LAX Terminals 2 and 3 Modernization Project
Draft EIR
Appendix A

Appendix A.1

Notice of Preparation and Initial Study

- Notice of Preparation and Notice of Public Scoping Meeting
- Initial Study

California Environmental Quality Act

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

DATE: August 11, 2016

TO: Office of Planning and Research – State Clearinghouse, Responsible or Trustee Agency, and Interested Parties

FROM: City of Los Angeles
Los Angeles World Airports
One World Way, Room 218
Los Angeles, CA 90045

PROJECT NAME: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

PROJECT LOCATION/ADDRESS: The project site (generally LAX Terminals 2 and 3) is located within the Central Terminal Area (CTA) of LAX. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, between Terminal 1 and the Tom Bradley International Terminal (TBIT), and south of the LAX north airfield complex. See attached Project Location Map (Figure 1).

COMMUNITY PLANNING AREA: LAX Specific Plan

COUNCIL DISTRICT: 11 – Bonin

DUE DATE FOR PUBLIC COMMENTS: September 9, 2016

The Los Angeles World Airports (LAWA), a propriety department of the City of Los Angeles, will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below (proposed project). LAWA, as the Lead Agency, must prepare and distribute a Notice of Preparation (NOP) after it decides to prepare an EIR. LAWA, through the NOP, solicits participation in determining the scope of the EIR from responsible public agencies (those which may have discretionary approval authority over the proposed project or an aspect of it), trustee agencies (agencies with jurisdiction over a natural resource held in public trust that the project may affect), and from local governments, regional agencies, private individuals and organizations, which may have concerns about the proposed project.

A scoping meeting will be held during the 30-day NOP review period to receive input as to what areas the EIR should study. No decisions about the proposed project are made at the scoping meeting.

The project description, a list of agencies and city entities which may be required to take actions associated with the proposed project, and the potentially significant environmental effects of the proposed project are set forth below. A copy of the Initial Study prepared for the proposed project is available during the 30-day NOP review at LAWA's website at: http://www.OurLAX.org and at the locations listed below:

- LAWA, One World Way, Room 218, Los Angeles, CA 90045
- Westchester-Loyola Village Branch Library, 7114 W. Manchester Avenue, Los Angeles, CA 90045
- Inglewood Public Library, 101 W. Manchester Blvd. Inglewood, CA 90301
- El Segundo Public Library, 111 W. Mariposa Ave, El Segundo, CA 90245
- Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, CA 90094
- Culver City Public Library, 4975 Overland Avenue, Culver City, CA 90230

PROJECT DESCRIPTION: The main purpose of the proposed project is to modernize existing Terminals 2 and 3 (T2 and T3) in order to improve passenger level of service and amenities within the terminals; help meet federal security requirements (e.g., security screening), passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA. The proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings – T2.5 and T3.5) associated with T2 and T3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months to construct and is estimated to begin second quarter 2017. The operation of the proposed project would provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being up to five additional passenger gate positions; however, the proposed project would not increase the terminal linear frontage. Figure 2 shows the existing and proposed project site plans.

NECESSARY APPROVALS: The City of Los Angeles has principal responsibility for approving and carrying out the proposed project. Agencies and City entities which may be required to take actions associated with the proposed project include, but may not be limited to:

- U.S. Department of Transportation FAA,
- South Coast Air Quality Management District,
- LAWA Board of Airport Commissioners,
- Los Angeles City Council,
- City of Los Angeles Department of Building and Safety,
- City of Los Angeles Department of Transportation,
- City of Los Angeles Department of Cultural Affairs, and

- Other Federal, State, or local approvals, permits, or actions as may be determined necessary.

ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED: Construction impacts related to Air Quality, Cultural Resources (archaeological resources, paleontological resources, tribal cultural resources, and human remains), Greenhouse Gas Emissions, Transportation/Traffic, and Mandatory Findings of Significance have been found to have potentially significant impacts and will be analyzed in an EIR prepared for the proposed project. In addition, the proposed project could result in the need for a Water Supply Assessment (WSA). If required, the EIR will include the results of a WSA prepared in accordance with State Water Code Sections 10910-10915. All other environmental impacts (operational Air Quality and odors, Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources (historic resources), Geology and Soils, operational Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, operational Transportation/Traffic, and Utilities and Service Systems) have been found to be no impact or less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR.

PUBLIC SCOPING MEETING DATE AND LOCATION: A public scoping meeting in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the Draft EIR. LAWA encourages all interested individuals and organizations to attend this meeting. The location, date, and time of the public scoping meeting for this project are as follows (and shown on Figure 3):

Date: Wednesday, August 24, 2016

Time: 6:00 pm to 8:00 pm
Arrive any time to speak one-on-one with City staff and project consultants.

Location: Los Angeles Fire Station #5
8900 S. Emerson Avenue,
Los Angeles, CA 90045

NEXT STEPS: As noted above, LAWA is requesting input during the NOP 30-day public review period from interested government and quasi-government agencies, other organizations and private citizens, regarding the scope and content of environmental information to be included in the EIR. In the future, public agencies receiving this notice may need to use the EIR prepared by LAWA when considering their permits or other approvals for the proposed project.

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

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the EIR.

2. State whether they are a responsible or trustee agency for the project, explain why and note the specific project elements that are subject to their regulatory authority.

3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

LAWA welcomes all comments regarding potential environmental impacts of the project and the issues to be addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written comments must be submitted to the contact and office noted below by September 9, 2016 no later than 5:00 p.m.** Written comments will also be accepted at the public scoping meeting described above. On receipt of comments on the NOP, LAWA will consider those comments and prepare the Draft EIR. The Draft EIR will analyze the potential adverse impacts that are anticipated to result from the proposed project, identify potential mitigation measures where reasonable and feasible, and analyze reasonable and feasible alternatives to the proposed project that could reduce or avoid identified significant impacts while still feasibly achieving most of the basic project objectives.

Please direct your comments to:

Angelica Espiritu
Los Angeles World Airports
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216
(800) 919-3766

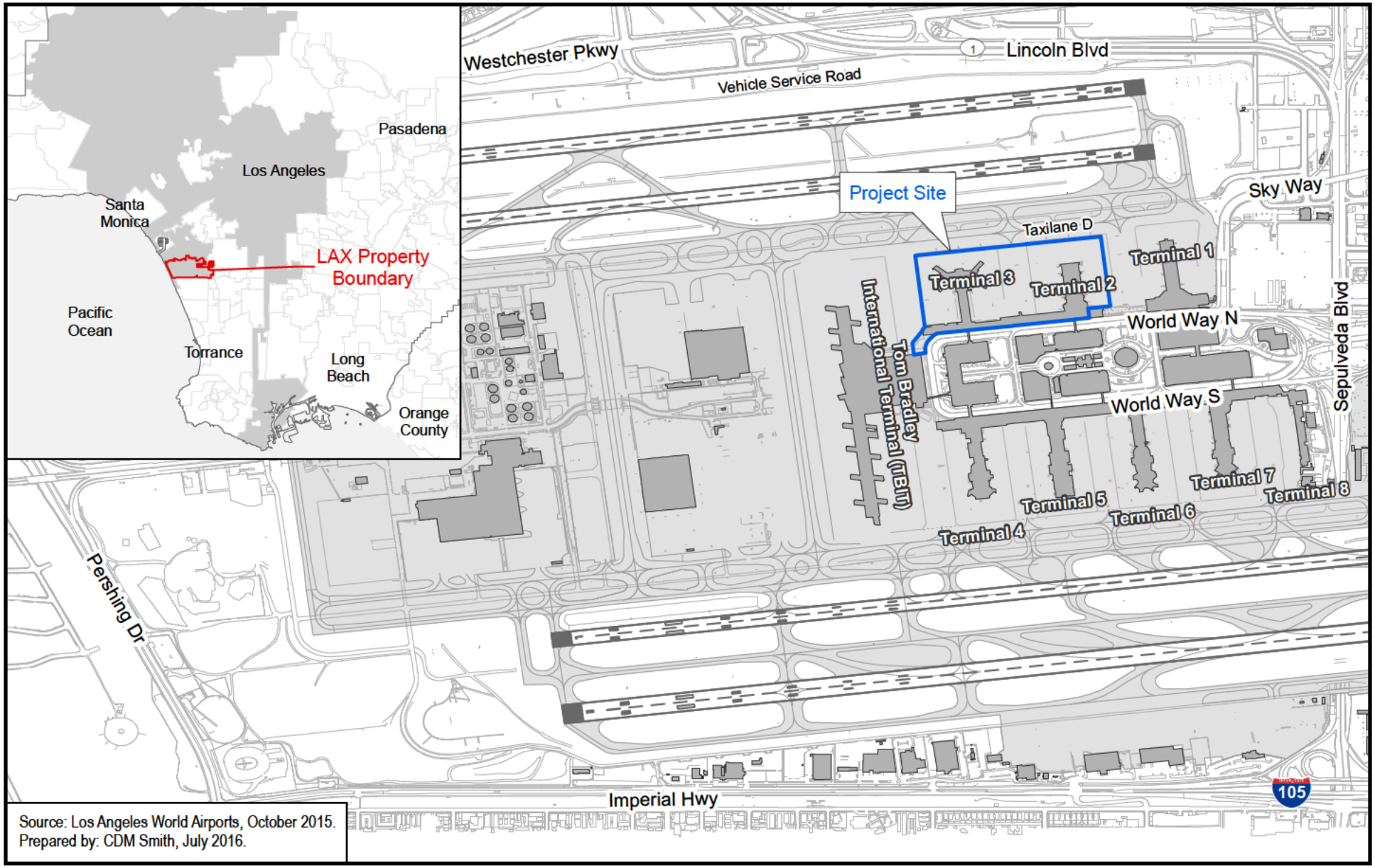
Comments can also be submitted on the LAWA's website at http://www.OurLAX.org.

