

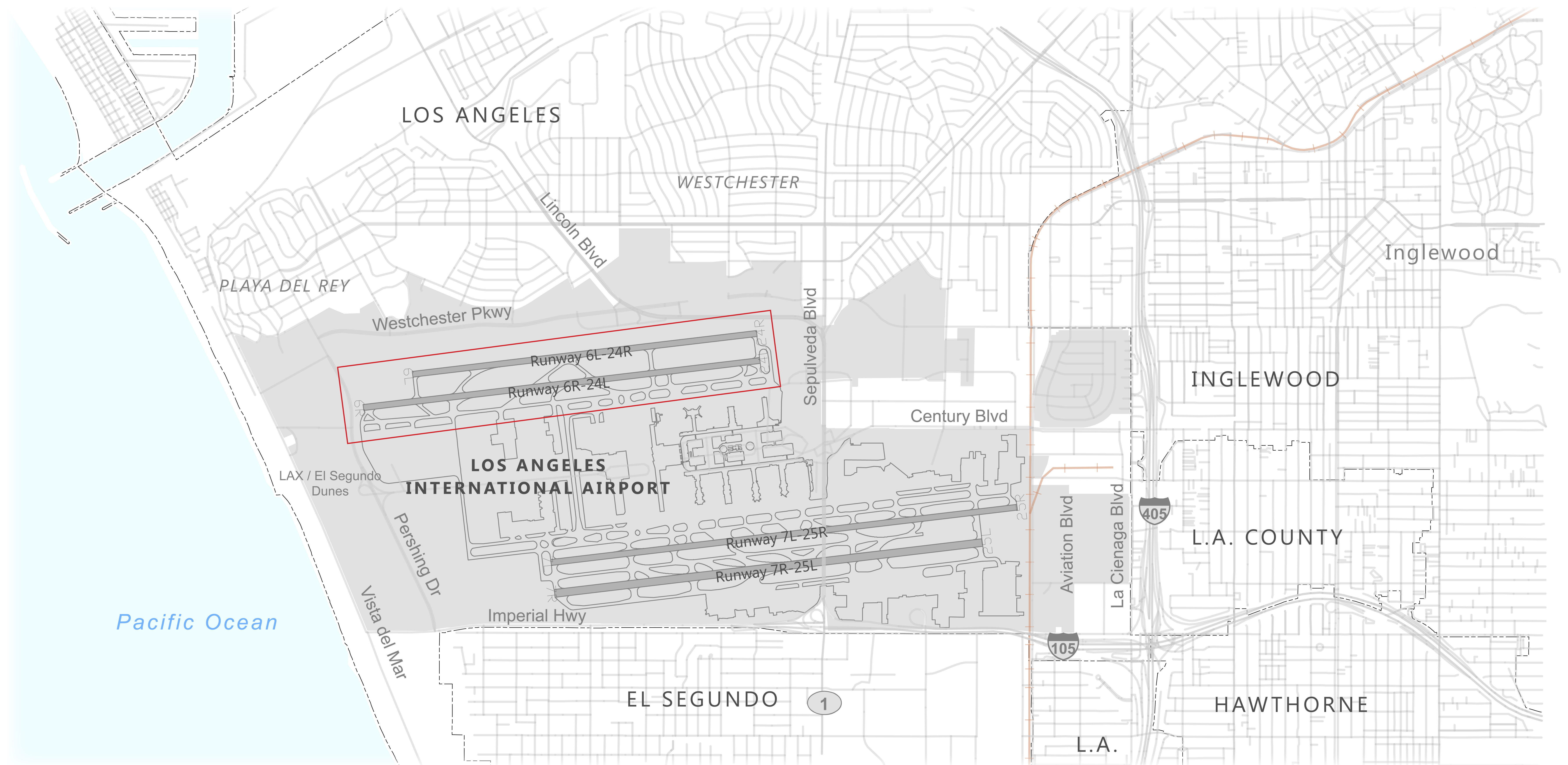
PUBLIC WORKSHOP

Runway 6L-24R and Runway 6R-24L
Runway Safety Area and Associated Improvements

Thursday, May 22, 2014
6pm to 8pm

Meeting Location:
Flight Path Museum
6661 West Imperial Highway
Los Angeles, California

