX Theme Building, both of which are notable architectural features, and the Theme Building is a City of Los Angeles designated Historic-Cultural Monument. Sub-grade water lines from the replacement CUP would be installed adjacent to the ATCT and Theme Building, however, the construction activities would be temporary and would not physically alter either structure, or damage views of the structures. The Theme Building is an elevated structure that appears suspended with parabolic arches and the ATCT extends approximately 280 feet above ground, and therefore, views would not be blocked by the temporary construction occurring at- and below-grade. Implementation of the proposed Project would not damage scenic resources, including historic resources or other locally recognized desirable aesthetic natural features within a City-designated

scenic highway or from other non-designated locales. As such, no impacts on scenic resources would occur, and no mitigation measures or further evaluation are required.

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

No Impact. The Project site is located within the CTA which is developed with uses that include the existing CUP and maintenance shop, multi-story parking structures, restaurant (the Theme Building), and ATCT surrounded by a two-level loop road and Terminals 1 through 8, which are in a U-shaped configuration. The architectural character of the CTA varies. The Theme Building and ATCT are notable architectural features, while the terminal buildings consist of concrete slab construction, primarily designed for function and access. The proposed Project site is located immediately to the west of the ATCT and approximately 400 feet west of the Theme Building. The ATCT, constructed in 1996, is visible from all directions and contributes to the airport's sense of destination and regional airport theme. The Theme Building, constructed in 1961, is a City of Los Angeles designated Historic-Cultural Monument that symbolizes a "Jet Age Theme." The replacement CUP is proposed to be located adjacent to the site of the existing CUP, which would place the replacement CUP approximately 100 feet closer to the ATCT than is currently the case. Placement of the 35-foot-high CUP building adjacent to the ATCT would limit views from the CTA loop road of the lower portion of the western façade of the ATCT; however, the most notable visual features of the tower which extends well above the replacement CUP elevation would not be affected. The new cooling tower located on the west side of the proposed CUP building would be approximately 65 feet in height, and 176 feet by 49 feet in width (8,624 square feet). The existing cooling tower (which would be demolished once the new tower is fully installed and commissioned) is 44 feet tall, and 60 feet by 155 feet in width (9,300 square feet). The ATCT is approximately 280 feet in height, and the tower view and existing character of the ATCT would not be affected by the new cooling tower. Other proposed facilities (water lines and thermal energy storage storage tank) would be constructed underground, and therefore would not be visible and no impact on views of the ATCT and the Theme Building would occur. The three potential locations for the treatment system are within a highly urbanized areas, within or adjacent to uses that include parking lots and/or construction staging. As such, no impact to the existing visual character or quality of the replacement CUP site and surrounding area would occur, and no mitigation measures or further evaluation are required.

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

Less Than Significant Impact. Currently, there are no sources of light or glare from the existing CUP and associated facilities that adversely affect day or nighttime views in the area. Lighting of the new CUP and associated facilities would be similar to current lighting levels and would not meaningfully increase exterior light sources or change light or glare effects in the area. Furthermore, the distance from the site to the nearest off-site light sensitive receptors (residential uses) in the

surrounding communities is more than one-half mile; therefore, any increase in light or glare is expected to be imperceptible. Any new exterior light sources would be selected and installed in compliance with applicable Federal Aviation Administration (FAA) standards and in conformance with relevant LAWA guidelines. Minimal security lighting would be installed at the treatment system buildings. The potential treatment system sites are located in urbanized areas and associated lighting would not substantially add to existing lighting in the vicinity, including street lighting and security lighting. Given limited changes in exterior light sources, compliance with relevant standards, and the distance to sensitive receptors, adverse effects from lighting are considered less than significant. Therefore, no mitigation measures or further evaluation are required.

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

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

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

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

a-c. No Impact. The Project is located within a developed airport and is surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no agricultural resources or operations within the vicinity of LAX, including prime or unique farmlands or farmlands of statewide of local importance. Further, there are no Williamson Act contracts in effect within the LAX vicinity.[1] The proposed Project would represent a continuation of the current airport-related and urban uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts to agricultural resources would occur with implementation of the proposed Project. As such, this issue does not require any further analysis.

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

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

a. Conflict with or obstruct implementation of the South Coast Air Quality Management Plan?

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

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM_{10}, and $PM_{2.5}$) under an applicable federal or state ambient air quality standard?

d. Expose sensitive receptors to substantial pollutant concentrations?

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

f. Result in a substantial increase in greenhouse gas (GHG) emissions?

a-d, and f. Potentially Significant Impact. The proposed Project site is located within the South Coast Air Basin (SCAB), and air emissions in the Basin are regulated by the SCAQMD. Construction of the CUP Replacement Project would involve the use of heavy-duty construction equipment that emit air pollutants at levels that could conflict with or obstruct implementation of the South Coast Air Quality Management Plan; violate air quality standards or contribute to an existing or projected air quality violation; result in a cumulatively considerable adverse net increase in air pollutants; result in a cumulative increase in GHGs; or, expose sensitive receptors to substantial pollutant concentrations. Additionally, operation of the replacement CUP would result in air pollutant emissions, particularly from the heating system boilers, that could result in the types of impacts described above. Those operational emissions would, however, be offset by the elimination of emissions from the older and less efficient existing CUP equipment to be removed as part of the proposed Project. Regardless, the CUP Replacement Project Draft EIR will evaluate whether the construction and operation of the proposed CUP and associated facilities have potentially significant air quality impacts. The Draft EIR analysis of such air quality impacts would include criteria pollutants as well as greenhouse gas emissions.

e. Less Than Significant Impact. There is currently a natural gas odor at the CUP site. This odor would remain similar with implementation of the proposed Project, and no new objectionable odors would be created. In the event that biogas is used as a fuel source for the proposed CUP, there is the potential for odor impacts to occur from the combustion of hydrogen sulfide contained within the gas. This biogas odor would only occur at the Hyperion Treatment Plant, where biogas pretreatment would take place. This odor would not be a substantial increase to, or otherwise change, existing odors at the Hyperion Treatment Plant. Therefore, no new objectionable odors would be generated and odor impacts associated with the proposed Project are anticipated to be less than significant.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The vast majority of the CUP Replacement Project would be developed within the core of the CTA, which is highly developed and devoid of biological resources. The construction staging areas and construction worker parking would also be located within the CTA. The precise location for the potential recycled/reclaimed water infrastructure (pipeline and treatment system), has not been determined; however, the pipelines are anticipated to be installed within existing street right of ways and the potential treatment system locations currently being considered include urbanized areas such as a small area within a rental car parking lot, vacant lot adjacent to a parking lot, or a small area within a construction staging/storage lot used by the LAWA soundproofing division. No impacts to sensitive or special status species or habitats are expected to occur and no mitigation measures or further evaluation is required.

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

No Impact. As discussed in Response No. IV.a. above, the Project site is in a highly developed area. There is no riparian habitat or other sensitive natural community at the Project site or near the vicinity of the potential recycled/reclaimed water pipeline and treatment system. Therefore, there are no potential impacts to any riparian or other sensitive natural community and no mitigation measures or further evaluation is required.

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

No Impact. See Responses No. IV.a. and b. above.

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

No Impact. See Responses No. IV.a. and b. above.

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

No Impact. See Responses No. IV.a. and b. above.

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

No Impact. As indicated above, the Project site is in a highly developed area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes the project site or immediate vicinity. The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located at the far western portion of the boundaries of LAX, well removed from the CUP Replacement Project site, staging area, and potential recycled/reclaimed water pipeline and treatment system. Therefore, there are no potential impacts to any adopted habitat conservation plan and no mitigation measures or further evaluation is required.

V. CULTURAL RESOURCES. *Would the project:*

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

No Impact. Section 15064.5(a)(3) of the CEQA Guidelines generally defines historical significance as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values.