Signature: _____
Lisa Trifiletti

Title: Deputy Executive Director, Environmental Programs Group
Date: August 11, 2016

Enclosures:

Figure 1: Project Location Map
Figure 2: Existing and Proposed Site Plans
Figure 3: Map of Scoping Meeting Location

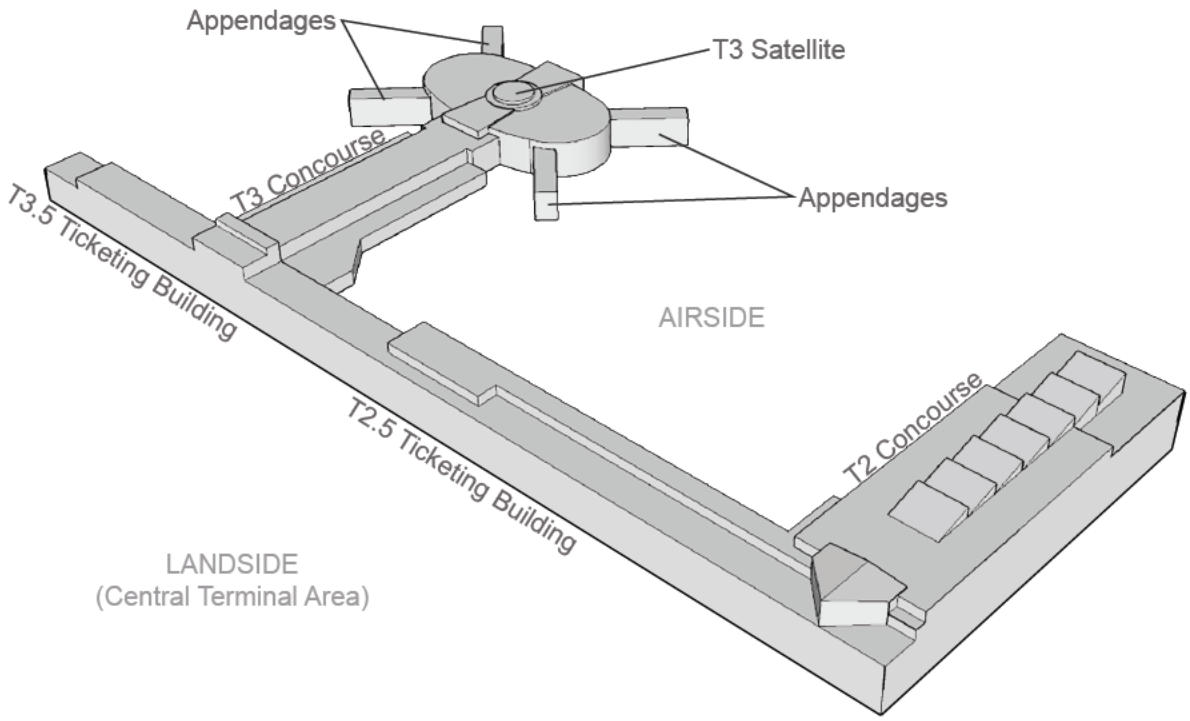


Source: Los Angeles World Airports, October 2015.
Prepared by: CDM Smith, July 2016.

LAX Terminals 2 and 3 Modernization Project
Notice of Preparation

Project Location Map

Figure
1



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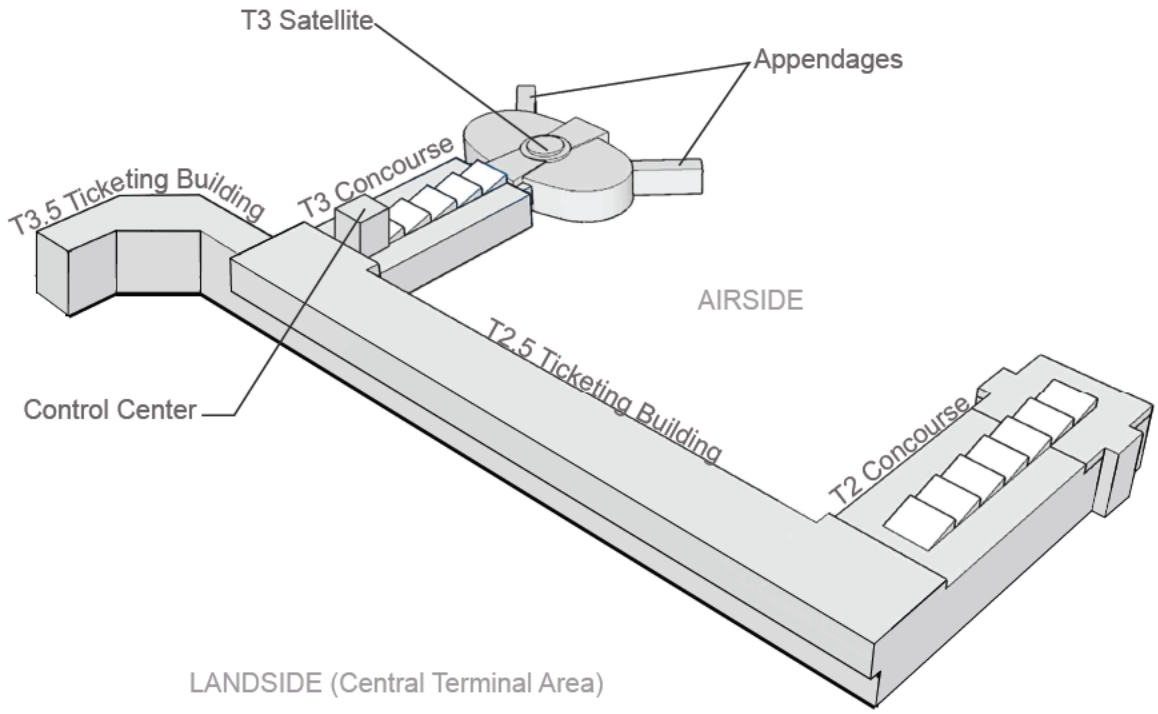
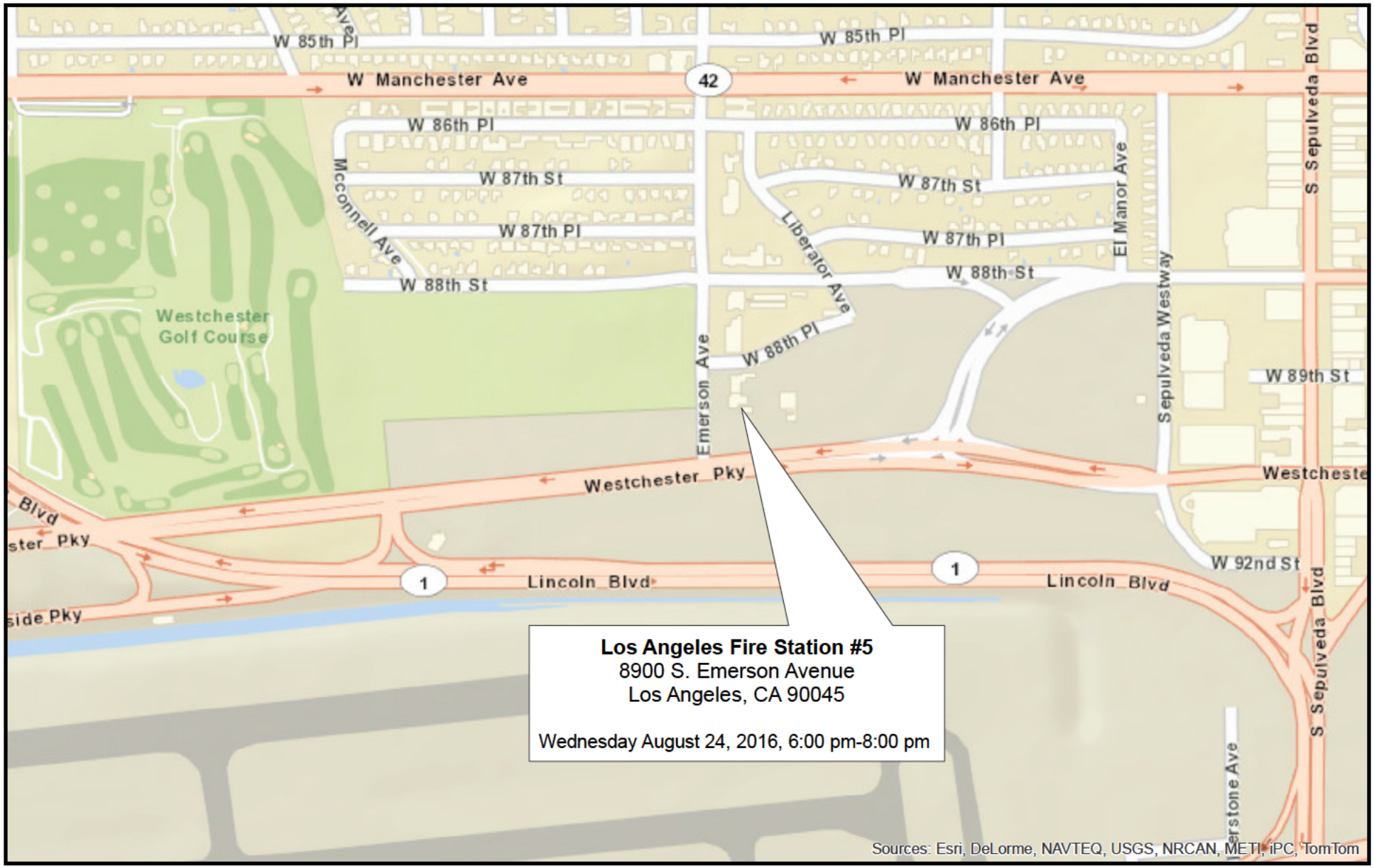