PROPOSED PROJECT LOCATION



CEQA OVERVIEW

- Purpose is to inform decision-makers, agencies, organizations, and the public of the environmental effects of a project
- Applies to discretionary projects
- Identifies potential effects on the environment
- Identifies ways to avoid or reduce potential effects through mitigation measures or alternatives

PUBLIC WORKSHOP OBJECTIVES

- Provide information about the Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvements Project
- Provide information on the Environmental Impact Report (EIR) Process
- Identify significant effects discussed in the Draft EIR
- Collect community comments on the information and analyses presented in the Draft EIR

PROPOSED PROJECT OBJECTIVES

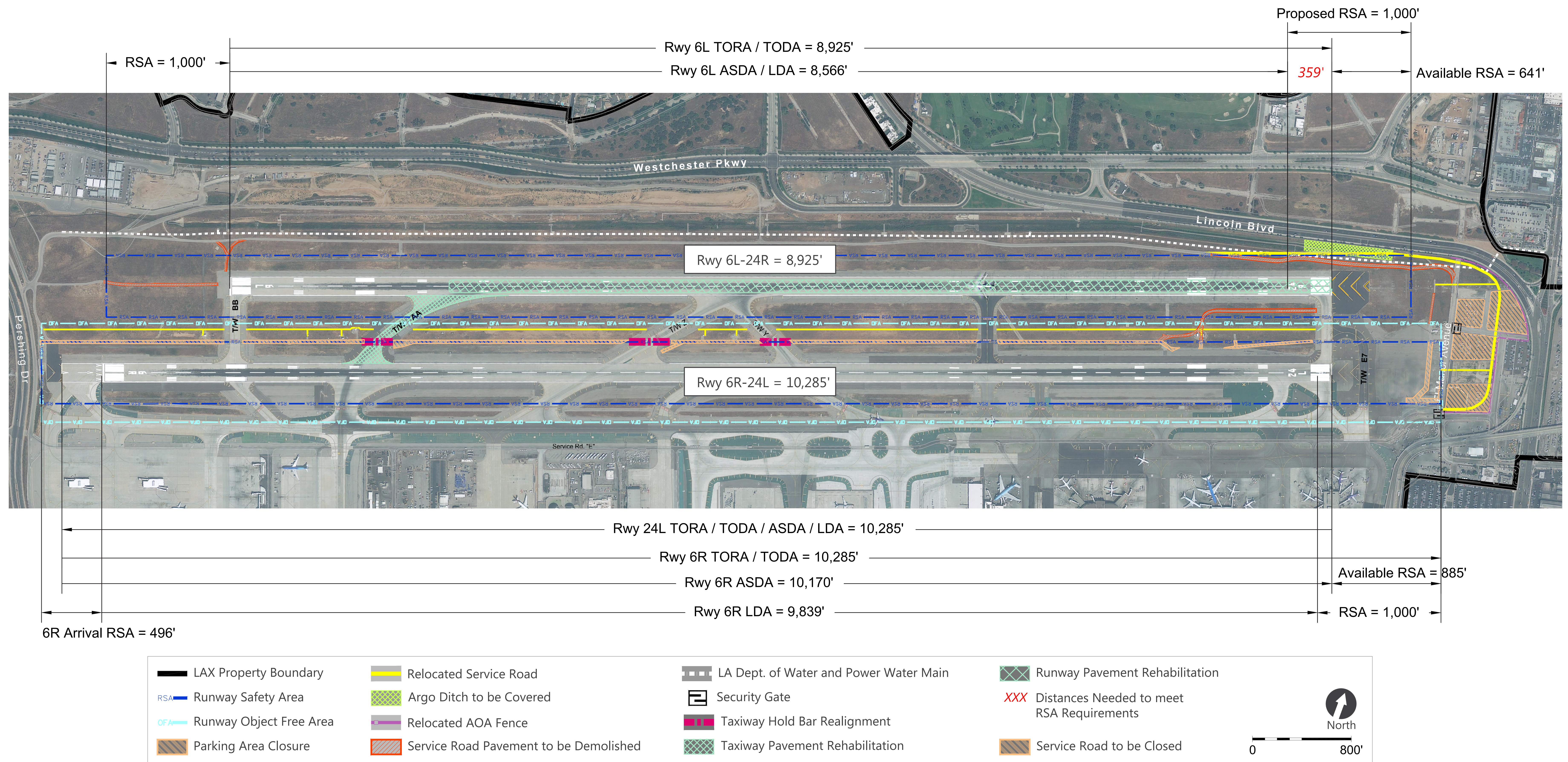
- To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports must meet FAA design standards by December 31, 2015
- To address poor pavement conditions on Runway 6L-24R and Taxiway AA
- To extend the life of Runway 6L-24R to maintain its usage as the primary arrivals runway for the north airfield
- Realign taxiway hold bars on Taxiways Y, Z, and AA to comply with FAA standards