The proposed project involves improvements to the CUP and cogeneration facilities, which were constructed in 1961 and 1985, respectively. Historic and architectural resources surveys were conducted of LAWA owned properties and other areas in 1995, 1998 and 2000, in association with the preparation of a Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the LAX Master Plan. The findings of the surveys indicate that four buildings within LAX are considered potentially significant historic/architectural resources. These buildings are as follows:[2]

- Hangar One (listed on the National Register of Historic Places) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway;

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

- Theme Building (eligible for the National Register of Historic Places) in the center of the LAX terminals;
- WWII Munitions Storage Bunker (eligible for the National Register of Historic Places) near the western boundary of LAX; and
- Intermediate Terminal Complex (eligible for the California Register of Historical Resources) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

As mentioned above the existing CUP and cogeneration facilities were constructed in 1961 and 1985 respectively. Considering the technological advances over that period, both facilities are considered obsolete and are not designated historic resources nor are they considered historically significant. Temporary construction activities involved in implementation of the sub-grade direct-buried chilled water and high temperature hot water service lines would occur adjacent to the Theme Building, which, as noted above is eligible for the National Register of Historic Places. These activities would not physically alter the Theme Building. The specific location of the alignment for the potential recycled/reclaimed water pipeline and treatment system has not yet been selected; however, the infrastructure would be located along existing street rights-of-way (pipeline) and vacant land or parking lot (treatment system) and would not impact any historical structures. As such, no adverse impacts to significant historical resources would occur, and no further analysis is required.

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

Potentially Significant Unless Mitigation Incorporated. The Project site, much of which is on artificial fill, is developed and has been subjected to extensive disruption over the years. Thus, any surficial archaeological resources, which may have existed at one time, are considered likely to have been removed. The proposed Project would involve excavation of approximately 39,622 cubic yards (cy) of materials to accommodate the required footings to support the proposed CUP, cooling tower, and thermal energy storage tank and associated facilities. Excavation of approximately 232,530 cy of soil may be required for construction of the utilidor. No prehistoric or historic archaeological sites have been encountered within the immediate Project vicinity, such as in conjunction with excavations for the Tom Bradley International Terminal Interior Improvements Project and the In-Line Bagage Screening Systems Project, both located immediately west of the CUP Replacement Project site. Notwithstanding, grading required for the proposed Project may include soils that were previously undisturbed. The potential destruction of archeological resources during construction could result in a significant impact to an archeological resource; however, with implementation of the following mitigation measure, which would be included in the construction requirements for the Project, the impact would be reduced to less than significant.[3]

[3] While the CUP Replacement Project is not considered to be an LAX Master Plan Project, the basic framework and requirements of several of the Master Plan commitments and mitigation measures identified in the LAX Master Plan

Mitigation Measure HA1. Conformance with LAX Master Plan Archaeological Treatment Plan: Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP),[4] who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed. The CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project site is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.

As indicated above, implementation of this mitigation measure would reduce potential impacts associated with archaeological resources to a level that is less than significant. As such, no further analysis of potential impacts to archaeological resources is required.

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

Potentially Significant Unless Mitigation Incorporated. As indicated in the LAX Master Plan EIR, the LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. Any surficial paleontological resources, which may have existed at one time, have likely been previously disturbed by past development activities. Therefore, the topmost layers of soil in the Project area are not likely to contain substantive fossils. The records search conducted for the LAX Master Plan EIR identified the presence of two vertebrate fossil occurrences within the study area, three more in the immediate vicinity of the study area, and one beyond the study area within two miles from the center of LAX property. These fossils were found at depths ranging from 13 to 70 feet. The deposits within which these resources occur were found to underlie the entire LAX area and surrounding vicinity.[5] The abundance of fossils within the LAX Master Plan study area at depths generally greater than six feet strongly suggests that grading and excavations for a variety of construction activities, including those associated with the CUP Replacement Project, have the potential to expose and damage potentially important fossils. The proposed Project would involve

Final EIR would effectively mitigate the potential environmental impacts of the CUP Replacement Project if and as those commitments and measures are included as requirements of the proposed CUP Replacement Project.

4 City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Archaeological Treatment Plan, June 2005.

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

excavation of approximately 39,622 cy of materials to accommodate the required footings to support the proposed CUP, cooling towers, thermal energy storage tank, and associated facilities. Excavation of approximately 232,530 cy of soil may be required for construction of the utilidor and associated pipelines. Therefore, the proposed Project may directly or indirectly destroy a unique paleontological resource or site or geologic feature. This would be a significant impact on the region's paleontological resources. Furthermore, the exposure of the fossil sites, and the accompanying potential for making the site accessible for unauthorized fossil collection, could result in the loss of additional fossil remains, associated scientific data, and fossil sites.

Because the proposed Project is located within an area identified as having a high potential for yielding unique paleontological deposits, the potential destruction of paleontological resources during excavation activities could result in a significant impact to such resources; however, with implementation of the following mitigation measures, which would be included in the construction requirements for the Project, the impact would be reduced to less than significant.

Mitigation Measure CR1. Conformance with LAX Master Plan Paleontological Management Treatment Plan: Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the LAX Master Plan MMRP Paleontological Management Treatment Plan (PMTP),[6] who will determine if the project site exhibits a high or low potential for subsurface resources. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

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

As indicated above, implementation of these mitigation measures would reduce potential impacts associated with paleontological resources to a level that is less than significant. As such, no further analysis of potential impacts to paleontological resources is required.

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

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

Potentially Significant Unless Mitigation Incorporated. The Project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the Project area, traditional burial resources would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity. In the unlikely event that human remains are encountered, implementation of the following mitigation measure, which would be included in the construction requirements for the Project, would reduce the potential impact to a level that is less than significant.

Mitigation Measure CR3. Archaeological Notification: If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified. Compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall also be implemented.

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

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

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

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

on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[8] Therefore, impacts to people or structures resulting from rupture of a known earthquake fault are considered less than significant, and no mitigation measures or further evaluation are required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. LAX is located in the seismically active southern California region; however, there is no evidence of faulting on the site, and it is not located within an Alquist-Priolo Special Study Zone.[9] As part of the proposed Project, all construction would be designed in accordance with the provisions of the Uniform Building Code (UBC) and the City of Los Angeles Building Code (LABC). Since the proposed Project would comply with UBC and LABC requirements, potential impacts associated with strong seismic ground shaking would be less than significant, and no mitigation measures or further evaluation are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. The depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the site has a very low susceptibility to liquefaction.[10] However, perched groundwater[11] conditions have been noted in the upper 20 to 60 feet at some locations at LAX, including immediately to the west of the CTA where average groundwater was detected 24 feet below ground surface,[12] and the density of sand deposits in the upper 30 feet is generally considered to be low to medium dense. Liquefaction could, therefore, potentially occur in very localized areas; however, the overall potential for liquefaction at LAX is considered low.[13]

Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements would tend to vary considerably across

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

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

10 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

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

12 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Technical Report 12, Figure 7 April 2004.

13 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[14]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[15] flow liquefaction, and ground lurching.[16] Because existing slopes in the LAX vicinity are relatively small in area and of low angle and height (less than 15 feet) the overall potential for such failures is considered to be low.[17]

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[18] to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes. The CDC's Seismic Hazard Zone Mapping Program charts areas prone to liquefaction and earthquake-induced landslides throughout California's principal urban and major growth areas. According to the Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified near the western edge of the airport, within the dune area.[19]

The proposed Project would be designed according to requirements of the State of California, UBC, and LABC. Those requirements call for the potential for seismic settlement and liquefaction to be investigated for a project during the preliminary design phase, and for any established remediation measures to be implemented in areas prone to seismically-induced settlement and liquefaction.