T#: Terminal #

Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, July 2016.

LAX Terminals 2 and 3 Modernization Project **Notice of Preparation**	**Existing and Proposed Site Plans**	Figure **2**



LAX Terminals 2 and 3 Modernization Project **Notice of Preparation**	**Map of Scoping Meeting Location**	Figure **3**

Notice of Preparation and Initial Study

Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

Prepared By:

Los Angeles World Airports

One World Way, Room 218
Los Angeles, CA 90045

with assistance from:

CDM Smith
111 Academy Way, Suite 150
Irvine, CA 92617

August 2016

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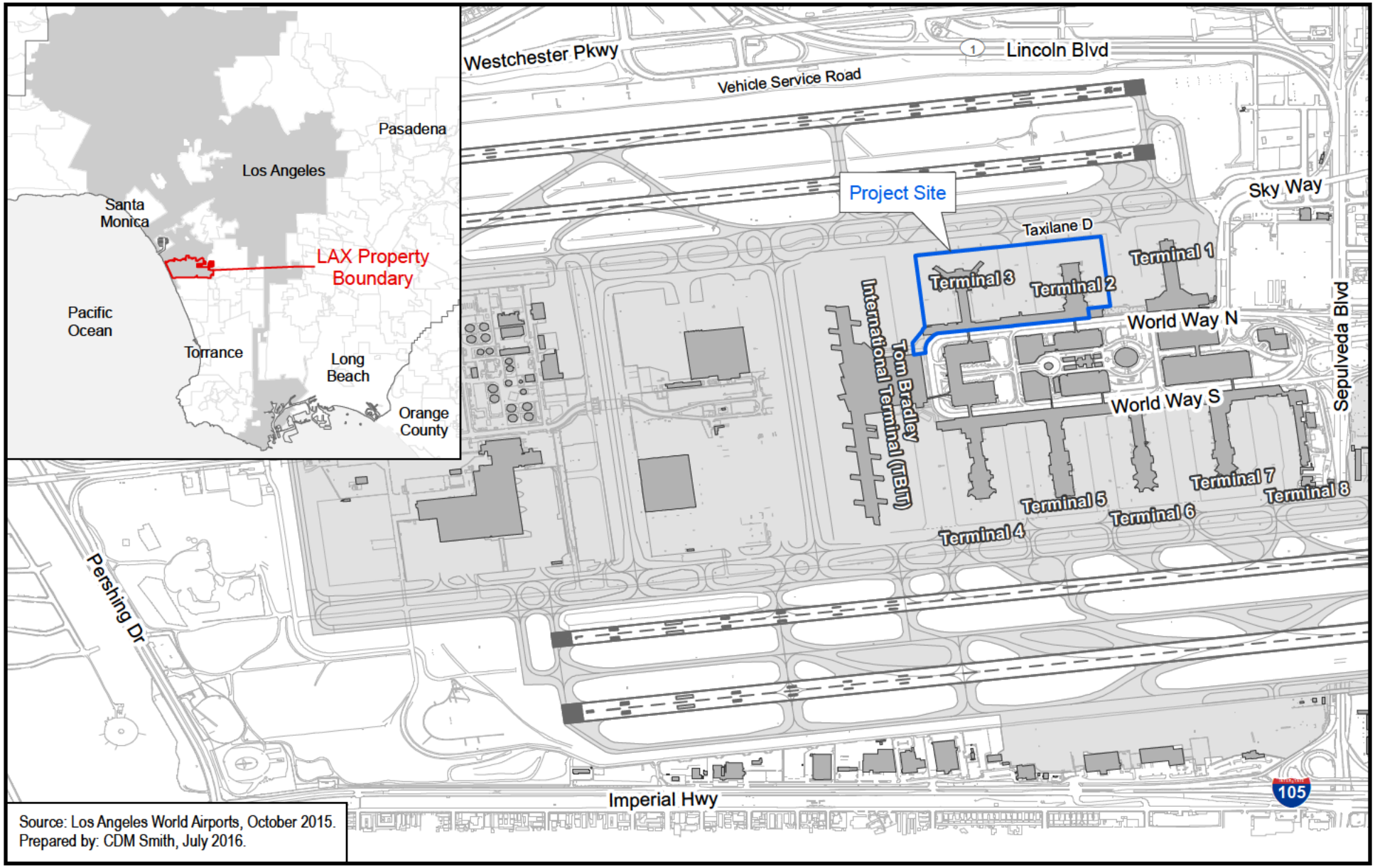

Source: Los Angeles World Airports, October 2015.
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LAX Terminals 2 and 3 Modernization Project
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Project Location Map

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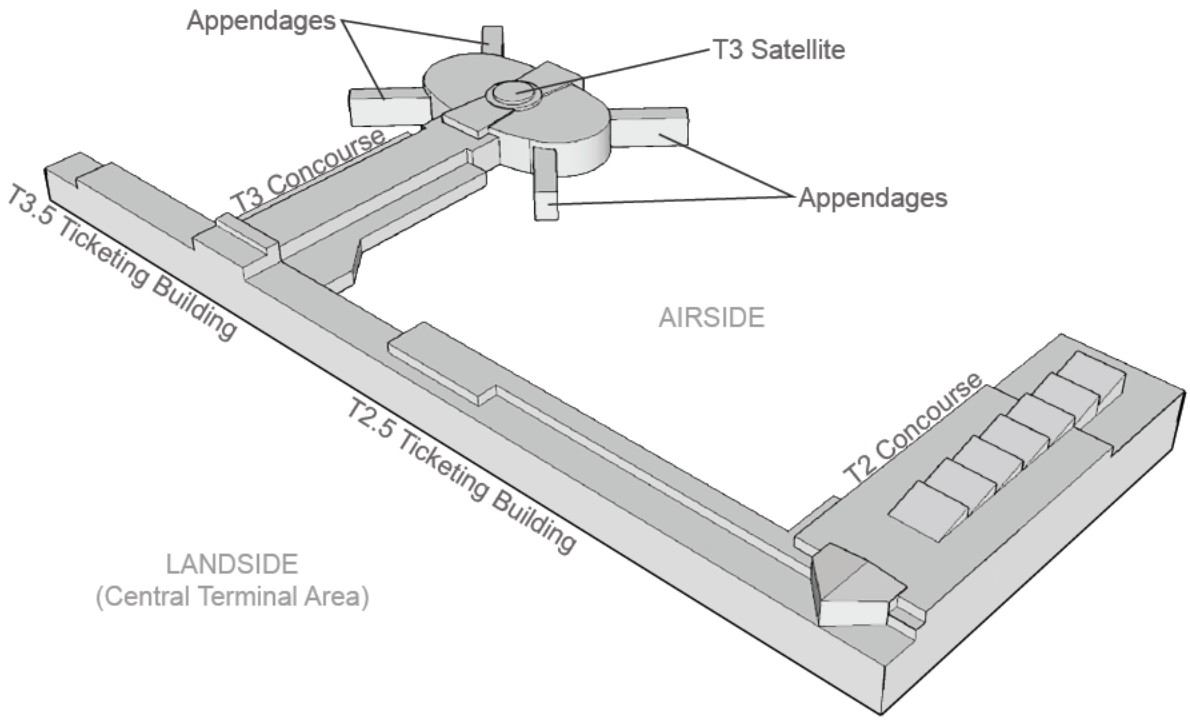