PROPOSED PROJECT COMPONENTS

Project Components

- Implementation of declared distances on Runway 6L and Runway 6R
- Demolition of service road segments on the west end of Runway 6L-24R
- Service roads in the eastern portion of the Runway 6L-24R RSA would be relocated outside the RSA
- Two segments of service roads would be constructed for access to navigational aids (navaids) east of the runways
- Service road segments would be constructed between the Runway 6L-24R RSA and the Runway 6R-24L RSA
- Cover a segment of the Argo Ditch
- Pavement rehabilitation of Runway 6L-24R and Taxiway AA
 - Runway 6L-24R centerline and touchdown lighting replacement
 - Runway 6L-24R pavement markings
- Closure of vehicle service roads located within the Runway 6R-24L RSA
- Relocate security gate(s)
- Relocate Air Operations Area (AOA) Fence
- LAWA equipment parking areas closures
- Realignment of taxiway hold bars
- Construction Staging Areas (various

PROPOSED PROJECT COMPONENTS



DRAFT EIR IMPACT DETERMINATIONS

INITIAL STUDY FINDINGS

Not Significant
(No Further Analysis)

Aesthetics

**Agriculture and Forestry
Resources**

Cultural Resources

Geology/Soils

Land Use/Planning

Mineral Resources

Population/Housing

Public Services

Recreation

Utilities/Service Systems

DRAFT EIR FINDINGS

Less Than Significant
(After DEIR Analysis)

Air Quality (Operations,
Cumulative Operations)

Biological Resources

Greenhouse Gas Emissions

Human Health Risk

Assessment (Operations,
Cumulative Operations)

**Hydrology and Water
Quality**

Noise

Unavoidable & Significant
(After DEIR Analysis)

Air Quality (Construction,
Cumulative Construction)

**Human Health Risk
Assessment** (Construction,
Cumulative Construction)

ENVIRONMENTAL PROCESS (CEQA)



MITIGATION MEASURES

Air Quality, Greenhouse Gas Emissions, and Human Health

- Project Specific Mitigation Measures
 - Modified LAX-AQ-2 that will require:
 - Use of 2010 model year on-road vehicles for all vehicles over 19,500 pounds (if available)
 - Use of Tier 4 (final) equipment for off-road equipment greater than 50 horsepower (if available)

Noise

- Project Specific Mitigation Measures
 - MM-N (RSA-N)-1. No other new noise-producing activities would be allowed within the Northeast Construction Staging/ Parking Area (Construction Staging Area B) until use of this construction staging area for the proposed Project is completed.
 - MM-N (RSA-N)-2. Zoned residential areas with residences located within the CNEL 1.5 dB increase contour will be invited to the Residential Sound Insulation Program (if not previously sound mitigated).

Additionally, the proposed Project would incorporate all applicable LAX Master Plan Commitments and Mitigation Measures, as described in the Draft EIR.

PUBLIC COMMENTS

Comments can be handwritten on comment cards and submitted at this Public Workshop

Comments can be mailed to the following contact:

**Los Angeles World Airports
Capital Programming and Planning
Land Use and Entitlement Section
Attention: Evelyn Quintanilla
1 World Way, Suite 218
Los Angeles, CA 90045**

Comments can be submitted online at:

<http://www.lawa.org/ourLAX/Currentprojects.aspx?id=7984>

Comments must be received by (not postmarked by) **5:00pm, Monday, June 9, 2014**