As the potential for liquefaction and seismic settlement at LAX is low, and the proposed Project would comply with UBC and LABC requirements, the potential impacts associated with seismic-related ground failure and liquefaction would be less than significant, and no mitigation measures or further evaluation are required.

iv. Landslides?

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

14 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

15 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.

16 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.

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

18 Public Resources Code 2690-2699.6.

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

and Hillside Areas map does not identify any areas in the vicinity of the Project site that contain unstable slopes which may be prone to seismically-produced landslides.[20] Implementation of the proposed Project would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no impacts resulting from landslides would occur, and no mitigation measures or further evaluation are required.

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

Less Than Significant Impact. The potential for soil erosion within LAX is low due to the generally level topography of LAX. In addition, the majority of LAX is developed with buildings and covered with impervious surfaces. The proposed Project would result in substantial grading, excavation and use of fill during construction of the replacement CUP and associated facilities. Conformance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan that is reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). The Project applicant, LAWA, would be required to prepare an erosion control plan to reduce soil erosion. Therefore, the proposed Project impacts related to soil erosion are anticipated to be less than significant, and no mitigation measures or further evaluation are required.

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

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX in some locations, including the CTA, creates the potential for settlement. The Lakewood Formation initial layers are composed of upper Pleistocene older alluvium, and consist of primarily unconsolidated discontinuous gravel and sand layers, interbedded with silt or clay layers that are prone to settlement. However, foundation design features, such as interconnecting the interior spread footings with concrete grade beams and designing the perimeter basement walls as deep grade beams, and construction methods such as use of oscillating methods of drilling would reduce the potential for excessive settlement at LAX, and the overall potential for damaging settlement is considered low. Projects are required to comply with the UBC and LABC, which include the requirement for site-specific investigations of geotechnical conditions and implementation of remediation measures to address soft or loose soils to limit settlement if needed. Soil borings drilled at the replacement CUP site as part of the site assessment investigation revealed a generally sandy-clay

[20] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas In the City of Los Angeles, November 1996.

lithology from a depth of 5 feet to approximately 15 feet. This was typically underlain by fine-grained sand to the maximum investigation depth of 40 feet. This material is expected to consist of native soil. In the immediate vicinity of the underground storage tanks (USTs), fine-grained sand with a small amount of gravel was present that is expected to consist of engineered fill material.[21]

Existing structures subject to settlement induced by construction of adjacent fills or structures or construction de-watering would be monitored for movement and methods to protect them from excessive settlement would be implemented if deemed necessary, and no further analysis is required.[22] As the proposed Project would comply with UBC and LABC requirements, the potential impacts associated with being located on a geologic unit or soil that is unstable, would be less than significant, and no mitigation measures or further evaluation are required. See also Response Nos. VI.a.iii and VI.a.iv above.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2007), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. As indicated in the LAX Master Plan EIR, fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[23]

New structures under the CUP Replacement Project could be subject to the effects of expansive soils. As Project construction would occur in accordance with the LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. Therefore, proposed Project implementation would not result in significant impacts associated with expansive soils, and no substantial risks to life or property would occur. No mitigation measures or further evaluation are required.

[21] LAWA Site Assessment Report Underground Storage Tanks 161,162, 163. Los Angeles International Airport, Central Utility Plant. 275 Center Way, Lost Angeles, California. July 21, 2006.

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

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

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

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

Conclusion: Based on the above discussion of Items VI.a. through VI.e., relative to potential impacts associated with geology and soils, no significant impacts are anticipated to occur and no mitigation measures or further evaluation are required.

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

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

Less Than Significant Impact. Construction and operation of the proposed Project would not create a significant hazard to the public or environment through the transport, use, or disposal of hazardous materials. Construction activities would involve the limited transport, storage, use, or disposal of hazardous materials for uses such as the fueling and servicing of construction vehicles on-site. This would be short-term in nature and all storage, handling, and disposal of these materials are regulated by local, state, and federal laws.

The electrical equipment currently being used would be disposed of and replaced with new equipment. According to the Los Angeles Department of Water and Power (LADWP), all of the electrical equipment operated by the LADWP is non-PCB-containing equipment per U.S. Environmental Protection Agency (EPA) standards (less than 50 parts per million (ppm)). However, there may still be trace amounts of PCBs (<50 ppm) in the equipment. Under state regulations, waste must have a concentration below 5 ppm PCB to be defined as a non-PCB waste. If the electrical equipment is determined to be PCB waste, it would be disposed of in compliance with relevant state and federal regulations governing disposal of hazardous materials, and therefore, impacts would be less than significant.

The Hazardous Materials Survey[24] performed for the Project site identified the potential for the site to have contaminated on-site materials (lead-based paint, asbestos, and PCBs). The handling and

[24] CTL Environmental Services, Hazardous Materials Survey, LAX Central Utilities Plant, Los Angeles, California, March 19, 2008.

disposal of hazardous building materials, including asbestos and asbestos-containing materials (ACM), and PCBs, is strictly regulated by federal, state, and local laws.

The Phase I Environmental Site Assessment (ESA)[25] identified the potential for contaminated soils to be located on-site based on sampling adjacent to abandoned underground storage tanks. Three of the USTs, shown on Figure 3 of the NOP, scheduled for abandonment were previously evaluated for total petroleum hydrocarbons (TPH), total recoverable petroleum hydrocarbons (TRPH), and volatile organic compounds (VOC). Petroleum hydrocarbons detected near the vicinity of USTs 161 and 162, located approximately 80 feet northeast of the existing CUP, were very limited in concentrations and extent, and do not exceed Los Angeles Regional Water Quality Control Board (LARWQCB) screening criteria**.** UST 163 is located beneath Center Way, north of the existing CUP. Maximum TRPH and TPH-diesel concentrations of 13,000 milligram per kilogram (mg/kg) and 9,100 mg/kg, respectively, were found in shallow samples from two locations near UST 163, exceeding LARWQCB screening criteria.[26] The petroleum hydrocarbons were allowed to remain in the soil due to the presence of a 5-foot thick clay zone that serves as a barrier controlling the vertical movement of the contamination. The vertical and lateral extent of the release has not been fully defined.[27] Further evaluation and the development and implementation of a remediation plan, if needed, will occur in conformance with the LAWA "Procedure for the Management of Contaminated Materials Encountered During Construction" adopted in 2006.[28]

The clean-up and disposal of contaminated on-site materials and contaminated soils would be conducted with oversight from the California Department of Toxic Substances Control (DTSC). DTSC requirements include specific hazardous materials handling methods, routes, and schedules to minimize potential exposure during DTSC removal actions. With adherence to health and safety regulations, the impact would be less than significant.

Project operations would involve the use of hazardous materials and chemicals, including phosphate, sodium hydroxide, phosphoric/sulfuric acid and biocide. Sulfuric acid, an acutely hazardous material (AHM), is used at the CUP to adjust the acidity (pH) of the cooling tower water. Sulfuric acid is stored at the CUP in quantities of no more than 700 gallons. This acid is the only AHM used and stored above reporting threshold quantities at LAX. The types of chemicals and quantities handled at the replacement CUP would be similar to the existing operations and, as such, would not represent a substantial change from the existing operations. Operations at the CUP are

[25] CTL Environmental Services, Phase I Environmental Site Assessment of the Los Angeles International Airport Central Utility Plant, Los Angeles, California. November 2007.

[26] CTL Environmental Services, Phase I Environmental Site Assessment of the Los Angeles International Airport Central Utility Plant, Los Angeles, California. November 2007.

[27] CTL Environmental Services, Phase I Environmental Site Assessment of the Los Angeles International Airport Central Utility Plant, Los Angeles, California. November 2007.