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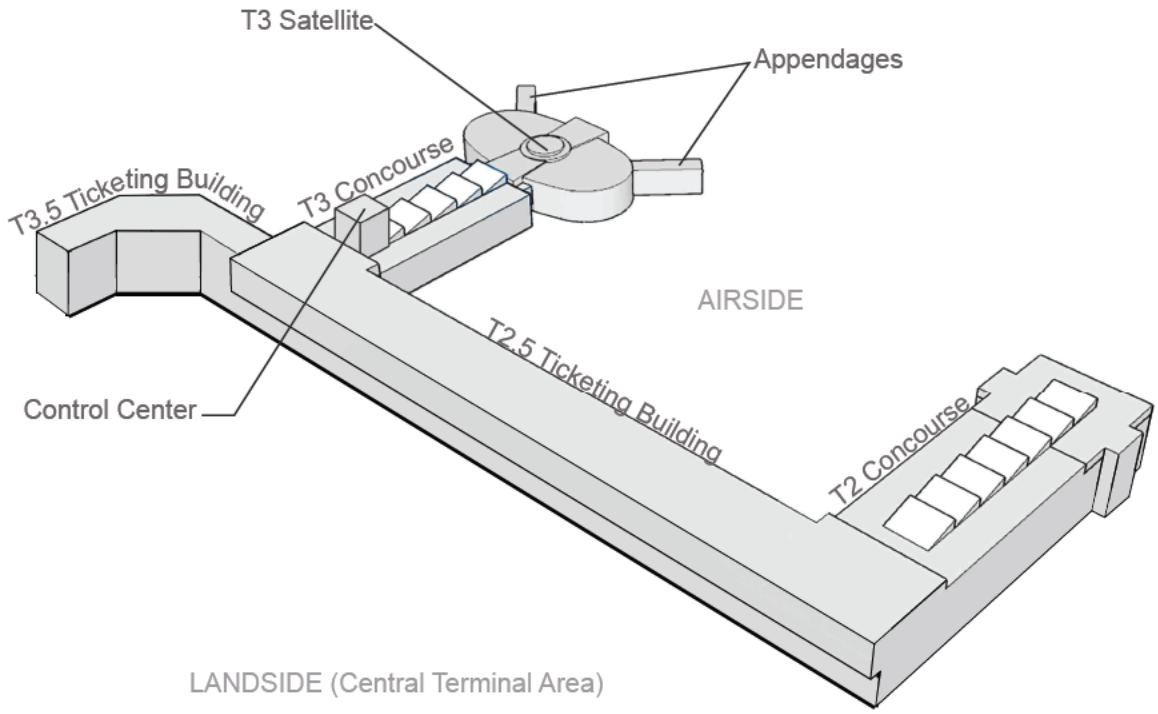
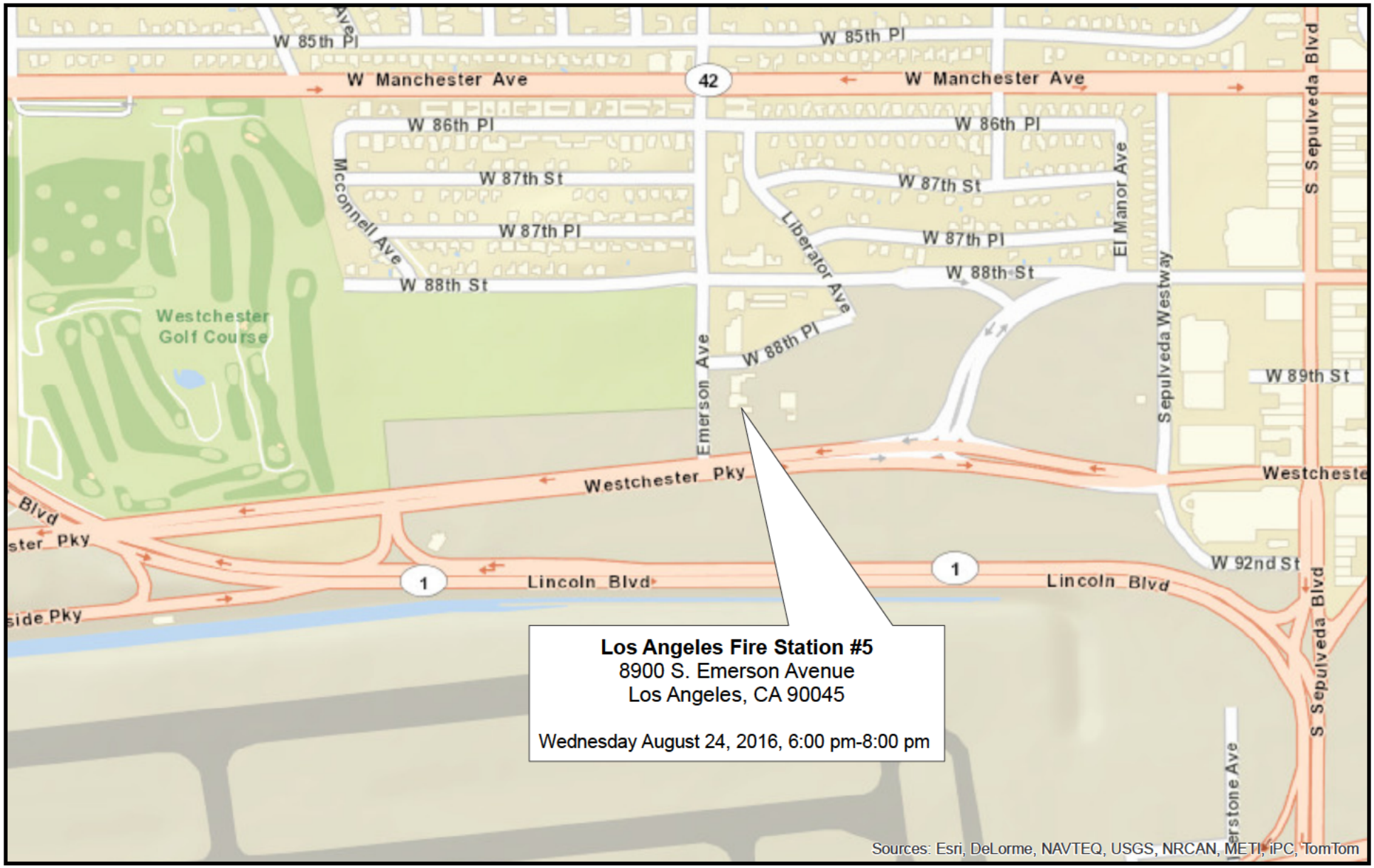


T#: Terminal #

Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, July 2016.

LAX Terminals 2 and 3 Modernization Project **Notice of Preparation**	**Existing and Proposed Site Plans**	Figure **2**



LAX Terminals 2 and 3 Modernization Project **Notice of Preparation**	**Map of Scoping Meeting Location**	Figure **3**

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Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

Initial Study

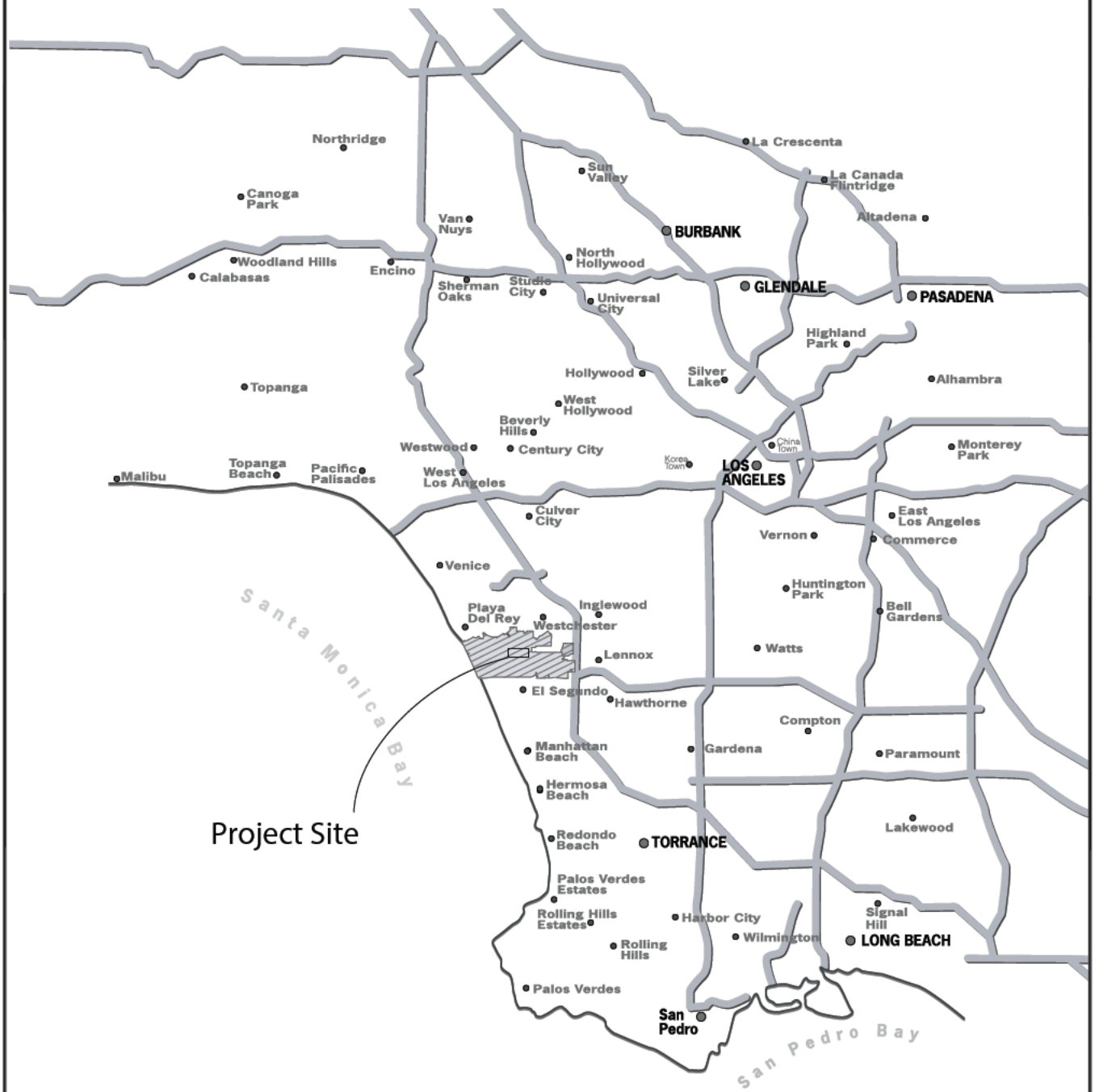
1.0 INTRODUCTION

Los Angeles World Airports (LAWA) proposes improvements to existing Terminals 2 and 3 (T2 and T3) at Los Angeles International Airport (LAX) (the LAX T2/T3 Modernization Project or "proposed project"). The main purpose of the proposed project is to modernize existing T2 and T3 in order to improve passenger quality of service and amenities within the terminals; improve the efficiency of security screening, passenger and baggage processing and inspections; improve operations and building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the Central Terminal Area (CTA). As described further below, the proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at T2 and T3 (e.g., T2.5 and T3.5), including new facilities for passenger and baggage screening, ticketing, and baggage claim; and, a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years, four months) to construct and is estimated to begin second quarter 2017. Proposed project would provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for up to five additional passenger gate positions and the reconfiguring of the passenger gate positions and aircraft parking layouts around T2 and T3 to match aircraft fleet requirements; however, the proposed project would not increase the terminal linear frontage.

2.0 PROJECT LOCATION AND SURROUNDING USES

Regional Setting

As shown in **Figure 1**, the project site is located within the City of Los Angeles, at LAX on LAWA property. The project site is located within the City of Los Angeles' Los Angeles International Airport Plan (LAX Plan) area, which is in the County of Los Angeles. LAX is the primary airport for the greater Los Angeles area, encompassing approximately 3,800 acres, and is situated at the western edge



Source: Los Angeles World Airports, February 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminals 2 and 3 Modernization Project	Regional Location Map	Figure 1

of the City of Los Angeles. In 2015, LAX handled 655,564 aircraft landings and takeoffs and 74.9 million passengers (the third busiest airport in the United States, and the seventh busiest in the world).[1]

In the LAX vicinity, the community of Westchester is located to the north, the City of El Segundo is to the south, the City of Inglewood and unincorporated portions of Los Angeles County are to the east, and the Pacific Ocean lies to the west. Regional access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405 or I-405), which runs north-south and is located east of LAX. The main arterial streets serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway and Lincoln Boulevard.

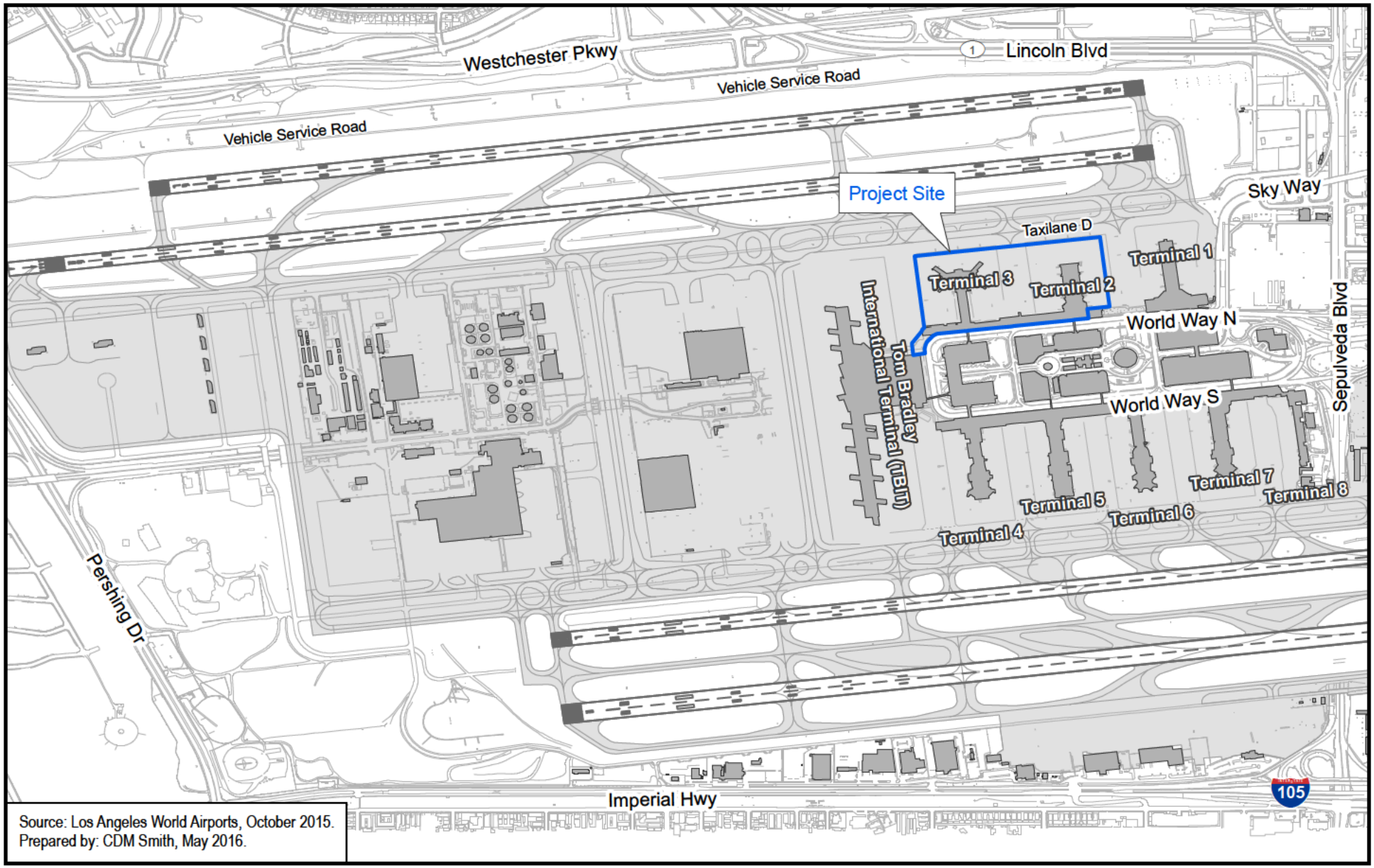
Local Setting and Land Uses

The CTA is arranged similar to a "campus" in that there is an internal collection of buildings (i.e., terminals and parking structures) and roadways (both upper and lower) that are in a U-shaped area. Within the CTA, there are nine passenger terminals with the upper-level associated with departures and the lower level for arrivals. The two-level airport roadway network is accessed from the following three off-airport roadways: Century Boulevard, Sepulveda Boulevard, and 96th Street Bridge/Sky Way. Each of these roadways provides vehicular access to both the departures (upper) level or the arrivals (lower) level curbsides and roadways. Airport access from the departures level to the arrivals level is provided via a recirculation ramp located at the eastern end of the CTA and a ramp at the western end of Center Way, connecting to West Way. Access from the arrivals level to the departures level is provided via the ramp at the western end of Center Way, connecting to West Way (upper level).