[28] City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Procedure for the Management of Contaminated Materials Encountered During Construction, 2005.

highly regulated to prevent incidents and accidents and the CUP complies with all relevant federal, state, and local safety regulations to minimize the risk of an upset. Preventive measures currently incorporated into the CUP operations include specific procedures addressing the safety and design features, engineered failsafe and back-up systems, handling practices, equipment start-up and shut-down procedures, sulfuric acid detection and monitoring, maintenance and employee training programs, emergency response procedures, and auditing and inspection programs.[29] Adherence to applicable health and safety regulations would reduce the potential for hazardous materials impacts associated with operation of the proposed Project to less than significant levels, and no mitigation measures or further evaluation are required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. As discussed in greater detail under Response No. VII.a-b above, construction and operation of the new CUP and associated facilities would result in the handling of hazardous or acutely hazardous materials. However, there are no schools located or proposed within one-quarter mile of the Project site. Furthermore, the proposed Project involves improvements to the existing CUP and associated facilities and would not change the nature of or meaningfully increase hazardous emissions or the handling of hazardous materials. As such, no mitigation measures or further evaluation are required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. An Environmental Data Resources (EDR) regulatory database review was performed of the site as part of the Phase 1 Environmental Site Assessment.[30] The Project site was listed on the several databases searched by EDR as a facility with underground storage tanks (USTs) and a facility with emissions of carbon monoxide, organic hydrocarbon gases, nitrogen oxides, sulfur oxides, and particulate matter. There were no reports of identified contamination on-site. As discussed in greater detail in Response No. VII.a-b above, contaminated soils have been detected in the vicinity of the abandoned USTs, however, the contaminants were allowed to remain in the soil due to the presence of a 5-foot thick clay zone that serves as a barrier controlling the vertical movement of the contamination.[31] When soil contamination is detected during construction activities, LAWA will notify the agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and

[29] City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, April 2004.

[30] CTL Environmental Services. Phase I Environmental Site Assessment of the Los Angeles International Airport Central Utility Plant Los Angeles, California. November 2007.

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

appropriate, stopping work in the affected area until the appropriate agency has been notified. The clean-up and disposal of these hazardous materials, if needed, would be conducted with oversight from the DTSC. DTSC requirements include specific hazardous materials handling methods, routes, and schedules to minimize potential exposure during DTSC removal actions. Adherence to health and safety regulations would reduce the potential for creating a significant hazard to the public or the environmental to less than significant, and no mitigation measures or further evaluation are required.

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?

Less Than Significant Impact. The Project site is located within a public airport. Numerous safeguards are required by law to minimize the potential for and the effects from an accident if one were to occur. FAA's Airport Design Standards establish, among other things, land use related guidelines to protect people and property on the ground, including establishment of safety zones that keep areas near runways free of objects that could interfere with aviation activities. City of Los Angeles Ordinance No. 132,319 regulates building height limits and land uses within the Hazard Area established by the Planning and Zoning Code to protect aircraft approaching and departing from LAX from obstacles. In addition to the many safeguards required by law, LAWA and tenants of LAX maintain Emergency Response and Evacuation Plans that also serve to minimize the potential for and the effects of an accident.

The proposed Project involves improvements to the CUP and associated facilities that would meet all applicable safety related design standards. Though there would be a temporary increase in construction jobs, none of the proposed improvements would increase the existing long-term employment or passenger capacity at LAX. Therefore, the proposed Project would not result in a significant impact with regard to safety for people working in the Project area, and, as such, no mitigation measures or further evaluation are required.

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

No Impact. The Project site is not located within the vicinity of a private airstrip but rather within a public airport. See Response No. VII.e. above.

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

Less Than Significant Impact. LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident, should one occur. Construction of the proposed Project may result in closures to local roads at LAX. As discussed in Response No. XV.f., the road closures may temporarily impact intersection and emergency access

routes at specific locations at the Project site. This potential impact will be further analyzed in the EIR. However, this possible obstruction would be temporary and occur only at limited access point at any one time. Other areas of the CTA would be kept clear and unobstructed at all times during construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Therefore, the proposed Project would not significantly impair implementation or physically interfere with an adopted emergency response plans or emergency evacuation plans. Impacts associated with the construction of the replacement CUP and associated facilities would be less than significant and no mitigation measures or further evaluation are required.

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

No Impact. The Project site and vicinity are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees on the Project site. Furthermore, the Project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[32] Therefore, implementation of the proposed Project would not result in the exposure of people or structures to hazards associated with wildland fires, and no mitigation measures or further evaluation are required.

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

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

Less Than Significant Impact. The agency with jurisdiction over water quality at LAX is the Los Angeles Regional Water Quality Control Board (LARWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, LAX is within the region covered by NPDES Permit No. CAS004001 issued by the LARWQCB.[33] Construction of the proposed Project would occur on a site that is currently developed and predominantly paved, with the only exception being pockets of ornamental landscaping. The improvements to the existing CUP and associated facilities would not materially alter existing drainage patterns or surface water runoff quantities on the Project site.

Construction of the proposed Project could result in the potential for short-term impacts to surface water (i.e., stormwater runoff) quality, due to grading and other temporary surface disturbance. The Storm Water Pollution and Prevention Plan (SWPPP) for the Project would address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best

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

[33] Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 01-182; NPDES No. CAS0041 as Amended by Regional Order R4-2007-0042 on August 9, 2007).

Management Practices - "BMPs") that are proposed to address those impacts. As such, Project construction would not result in adverse impacts on surface water quality, and no mitigation measures or further evaluation are required.

As part of the proposed Project, implementation of the Standard Urban Storm Water Mitigation Plan (SUSMP) would occur. Although the Project would not change the quantity or pattern of stormwater runoff to any notable degree, it would be required to incorporate source control and treatment control measures in the form of Best Management Practices (BMPs) to improve surface water quality discharge compared to existing conditions.[34] SUSMP requirements include, but are not limited to, the following: minimizing stormwater pollutants of concern; providing storm drain system stenciling and signage; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance. Since the Project would not change the volume or direction of stormwater runoff to any notable degree and would implement SUSMP requirements to address, and improve, surface water quality compared to existing conditions, Project operation would not result in adverse water quality impacts, and no mitigation measures or further evaluation are required.

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

Less Than Significant Impact. As indicated in the LAX Master Plan EIR, LAX is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes.[35] Construction and operation of the proposed Project would not require the use of groundwater and, thus, would not deplete groundwater supplies. In addition, since the Project site is paved/improved it would not result in a notable adverse change in the amount of permeable areas at the site. Implementation of the proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and, as such, no mitigation measures or further evaluation are required.

[34] SUSMP requirements apply to redevelopment activities, such as the CUP Replacement Project, that involve the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already development site.

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

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?

Less Than Significant Impact. Please see Response No. VIII.a. above.

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

Less Than Significant Impact. Please see Response No. VIII.a. above.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Please see Response No. VIII.a. above.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. Please see Response No. VIII.a. above.

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

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

g-h. No Impact. The CUP Replacement Project is located within the boundaries of the LAX Master Plan study area, and as indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.[36] Further, the CUP Replacement Project does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required. As a result, this issue does not require any further analysis.

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

No Impact. Please see Response No. VIII.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[37] the Project site is not within a boundary of

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

[37] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, November 1996.

an inundation area from a flood control basin. Further, the Project site is not located within the downstream influence of any levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur, and no mitigation measures are required. As such, this issue does not require any further analysis.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The Project site is located approximately 2 miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[38] Mudflows are not a risk as the Project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur, and no mitigation measures are required. As such, this issue does not require any further analysis.

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

a. Physically divide an established community?

No Impact. The Project site is located within the boundaries of a developed airport in an urbanized area. The improvements contemplated in the proposed CUP Replacement Project would occur primarily on airport property and would not divide an established community. While the precise location of the recycled/reclaimed water pipeline and treatment system has not been determined, the pipeline would be located underground along existing street rights-of-way and the treatment system would be located on an isolated site along the pipeline on property owned by LAWA (e.g., vacant lot or parking lot). Neither the pipeline or treatment system would physically divide an established community. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community. No impacts resulting from disruption or division of the physical arrangement of an established community would occur, and, as such, no mitigation measures or further evaluation are required.

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

No Impact. The Project involves the replacement of existing facilities at essentially the same location where they currently exist. This would not conflict with the LAX Plan or the LAX Specific Plan, which are the operative land use plans applicable to the Project site. Construction of a CUP is a permissible use under the LAX Plan "Airport Landside" designation and the LAX Specific Plan

[38] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas In the City of Los Angeles, November 1996.

"LAX-L Zone."[39] As discussed above, the possible recycled/reclaimed water pipeline and treatment system would be located underground (pipeline) or at a site such as a vacant lot or parking lot (treatment system). The three preliminary locations for the treatment system currently under consideration are within the LAX Plan and Specific Plan boundaries. The site at Westchester Parkway and Sepulveda Westway is in the LAX Specific Plan "LAX-N Zone," which states that this area (Area 11), should be used for principle and accessory uses such as hotel, office, restaurant, service and retail uses, and a movie theater complex.[40] Other requirements for Area 11 include requiring the project design plan and developmental guidelines to treat Area 11 as a single comprehensive planned unit, with a compatible interface with existing and planned uses to the east between La Tijera Boulevard and Westchester Parkway. The Specific Plan states that the design should plan for visual continuity and access with the use opposite Sepulveda Westway. That opposite use currently consists of two multi-level parking structure and the block wall of a Ralphs Supermarket. A water treatment system developed within Area 11 would be limited to the southeast corner of the site, occupying less than one-third acre of the 11.7 acre site and being an automated/unmanned facility contained within new structures designed to not conflict with the visual setting of the area. As such, this would not hinder the development of single comprehensive design plan for commercial uses within the majority of Site 11. Further, with implementation of a landscape buffer and compliance with the LAX Specific Plan development guidelines, a treatment system at this location would not be incompatible with future commercial uses within the remainder of the site or opposite the site on Sepulveda Westway.

The potential treatment sites at Jenny Avenue and 96th Street, and Vicksburg Avenue and 96th Street are within the "Airport Landside" of the LAX Plan and the "LAX-L Zone" as shown on the LAX Specific Plan. LAX-L Zone permits uses allowed in the C2 Commercial Zone and M2 Light Industrial Zone as well as other uses, including, but not limited to, including but not limited to: airline maintenance and support, parking lots, CUP or other fueling and energy sources, accessory buildings or uses, and uses and operations determined to be of a similar nature or deemed necessary for safe and efficient operation of the airport by the Executive Director.[41] The new infrastructure would not conflict with any applicable land use plan, policy, or regulation. As such, no impact would occur and no further analysis is required.

[39] City of Los Angeles, LAX Plan, Sections 3.2.2 and 4.1, September 29, 2004 (Land Use Element of the City's General Plan); and City of Los Angeles, Los Angeles International Airport Specific Plan, Ordinance No. 176, 345, Section 10(B)(3)(b), January 20, 2005.

[40] City of Los Angeles, Los Angeles International Airport Specific Plan, Ordinance No. 176, 345,,Appendix A, January 20, 2005.

[41] City of Los Angeles, Los Angeles International Airport Specific Plan, Ordinance No. 176, 345, Section 10(B), January 20, 2005.

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

No Impact. The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located at the far western portion of the boundaries of LAX, well removed from the CUP Replacement Project site. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan or other natural community conservation plan that includes the Project site or immediate vicinity. The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located at the far western portion of the boundaries of LAX, well removed from the CUP Replacement Project site and potential recycled/reclaimed water pipeline and treatment system. Therefore, the proposed Project would not conflict with any such plans, and, as such, no mitigation measures or further evaluation are required.

X. MINERAL RESOURCES. *Would the project:*

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

No Impact. The State Mining and Geology Board classifies mineral resource zones throughout the State. As indicated in the LAX Master Plan EIR, the Master Plan study area, which includes the propose Project site, is contained within a MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[42] The Project site is developed with airport-related uses that are mostly paved with limited landscaping. There are no actively-mined mineral or timber resources on the Project site. Therefore, the proposed CUP Replacement Project would not affect access to or the availability of valued mineral resources, and no mitigation measures or further evaluation are required.

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

No Impact. The Project site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[43] Furthermore, the Project site is developed or disturbed, and the proposed Project would not affect the availability of a locally-important mineral resource recovery site. As such, no mitigation measures or further evaluation are required.

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42 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.17, April 2004.

43 City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, November 1996.

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

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

Potentially Significant Unless Mitigation Incorporated. The City of Los Angeles CEQA Thresholds Guide provides a recommended analysis method for project impacts and thresholds of significance which take into consideration standards established in the local general plan and municipal code.[44] Similarly, the LAX Master Plan Final EIR provides a noise analysis approach for projects at LAX, based on the City's CEQA Thresholds Guide. As such, the methodology and significance thresholds provided in Chapter I, Noise, of the Thresholds Guide has been used to evaluate potential noise impacts related to the Project.

A significant construction equipment noise impact would occur if the direct and indirect changes in the environment that may be caused by the Project, evaluated in terms of the construction noise level (without ambient noise) estimated at a specific location measured against the existing ambient/baseline noise level at that location, would potentially result in one or more of the following future conditions:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or,
- Construction activities would exceed the ambient exterior noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. The CUP Replacement Project site is located at the core of the CTA, which is currently subject to noise from vehicles traveling within the CTA as well as from aircraft operating on the airfield complexes adjacent to the CTA. Existing noise levels in and around the CTA from aircraft alone are between 70 dBA and 75 dBA Community Noise Equivalent Level (CNEL).[45,46] Existing uses immediately adjacent to the CUP Replacement Project site consist primarily of multi-level parking structures. The nearest noise-sensitive uses are residential areas within the City of El Segundo to the south and the community of Westchester to the north,

[44] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.

[45] LAX Airport Impact Area: CNEL 65, 70, and 75 dB Contours, 3Q07, http://www.lawa.org/welcome_LAX.aspx?id=1090, website accessed on February 16, 2009.

[46] CNEL is used to describe annual average day noise levels. CNEL, an average sound level expressed in terms of average day A-weighted decibels (dBA) such as "65 dBA CNEL," or simply "65 CNEL," considers both the loudness and duration of exposure, with a weighting "penalty" for noise event occurring during evening and nighttime hours.

each being over 4,500 feet from the Project site in the Central Terminal Area. The existing ambient noise level at those areas is approximately 70 dBA CNEL.[47]

Further, with regard to operational noise, the new equipment associated with replacement of the existing CUP is generally quieter than the existing equipment, some of which is several decades old, and all of the noise-generating equipment, such as the chillers, compressors, motors, etc., would be housed within new buildings that provide noise baffling/attenuation as appropriate. Noise generated at the combustion turbine enclosure is 80 decibels (dBA), and the proposed CUP building would reduce noise to 60 dBA at the exterior wall. In general, it is anticipated that the exterior noise levels around the replacement CUP would be comparable to, if not less than, the exterior noise levels around the existing CUP. Such exterior noise levels would be substantially less at the nearest noise sensitive uses located approximately 4,500 feet from the CUP, due to natural sound attenuation over distance (i.e., approximately 6 dB reduction per doubling of distance for a point source such as the CUP). As such, no impact from operational noise is expected to result from the Project and no mitigation measures or further evaluation is required for this issue.

Construction of the proposed Project would result in noise generated by on-site equipment, including noise from mobile equipment such as tractors, excavators, dump trucks, etc. The range of typical noise levels associated with basic construction equipment types is listed below, recognizing that the actual noise level would vary, depending upon the equipment model and the type of work activity being performed.