As shown in **Figure 2**, the approximately 41-acre project site is in the northern portion of the CTA, north of World Way and approximately 2,200 feet west of Sepulveda Boulevard, 8,000 feet east of Pershing Drive, 2,600 feet south of Westchester Parkway, and 5,000 feet north of Imperial Highway. The project site consists of existing T2 and T3 including the concourse buildings, and accompanying ticketing building The project site also includes a paved open area to the southwest of T3, where a new ticketing building (i.e., Terminal 3.5, as described below) is proposed to be constructed. The northern (airside) area associated with the project site is bound by a common airside access system comprised of Taxilane D and a vehicle service road to the north. Because the proposed project includes airside apron improvements, as shown in **Figure 2**, the project site includes the apron area associated with T2 and T3.

The land use setting around the project site is generally characterized by LAX landside and airside uses, such as terminal buildings and gates, runways, taxiways, and aircraft apron areas to the north, east, and west; and the CTA, specifically roads, surface parking lots, and parking structures, to the south. The LAX Theme Building lies south of World Way southeast of the project site. The LAX Plan, the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX A Zone: Airport Airside Sub-Area.

[1] City of Los Angeles, Los Angeles World Airports, Traffic Comparison (TCOM) Los Angeles International Airport, Calendar YTD January to December 2015. Available: http://www.lawa.org/uploadedfiles/LAX/statistics/tcom-1215.pdf; City of Los Angeles, Los Angeles World Airports, LAX Passenger Traffic Comparison by Terminal, January to December 2014/2015. Available: http://www.lawa.org/uploadedfiles/LAX/statistics/m_share-2015.pdf.



Source: Los Angeles World Airports, October 2015.
Prepared by: CDM Smith, May 2016.

LAX Terminals 2 and 3 Modernization Project	Project Location Map	Figure 2

3.0 EXISTING FACILITIES

Terminals generally consist of: (1) a multi-level ticketing building (which, in the case of LAX, is the portion of a terminal located closest to World Way) and houses functions such as ticketing/passenger check-in, security screening checkpoint, checked bag screening, domestic baggage claim, and operations support; and, (2) a "concourse" (which is the portion of the terminal closest to the airfield), and includes components such as passenger boarding bridges, passenger holdrooms (i.e., waiting rooms for departing flights), clubs/lounges (i.e., airline membership-only passenger facilities), concessions, Federal Inspection Services, baggage make-up, and operations support.

T2 was originally constructed in 1961 but was demolished and completely reconstructed in place in 1988. T3 was constructed in 1961 as part of the original development of the CTA. The original T3 1961 'satellite' (the oval building at the end of the existing concourse) was modified around 1970 to accommodate wide-bodied aircraft, and the other portions of T3 were completed in several stages between 1980 and 1987 (which included a new passenger connector and baggage system linked to the existing satellite). There has been no substantial modernization since that time and the interior and exterior of T2 and T3 are not on a par with other terminals at the CTA. Currently, a total of approximately 19 airlines are operating out of T2 and T3 combined.

4.0 PROJECT DESCRIPTION

The proposed project is the modernization of existing T2 and T3 at LAX. Specific improvements are described below. Refer to **Table 1** for square footage estimates of floor area associated with each level of the proposed project elements and **Figure 3** for a diagram of the existing project site and proposed site plan associated with the proposed project.

Terminal 2 Concourse

The improvements at the existing T2 concourse would include extension of the existing "club level," creating additional area for airline clubs/lounges and new vertical circulation (elevators, escalators, and stairs) and construction to improve the connection of the sterile corridor[2] at the concourse level to the Federal Inspection Station (FIS) facility at the arrivals level. The additional building floor area to be constructed in conjunction with the improvements to the T2 concourse building would occur primarily at the north end of the concourse, as shown in **Figure 3**. These improvements include interior renovation/reconfiguration of space to provide improved quality of service and amenities such as upgrades to building systems (i.e., mechanical, plumbing, and information technology [IT]), improvements at the FIS facility, reconfigured/remodeled office and support space, and the replacement of/modifications to the baggage handling system (BHS) to coordinate with the new passenger check-in positions. The proposed project also includes the installation of new passenger boarding bridges (PBB). Improvements at the T2 concourse would include the reconfiguration of existing gate positions, which would result in there being up to five additional passenger gate positions. The reconfiguration of existing passenger gate positions would occur within the existing terminal linear frontage at T2. The airport

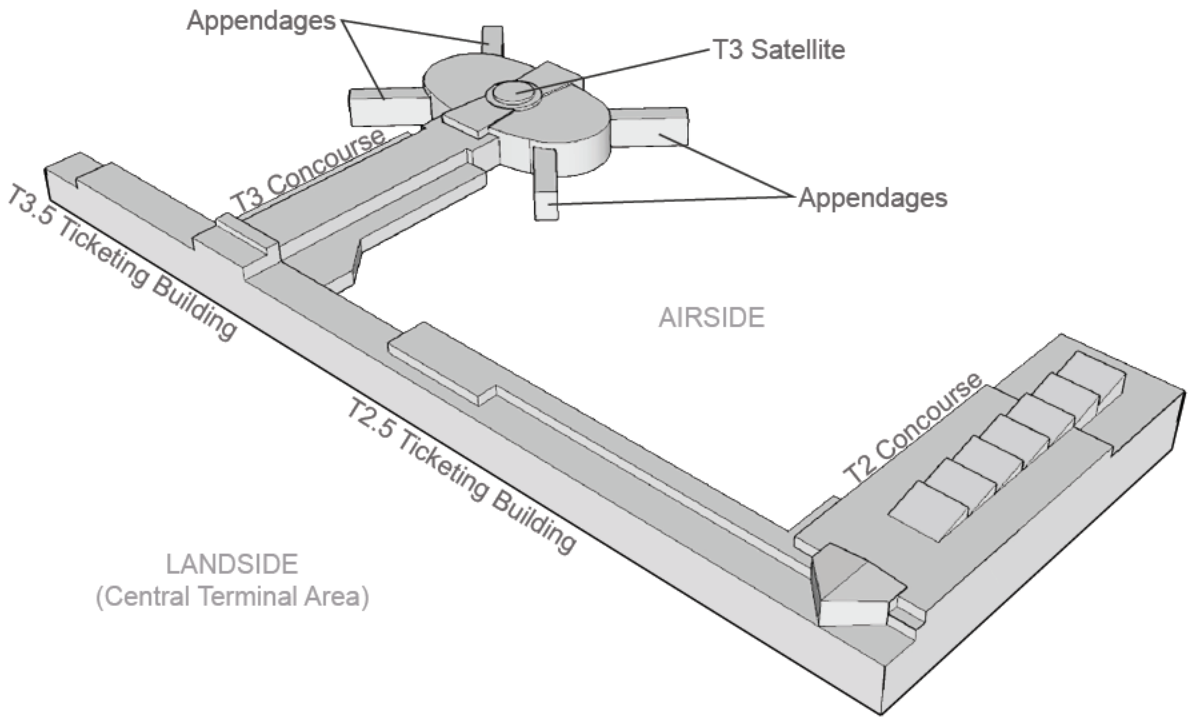
[2] The sterile corridors lead from the arrivals gate to the FIS area and may be secured with access control solutions that include automatic alarms, closed-circuit television (CCTV) cameras and staffed personnel, and directional signage. U.S. Customs and Border Protection (CBP) maintains sterility to prevent mixing of cleared and uncleared passengers, as well as the potential for contraband exchange.

would continue to operate within the existing limitations, and it is anticipated that passengers would not change their modes of transportation or their arrival and departure distribution patterns.