[47] LAX Airport Impact Area: CNEL 65, 70, and 75 dB Contours, 3Q07, http://www.lawa.org/welcome_LAX.aspx?id=1090, website accessed on February 16, 2009

Typical Construction Equipment Noise Levels

Equipment	Noise Level (dBA) at 50 feet
Compactor (Rollers)	72 - 74
Front Loaders	72 - 84
Backhoes	72 - 93
Tractors	72 - 95
Scrapers, Graders	80 - 93
Pavers	85 - 87
Trucks	81 - 95
Concrete Mixers	74 - 87
Concrete Pumps	81 - 84
Cranes (Moveable)	74 - 88
Cranes (Derrick)	86 - 88
Pumps	69 - 71
Generators	72 - 82
Compressors	74 - 88
Pneumatic Wrenches	82 - 88
Jack Hammers and Rock Drills	81 - 95
Pile Driver (Peaks)	93 - 108
Vibrator	69 - 81
Saws	72 - 81

Source: U.S. Environmental Protection Agency, Noise from Construction Equipment & Operations. December 31, 1971.

Noise levels from outdoor construction activities indicate that the noisiest phases of construction are typically during excavation and grading, and that noise levels from equipment with mufflers are typically 86 dBA Leq at 50 feet from the noise source. Based on the fact that sound (under average atmospheric conditions over an open grassy field) dissipates at the rate of 4.5 dBA for each doubling of distance, the construction noise level at a distance of 4,500 feet (i.e., the distance to the nearest noise sensitive use) would be approximately 56.7 dBA (not including baseline ambient noise levels), which would be well below the existing ambient noise levels at the nearest noise sensitive uses. This does not take into account the fact that the Project construction site is surrounded by structures within the CTA, which would act as a noise barrier between the construction noise source and the noise receptors in the nearby communities. As such, the on-site construction noise would not result in a significant impact to noise sensitive uses.

Noise levels associated with development of the recycled/reclaimed water pipeline and treatment system would be comparable to, if not less than, those identified above for general outdoor construction (i.e., 86 dBA Leq at 50 feet), but would be shorter-term and transient in nature compared with those associated with construction of the replacement CUP. Installation of a 6- to 8-inch diameter water line would likely involve a sequence of cutting and removing a strip of concrete or asphalt, excavating a trench, placement of base material (gravel), placement of pipe, backfilling the trench, and repaving the work area. It is anticipated that completion of these activities would occur on a daily basis, proceeding at a rate of several hundred linear feet of pipe being installed per day.

Construction of the small structures to house the treatment system would be located in an urbanized setting with existing sources of noise such as traffic and aircraft. Based on the location of the existing recycled/reclaimed water pipeline, from which the proposed recycled/reclaimed water pipeline and treatment system would extend, being immediately north and northeast of LAX, the ambient noise levels are estimated to be between 70 and 75 dBA CNEL.[48] The existing land uses in the areas being considered for the subject improvements are primarily airport-related light industrial and business uses and parking lots. Noise sensitive uses are located to the north in the community of Westchester, generally well removed from the areas being considered for the recycled/reclaimed water system improvements. The only notable exception is the residential development located northeast of where Kittyhawk Avenue and Will Rogers Street intersect Westchester Parkway. Based on the trapezoidal configuration of the residential development located between these three streets, there are only two residences near Westchester Parkway; one that is directly adjacent to the road and the other that is set back by approximately 100 feet. It is anticipated that pipeline construction in proximity to these two homes would occur in less than a day and would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. Based on the above, construction noise associated with installation of the recycled/reclaimed water pipeline and treatment system would not exceed the thresholds of significance related to noise sensitive uses; hence, no significant noise impact is expected to occur.

Project construction would involve truck haul/delivery trips to and from the construction site. If traffic conditions on a road are good (LOS A or B), sound levels increase at a rate of 3 dBA per doubling of traffic volume. However, when traffic conditions are already at LOS C, D, E, or F, increased traffic volumes (including construction traffic) result in decreasing speeds, and traffic noise gets progressively quieter based on reduced engine operations levels, reduce driver-train and tire rotations, and reduced wind shear. On roads with good traffic conditions, roadway traffic volumes would have to increase at more than a 3-fold rate to reach a 5 dBA increase. Other than during the initial phase of construction when demolition and site excavation occur, requiring numerous truck haul trips to remove the materials, and during the pouring of concrete for the facility foundation and structural elements when trucks bring concrete to the site, it is not expected that Project construction would involve a substantial number of daily truck trips on a regular basis and would not result in a 3-fold increase in traffic volumes.

Nevertheless, the following mitigation measure, which would be included in the construction requirements for the Project (i.e., would be incorporated into the Project), is proposed to ensure there would be no significant noise impacts associated with construction-related truck trips.

Mitigation Measure ST1. Designated Truck Routes: For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated

[48] LAX Airport Impact Area: CNEL 65, 70, and 75 dB Contours, 3Q07, http://www.lawa.org/welcome_LAX.aspx?id=1090, website accessed on February 16, 2009.

routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

Implementation of this mitigation measure would ensure potential impacts associated with construction-related truck trips would be less than significant. As such, no further analysis of construction noise impacts is required.

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

Less Than Significant Impact. Major construction within 60 to 200 feet and pile driving within 600 feet may result in potentially disruptive vibration to sensitive receptors.[49] Vibration sensitive receptors are similar to noise sensitive receptors and include residences, schools, hospitals, libraries, recreational areas, fragile or historic buildings, and buildings such as computer chip manufacturers, radio and TV stations, and recording studios. The proposed Project would be constructed using typical construction techniques and is not located within 200 feet of any sensitive receptors. A segment of the chilled and hot water line is located in within 200 feet of the Theme Building, which is eligible for the historical register. However, the Theme Building was constructed in 1961 and is not considered a fragile building at risk from vibration. Furthermore, the project would not use pile driving, and instead would use drilled shafts or sheet piling as part of the utilidor construction in order to protect against undermining the parking garage foundations. Drilled caissons or auger cast piles might be other alternatives used in the areas near parking garage P2. An "Oscillating" method for installing shafts would be used, which involves use of an Oscillating Machine that rotates each shaft into place while removing the earth spoils simultaneously. This fully encased method uses a large top-drive drill rig that has the capacity to case the drill hole in advance of excavation. This method virtually has no vibration and completely eliminates the possibility of loss of earth settlement. As such, it is anticipated that the construction equipment to be used during proposed Project construction would not cause excessive groundborne noise or vibration that could cause damage to surrounding buildings and no further evaluation is required.

[49] California Department of Transportation, Transportation and Construction Induced Vibration Guidance Manual. June 2004.

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

No Impact. As described above in Response No. XI.a., the Project site is located at the core of the CTA, which is characterized by high ambient noise levels from vehicles within the CTA and aircraft operating adjacent to the CTA. Additionally, as discussed above, it is anticipated that the installation of new equipment to replace the older equipment in the existing CUP have comparatively lower operational noise levels and such equipment would be housed within new buildings that include noise baffling/attenuation features. Also, as discussed in Response No. XI.a., the existing land uses in the vicinity of the recycled/reclaimed water pipeline and treatment system are primarily airport-related light industrial and business uses and parking lots, however, there are sensitive uses located to the north. The pipelines would be located underground and would not be a source of noise. The operation of the treatment system is anticipated to generate only minimal noise from the pump would not create a substantial increase in noise levels in the project vicinity. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the proposed Project. There would be no impacts and no mitigation measures or further evaluation are required.

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

Potentially Significant Unless Mitigation Incorporated. See discussion above in Response No. XI.a.

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?