Table 1: Total Building Area

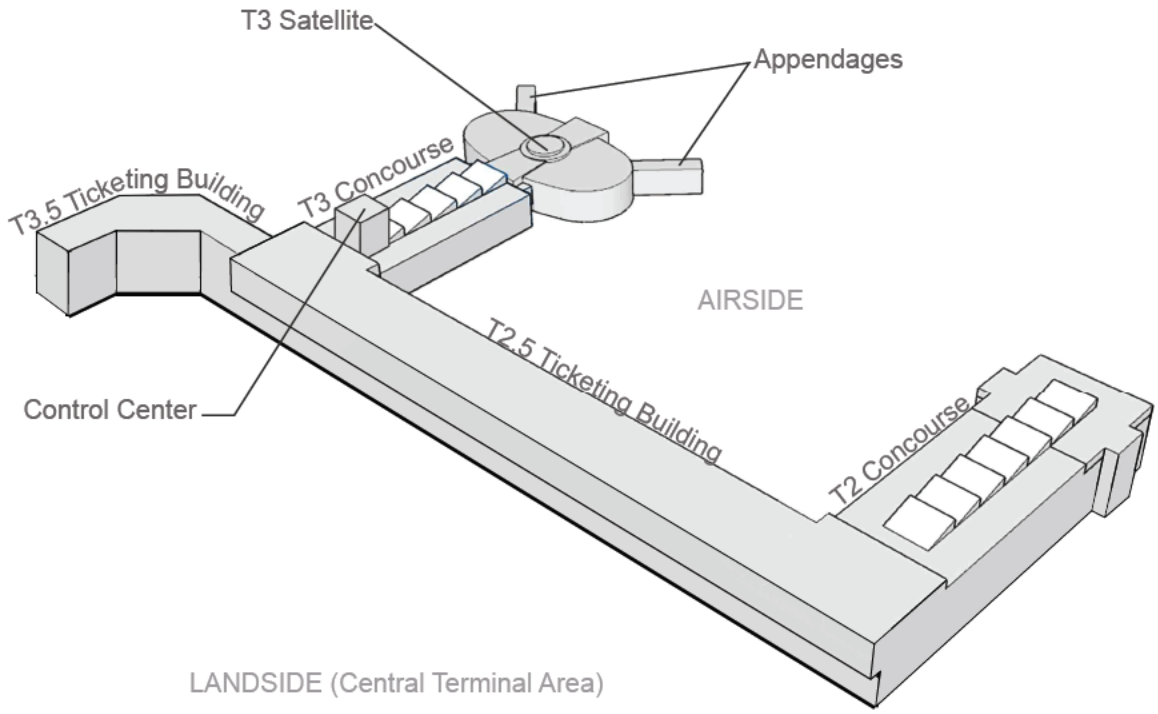
Facility		Existing Area (sf)	Existing Area Renovation (sf)	Existing Area Demolition (sf)	Existing Area Rebuild (sf)	New Construction (sf)	Total Area (sf)
T2.5 Ticketing Building	Mechanical Space	0	0	0	0	40,000	40,000
	Office Level	2,725	0	-2,725	2,725	142,275	145,000
	SSCP/Office	40,123	0	-40,123	40,123	104,877	145,000
	Ticketing Level	89,210	0	-89,210	89,210	25,790	115,000
	Arrivals Level	91,107	0	-91,107	91,107	133,893	225,000
	Total	223,165	0	-223,165	223,165	446,835	670,000
Terminal 2 Concourse Building	Mechanical Space	0	0	0	0	5,000	5,000
	Lounge Level	36,727	14,300	0	0	19,803	56,500
	Concourse Level	86,048	60,200	0	0	17,952	104,000
	Ramp Level	84,130	42,200	0	0	13,850	98,000
	FIS Level	87,796	42,400	0	0	13,204	101,000
	Total	294,701	159,100	0	0	69,809	364,500
Terminal 3 Concourse Building	Control Center	0	0	0	0	2,200	2,200
	Mechanical Space	0	0	0	0	15,000	15,000
	Lounge Level	15,164	0	0	0	47,336	62,500
	Concourse Level	96,744	64,189	-38,350	38,350	28,256	125,000
	Ramp Level	95,435	49,267	-48,898	48,898	29,565	125,000
	Tunnel Level	23,800	23,800	0	0	0	23,800
	Total	231,138	137,251	-87,248	87,248	122,357	353,500
T3.5 Ticketing Building	Mechanical Space	0	0	0	0	12,000	12,000
	Office Level	0	0	0	0	45,000	45,000
	SSCP/Office Level	0	0	0	0	45,000	45,000
	Ticketing Level	16,779	0	-16,779	16,779	53,221	70,000
	Arrival Level	22,230	0	-22,230	22,230	37,770	60,000
	Total	39,009	o	-39,009	39,009	192,971	232,000
Grand Total		788,031	296,351	-349,422	349,422	831,972	1,620,000

Notes: sf – square feet



EXISTING

PROPOSED



T#: Terminal #

Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, July 2016.

LAX Terminals 2 and 3 Modernization Project	Existing and Proposed Site Plans	Figure 3

Terminal 3 Concourse and Satellite

Modernization of the T3 concourse would include demolition of the southern appendages of the T3 satellite, and demolition and reconstruction of the apron and concourse levels of the concourse building. Upon project completion, there would be approximately 13 passenger gate positions at T3, with no change in the existing amount of terminal linear frontage. As shown in **Figure 3**, the T3 concourse would be rebuilt in approximately the same location as it currently exists, but the new structure would be approximately 45 feet wider on each side than the existing structure to allow for modernized holdrooms, concessions, support space, etc. for improved levels of customer service. The widening of the concourse would not modify the aircraft parking limit line (i.e., a line established by the FAA beyond which no part of a parked aircraft may protrude). The rebuild of the concourse would include new foundations and structure; new building systems including mechanical, electrical, plumbing, fire life safety, and IT; and new exterior enclosures and interior fit out. New functional spaces would include new baggage handling systems and support space at the apron level; new holdroom, concessions, passenger amenity spaces at the concourse level; and new airline lounge space. Airline and tenant support offices/storage and areas for building systems (electrical, mechanical, IT, etc.) would be located throughout the building. Modifications would also include the addition of a control center similar to what exists at T5, which includes staff that coordinate aircraft arrivals at, and push-back from, the individual gates on the T2 and T3 concourses and coordinate aircraft movements on the alleyways adjacent to the concourses. The proposed control center would be located at the south end of the T3 concourse (refer to the proposed site plan on **Figure 3**). The control center would work in conjunction with the Federal Aviation Administration's (FAA's) airport traffic control tower (ATCT) in managing the movement of aircraft on the airfield. Mechanical equipment would be located on the roof in mechanical penthouses to serve the spaces below. Where demolition occurs at the T3 satellite appendages, the exterior walls would be in-filled and minor interior improvements would be made to accommodate the new configuration. The proposed project would retain the existing underground tunnel associated with the T3 concourse, including the ceramic mosaic tile mural.

T2.5 Ticketing Building

The existing ticketing buildings at T2 and T3 would be completely demolished and rebuilt. For the purpose of the proposed project, the ticketing buildings being rebuilt are characterized as the T2.5 and T3.5 ticketing buildings. In the existing configuration, one ticketing building supports one concourse. Currently the secure concourses of T2 and T3 are not connected. This prevents the movement of secure passengers between concourses. In order to connect from one secure concourse to another, passengers must leave the terminals, go out to the curb, and go back through security again. This creates additional operational demand for Security Screening Checkpoint (SSCP) function when a terminal has to rescreen passengers who have already gone through security (are already secure) at another terminal. With the implementation of the proposed project, as explained in more detail below, the new T2.5 ticketing building would support multiple concourses. The additional passenger and baggage processing space in the new T2.5 ticketing building would improve passenger quality of service and provide additional space to help meet federal security requirements such as baggage and passenger screening. The T2.5 ticketing building would also provide a secure connector between T2 and T3 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal. These features would allow one ticketing building to support multiple concourses, provide flexibility in passenger and baggage processing, and improve the level of customer service.

The new T2.5 ticketing building would include new foundations and structure; new building systems including mechanical, electrical, plumbing, fire life safety, and IT; and new exterior enclosures and interior fit out. The new T2.5 ticketing building would consist of four levels, with the additional building floor area necessary to accommodate the improvements described above (see **Table 1** and **Figure 3**). The improvements would include baggage claim and Checked Baggage Inspection Systems (CBIS), bag storage, associated office space, a non-secure connector between the ticketing buildings, ticketing/passenger check-in (which would process all passengers on flights located in T2 and T3), office space to support the check-in process, a non-secure connector between the ticketing buildings, a SSCP, Transportation Security Administration (TSA) support space, associated queue areas, and a secure connector pathway on the north side of the T2.5 ticketing building to accommodate secure passenger traffic between the T2 and T3 concourses. The relocation of the SSCP from the T2 and T3 concourses to the T2.5 ticketing building, would allow for more effective use of space in the concourses including opportunities for improved holdroom/concessions. Other improvements would include lounge space, building systems support spaces, mechanical rooms or space, vertical circulation, restrooms, support, and miscellaneous storage space.

The design of the T2.5 ticketing building would include provisions for accommodating a connection with the future LAX Automated People Mover (APM); specifically, a link to the future pedestrian walkway that is planned to connect to the future CTA APM stations, as contemplated in the initial planning for the LAX Landside Access Modernization Program.[3] The future APM stations associated with the LAX Landside Access Modernization Program is an independent project and not dependent on, or influenced by, the development of the proposed project. The Landside Access Modernization Program project is currently undergoing its own CEQA review and approval process, and its impacts are accounted for considered in the environmental review of the proposed LAX T2 and T3 Modernization Project relative to potential cumulative effects.

T3.5 Ticketing Building

The site where the new T3.5 ticketing building would be located currently holds the existing two-level T3 ticketing building which would be demolished as part of the proposed project. The reconstructed T3.5 ticketing building would include additional passenger and baggage processing space, improving passenger quality of service, and would provide additional space to help meet federal security requirements. The reconstructed T3.5 ticketing building would also include a tie-in to the future planned LAX Terminal 3 Connector between T3 and TBIT. The future LAX Terminal 3 Connector is an independent project and not dependent on or influenced by the development of the proposed project, i.e., it is not necessary for the proposed project to proceed. The LAX Terminal 3 Connector project is currently going through an independent CEQA review and approval process and is accounted for in the cumulative impacts analysis associated with the proposed project (refer to **Table 2** in Section XVIII.b of the Initial Study for a list of development projects at/adjacent to LAX that were considered in the evaluation of cumulative impacts).