No Impact. The proposed Project would entail replacement and improvements to the existing CUP and associated facilities. No changes would be made to runway locations or configurations as part of the proposed Project. As such, no impacts are anticipated and no mitigation measures or further evaluation are required.

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

No Impact. The Project site is not located within the vicinity of a private airstrip, but rather within a public airport. Those residing or working in the Project area may be exposed to noise levels normally expected from an airport terminal operation, as indicated in Response No. XI.a-e above.

XII. POPULATION AND HOUSING. *Would the project:*

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed Project involves improvements to the CUP and associated facilities and does not include residential development. The proposed improvements would not increase existing employment, passenger capacity or aircraft parking capacity at LAX. With no increase in employment or passenger capacity, and no new homes proposed, the proposed Project would not induce substantial population growth. Furthermore, the Project site is located within a developed airport, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed Project would not directly or indirectly induce substantial population growth through extension of roads or other infrastructure. No impacts would occur, and as such, no mitigation measures or further evaluation are required.

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

No Impact. There are no existing residential properties on the Project site or within the boundaries of LAX. Implementation of the proposed Project would not displace housing. Therefore, no impacts on housing would occur, and as such, no mitigation measures or further evaluation are required.

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

No Impact. The Project would not affect housing or displace people, thereby necessitating construction of replacement housing. Therefore, no impacts on housing would occur, and, as such, no mitigation measures or further evaluation are required.

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

a. Fire protection?

No Impact. The City of Los Angeles Fire Department provides fire protection services throughout LAX, including the Project site. Three LAFD fire stations are located on LAX (Fire Station Nos. 80, 51, and 95). Fire Station No. 80 is located approximately one-quarter mile west of the existing CUP facility, Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately half a mile southeast of the Project site, and Fire Station No. 95, located at 10010

International Road, is approximately one and one-quarter miles east of the Project site.[50] Construction of the proposed Project may result in temporary closures to local roads. However, access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

Fire service requirements are generally based on the size of the building and relationships to other structures and property lines. The Project site is currently developed and the boundary of the proposed Project would not extend beyond the current airport boundary. The proposed Project would comply with all applicable City, state, and federal codes and ordinances, and architectural plans would be reviewed and approved by the City of Los Angeles Fire Department prior to Project implementation. Therefore, the proposed Project would not result in any substantial increase in demand for fire protection services that may result in the need for new or altered fire protection services. Accordingly, no significant impacts related to fire protection services are anticipated, and, as such, no mitigation measures or further evaluation are required.

b. Police protection?

No Impact. Both the Los Angeles World Airports Police Division (LAWAPD) and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) provide police protection services to LAX, including the Project site. The LAWAPD is located less than one mile east of the Project site and the LAPD LAX Detail station is located approximately half a mile east of the Project site. Demand for on-airport police protection services is typically determined by increases in aircraft activity and employees. As discussed in Response No. XII.a. above, the proposed improvements would not increase existing employment, passenger capacity or aircraft parking capacity at LAX. Therefore, no impacts on airport police protection services are expected with implementation of the proposed Project, and, as such, no mitigation measures or further evaluation are required.

c. Schools?

No Impact. The proposed Project involves improvements to the existing CUP and associated facilities and does not include residential development. As discussed in Response No. XII.a. above, the proposed improvements would not increase existing passenger capacity or employment. As a result, there would be no indirect growth that would impact schools. Since the proposed Project would not include residential development or directly or indirectly increase employment or existing passenger capacity, no enrollment increases would occur. Therefore, no impacts to or need for new school facilities would occur, and no mitigation measures or further evaluation are required.

[50] City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.1, April 2004.

d. Parks?

No Impact. The proposed Project involves improvements to the CUP and associated facilities and does not include residential development. As discussed in Response No. XII.a. above, none of the proposed improvements would increase employment or existing passenger capacity. Since the proposed Project does not include residential development and would not directly or indirectly increase employment or existing passenger capacity, additional demand for parks would not occur. Therefore, no impacts to or the need for new parks would occur, and, as such, no mitigation measures or further evaluation are required.

e. Other governmental services (including roads)?

No Impact. Other than emergency access as described in Response No. XV.d-e below, the Project would have no impacts on governmental services. No additional analysis of potential impacts on other governmental services is required in the CUP Replacement Project Draft EIR.

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed Project involves improvements to the CUP and associated facilities and does not include residential development. As discussed in Response No. XII.a. above, the proposed improvements would not increase operational employment or existing passenger capacity. Since the proposed Project does not include residential development or increase the number of employees or existing passenger capacity, additional demand for neighborhood and regional parks or other recreational facilities is not anticipated. Accordingly, no physical deterioration of any recreational facilities would occur as a result of increased use that would be associated with the proposed Project. Therefore, no impacts to existing parks or recreational facilities would occur, and, as such, no mitigation measures or further evaluation are required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As discussed in Response No. XIV.a. above, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. In addition, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, no impacts would occur, and, as such, no mitigation measures or further evaluation are required.

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

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

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

a-b. Potentially Significant Impact. Construction of the proposed Project would generate traffic associated with workers traveling to and from the construction employee parking area,[51] truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. Also, the proposed Project would likely modify the traffic flow around parking structure 2A. The CUP Replacement Project Draft EIR will address such impacts and recommend mitigation measures for any significant traffic impacts. The CUP Replacement Project Draft EIR will also evaluate potential impacts, if any, resulting from the demolition of the current facilities and implementation of new facilities located on the site.

The proposed Project involves improvements to the CUP and associated facilities. As discussed in Response No. XII.a., the proposed improvements would not increase existing passenger capacity or aircraft parking capacity at LAX, nor would they increase the number of employees traveling to LAX each day**.** To the extent, if any, implementation of the proposed Project would help LAX accommodate the growth in activity levels anticipated for LAX in the future, by supporting the ongoing need for space conditioning within terminal and concourse areas, the impacts of such growth are addressed in the LAX Master Plan Final EIR.[52] The operation of the proposed Project would not have significant impacts to transportation/traffic by creating an increase in traffic or exceeding any level of service standards. As such, no mitigation measures or further evaluation are required relative to operational traffic impacts.

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?

No impact. The proposed Project is located within the central core of the CTA and would not change air traffic operations or increase airport operations. Therefore, the proposed Project would have no impacts on air traffic patterns, and no mitigation measures or further evaluation are required.

[51] It is anticipated that parking for construction employees would be located on surface parking lots near the CUP and therefore, there would be no need to shuttle employees to the job site.

[52] City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, April 2004.

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

Less Than Significant Impact. The Project would not involve roadway design features that would substantially increase hazards. Construction equipment would be required to use the local roadways, however, this is not anticipated to create a safety hazard. When necessary, travel lanes would be closed or restricted to allow for construction access and activities. Signage and/or flaggers would be provided to ensure safe movement of traffic when closures are required. Therefore, the Project would not substantially increase hazards related to a design feature or incompatible use, and no mitigation measures or further evaluation are required.

e. Result in inadequate emergency access?

f. Result in inadequate parking capacity?

e-f. Potentially Significant Impact. Construction of the proposed Project and associated pipelines may require some closures to local roads during the construction phase. These road closures may temporarily impact intersection flow and emergency access routes within the Project vicinity. In addition, the proposed Project is located in the center of four parking garages and in the vicinity of four other parking garages. Construction for the proposed Project and associated pipelines could result in temporary closure of roadways leading to the garages. While closure of any parking structures is not anticipated during construction, ingress and egress may temporarily be limited. Further, existing surface parking in the CUP vicinity may be used for construction worker parking and equipment staging. Impacts related to emergency access, and parking capacity associated with Project construction are potentially significant and will, therefore, be discussed in the CUP Replacement Project Draft EIR.

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

Less Than Significant Impact. The proposed Project is located primarily within the airport and would not conflict with policies, plans, or programs supporting alternative transportation. Construction activities may require temporary road closures and detours, which, depending on the nature and location of such closures/detours, could temporarily affect operations at bus and shuttle stops within the CTA. However, this would be a temporary disruption and alternative bus and shuttle stops or routes would be devised as needed. Construction of the recycled/reclaimed pipeline and treatment system may also require road closures and detours, however, this would be temporary and would not conflict with the plans or programs supporting alternative transportation. Therefore impacts to alternative transportation policies, plans, or programs, would not be significant and no mitigation measures or further evaluation are required.

XVI. UTILITIES. *Would the project:*

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

No Impact. Sanitary wastewater generated by activities at LAX, including the existing CUP, is treated at the Hyperion Treatment Plant (HTP). The City of Los Angeles Integrated Resources Plan (IRP) Facilities Plan reviewed the water and wastewater needs of the City of Los Angeles for the next 20 years and identified necessary infrastructure improvements and policy recommendations.[53] Of the four alternatives assessed in the IRP and IRP EIR, Alternative 4 was deemed as the staff recommended alternative. Alternative 4 would add a truck-loading facility, digesters, and secondary clarifiers to the HTP. The schedule for implementing the components that comprise Alternative 4 will be initiated by monitored triggers that include population growth, increases in wastewater flow, regulatory changes, and policy decisions. The City of Los Angeles has an approved plan to accommodate future and cumulative wastewater treatment capacity and is implementing the components that comprise its plan through the monitoring of triggers (i.e., population growth, regulatory changes, and other policy decisions) as part of their implementation strategy. As discussed in Response No. XII.a., the Project's proposed improvements would not increase existing employment or passenger capacity at LAX. As discussed in Response No. XVI.D. below, water demand for the new CUP is estimated to double. However, most of this water would evaporate during the cooling process and therefore would not result in an increase in the amount of wastewater requiring treatment. Therefore, no impact with regard to wastewater generation and treatment would occur, and, as such, no mitigation measures or further evaluation are required.

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?

No Impact. As discussed in Response No. XII.a., the proposed improvements would not increase existing employment or passenger capacity at LAX. As such, implementation of the proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impact to water or wastewater facilities would occur, and, therefore, no mitigation measures or further evaluation are required.

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

No Impact. At LAX, stormwater is discharged to both County of Los Angeles and City of Los Angeles drainage and flood control structures. The existing drainage system at LAX consists of catch basins, subsurface storm drains and open channels, and outfalls. The Project site is within the Imperial

[53] City of Los Angeles, Department of Public Works (Bureau of Sanitation) and Department of Water and Power, City of Los Angeles Integrated Resources Plan, Facilities Plan, July 2004 (Volumes 1 and 4 updates November 2005).

Drain Subbasin.[54] The Project site is developed and paved and Project implementation would not increase the amount of surface run off from the site. However, the proposed Project would require the relocation of area storm drains due to the CUP relocation. The area storm drains would be relocated in accordance with the City of Los Angeles, Department of Public Works requirements and would not increase the existing capacity or change the basic function of the drainage system at LAX. Therefore, the proposed Project would not result in the need to construct new stormwater drainage facilities or to expand existing facilities, the construction or expansion of which would cause environmental effects to occur. As such, no mitigation measures or further evaluation are required.

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

No Impact. The LADWP is the water purveyor for LAX. LADWP is responsible for supplying, treating, and distributing water within the City. According to LADWP, it has met the immediate needs of its customers and is well positioned to continue to do so in the future.[55] LAX is served by a 36-inch trunk line in Sepulveda Boulevard that distributes water to a combination of 12-inch and 16-inch transmission lines running along the airport perimeter and 8-inch and 10-inch transmission lines primarily along the perimeter of the airport terminals. Water demand for the existing CUP is currently approximately 83.6 million gallons per year, of which approximately 86 percent (72.4 million gallons) is used for the cooling towers. Based on the proposed sizing of the new cooling towers, water demand for the new CUP is estimated to increase by approximately 70 million gallons per year.. LAWA has been coordinating with LADWP regarding the water supply system for the new CUP, in terms of water supply and conveyance system improvements, and both parties are jointly exploring the potential to use recycled/ reclaimed water in the new cooling towers. Presently there is an LADWP 24-inch diameter pipeline located along the east and north boundaries of the airport that conveys tertiary treated water from the West Basin Municipal Water Recycling Facility to areas north of the airport, including Playa Vista. LAWA and LADWP identified potential options for constructing a new 6- to 8-inch diameter pipeline between the existing 24-inch diameter pipeline and the new CUP, and potential locations for developing a small water treatment system. A treatment system would be required to reduce the levels of certain compounds, such as chlorine and ammonia, within the recycled water prior to being used for the cooling towers. Such compounds can corrode or otherwise adversely affect materials within the cooling towers . LAWA and LADWP are currently evaluating and refining the potential options related to the water supply system for the CUP, both in terms of recycled water and/or potable water to meet the system's needs. Based on the above, it is anticipated that there would be sufficient water infrastructure and supplies available to serve the proposed Project, and no new or expanded entitlements would be needed. Therefore, Project implementation would not result in adverse impacts to water supplies, and, as such, no mitigation measures or further evaluation are required.

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

[55] City of Los Angeles Department of Water and Power, Urban Water Management Plan, 2005.

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

No Impact. As discussed in Response Nos. XVI.a. and b. above, the proposed improvements would not increase existing employment or passenger capacity at LAX. Existing wastewater facilities are adequate to serve the proposed Project. Therefore, no impact to wastewater facilities would occur, and, as such, no mitigation measures or further evaluation are required.

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

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

f-g. Less Than Significant Impact. Implementation of the CUP Replacement Project would result in the generation of solid waste from demolition of existing facilities and construction waste associated with new construction. Construction waste would include of concrete pavement, building materials, and metal pipe. Approximately 2,957 cy of concrete pavement material associated with the existing CUP would be demolished. This material would be reused on-site or transported off-site for reuse or disposal, depending on suitability of the material for reuse. Demolition of the existing CUP and maintenance buildings would generate approximately 800 cy of solid waste requiring disposal. Additional solid waste requiring disposal includes the existing pipelines to be replaced and existing CUP equipment that is now obsolete. The County of Los Angeles currently has adequate inert (construction) waste capacity. The County's current Annual Report on the Countywide Summary Plan and Siting Element estimated the total remaining permitted inert waste capacity in Los Angeles County to be approximately 47.02 million tons as of January 1, 2007.[56] Therefore, there is anticipated to be no shortfall in disposal capacity for inert waste within the county. As such, impacts of the proposed Project to inert solid waste would be less than significant and no mitigation measures or further evaluation are required.

[56] County of Los Angeles, Department of Public Works, Annual Report on the Countywide Summary Plan and Countywide Siting Element, June 2008

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Potentially Significant Impact. The proposed Project has the potential to significantly degrade the quality of the environment relative to air quality, including criteria pollutants, toxic air contaminants, and greenhouse gas, and transportation/traffic. The potential for significant impacts to these resources will be evaluated in the CUP Replacement Project Draft EIR.

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

Potentially Significant Impact. Implementation of the proposed Project may result in cumulative impacts when considered with other past, present and probable future projects on the airport and in the surrounding area, particularly as related to construction-related cumulative air quality (including greenhouse gas emissions) and traffic impacts. The potential for the proposed Project to contribute to such cumulative adverse environmental impacts will be evaluated in the CUP Replacement Project Draft EIR.

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

Potentially Significant Impact. Implementation of the proposed Project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans, particularly in regard to construction-related air quality (including greenhouse gas emissions) and traffic impacts. The potential for the proposed Project to result in significant adverse impacts on humans will be evaluated in the CUP Replacement Project Draft EIR.

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Public Resources Code 2690-2699.6.