The rebuild of the T3.5 ticketing building would include new foundations and structure; new building systems including mechanical, electrical, plumbing, fire life safety, and IT; and new exterior enclosures and interior fit out. The new T3.5 ticketing building would consist of four levels, with the additional

[3] See Figures 4 and 5 in the February 5, 2015 LAX Landside Access Modernization Program Draft EIR Notice of Preparation/Initial Study. Available: http://connectinglax.com/files/LAX.LAMP.Initial.Study_2015.pdf.

building floor area necessary to accommodate the improvements described above (see **Table 1** and **Figure 3**). The improvements would include baggage related functions (including bag storage), associated office space, a non-secure connector between the ticketing buildings, ticketing/passenger check-in, and office space to support the check-in process and a non-secure connector between the T2.5 and T3.5 ticketing buildings. Other improvements would include office space, lounge space, vertical circulation, restrooms, support and miscellaneous storage space, and building systems support spaces. The secure connection to the T2.5 ticketing building and the future planned LAX T3 Connector that would connect to TBIT would occur at the concourse level.

The proposed project would not result in any changes to existing T2 and T3 access or curbs. Curbs would continue to be used for passenger drop-off/pick-up and curbside baggage drop-off. However, the exterior door locations (entrance/exit) would be shifted to accommodate the new design.

The square footage estimates of floor area associated with each level of the proposed project elements are provided in **Table 1**.

The maximum height of the modernized T2 and T3 would be approximately 55 feet from grade, with the maximum height of the ramp control tower at the south end of the T3 concourse building at 110 feet from grade. The height of the T2.5 and T3.5 ticketing buildings would be approximately 100 feet from grade.

Construction

The primary consideration in planning for proposed project construction activities is to maintain safe and uninterrupted operation of the airport, including runway operations and passenger access to terminals. The proposed project would take approximately 76 months (six years, four months) to construct. Construction could commence as early as second quarter 2017 and is projected to end in mid- to late-2023. Work would occur during three shifts per day: Shift 1 from 7:00 am to 3:00 pm, Shift 2 from 3:00 pm to 11:00 pm, and Shift 3 from 11:00 pm to 7:00 am. At peak construction, approximately 550 daily construction personnel would be on-site over the course of the three work shifts. The majority of the construction activities would occur during daytime hours behind construction barriers. Shift 3 (the overnight shift) would be used for those work activities that cannot be accomplished on the day and night shifts due to coordination and interference issues (e.g., airport operations, safety, delivery of materials and equipment). At peak construction, the day and night shifts (Shifts 1 and 2) would have approximately 180 employees per shift, with the balance (190 employees) on the overnight shift (Shift 3). It is not expected that an overnight shift would be required for the entire construction period.

Construction activities for the proposed project would not result in any changes to the number of flights at LAX. Conflicts with terminal activities during construction would be avoided through monitoring of flight schedules and close coordination with terminal operations on a daily basis. Project construction would result in phased gate closures, shuttle transportation for employees and passengers, and restriping on the ramp for new aircraft.

Development of the proposed project improvements would occur on portions of LAX that are currently paved or developed with buildings. The total area of ground surface to be disturbed would be approximately 1,490,000 square feet (sf), extending down to a maximum depth of approximately 16

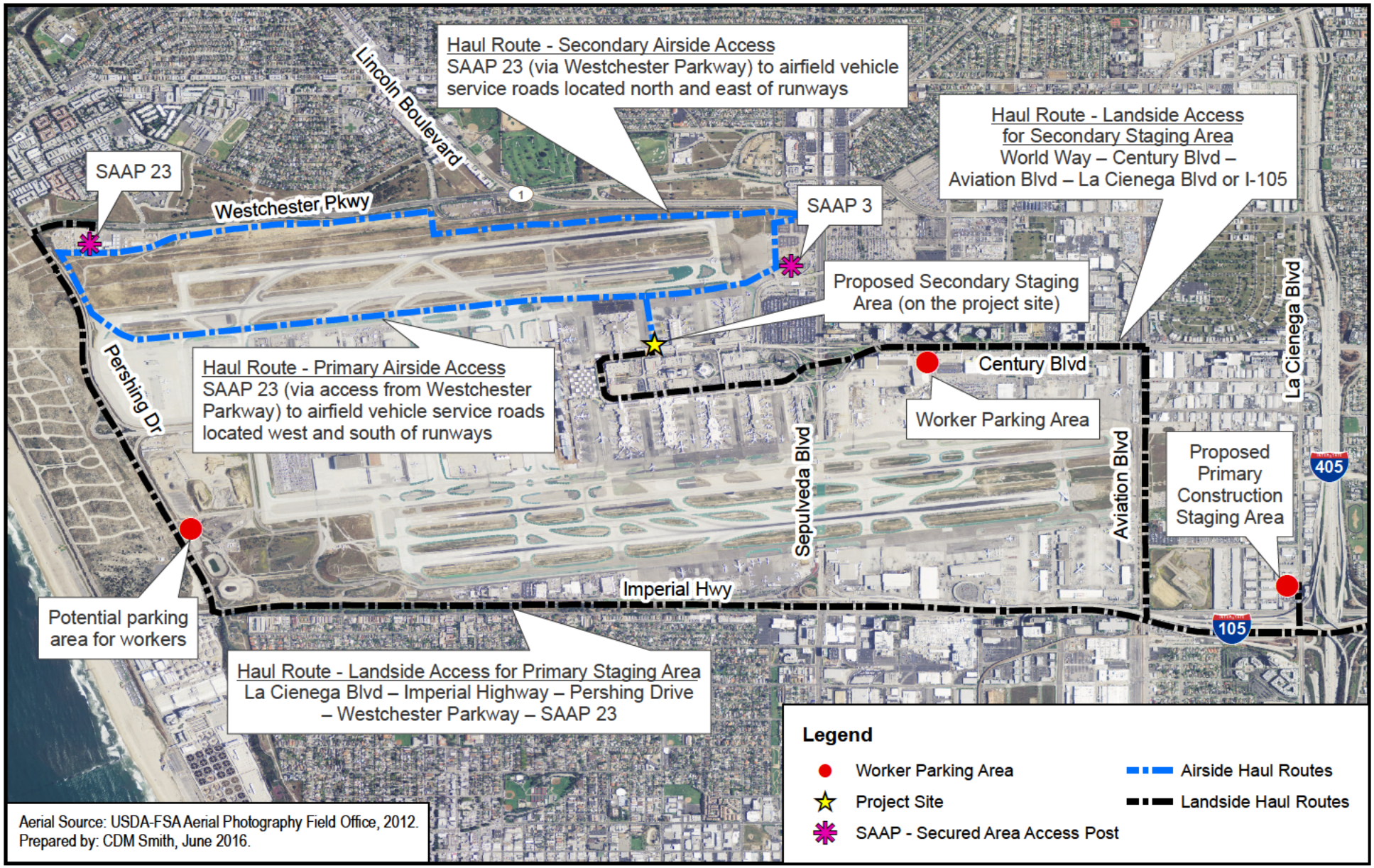
feet. The proposed project would require the excavation of approximately 134,400 cubic yards (cy) of cut/fill soil.

The proposed project would require construction access from both the landside and airside. No permanent lane or road closures either on-airport or off-airport would be required for construction. However, temporary lane closures in the CTA would be required periodically to facilitate some construction activities.

T2 and T3 would remain fully operational at all times during construction. In addition, conflicts between terminal and airfield activities would be avoided by cordoning off construction areas from the airfield.

Construction staging and construction worker parking areas and haul routes that would be used for the proposed project are shown on **Figure 4**. The primary construction staging area, including construction offices, would be located on an existing industrial parcel on La Cienega Boulevard, just north of Imperial Highway. The proposed primary construction staging area is completely developed, including a large warehouse structure (approximately 30,000 square feet of floor area) and associated parking area. Portions of the project site that are not actively under construction at the time may also be used as a secondary construction staging area. Construction staging would be coordinated by LAWA's Construction and Logistics Management (CALM) Team. The CALM Team helps monitor and coordinate the construction logistics of development project at LAX in the interest of avoiding conflicts between ongoing airport operations and construction activities. Secondary construction staging activities, such as short-term storage and/or assembly of construction materials that will soon be installed, short-term storage of recently generated construction wastes that are awaiting pick-up and disposal, and the like, on the project site would also be subject to coordination with, and approval by, LAWA Airfield Operations.

The on-airport airside (i.e., non-public areas within the Airfield Operations Area) entry point for construction materials being transported to and from the project site would be at Secured Area Access Post (SAAP) No. 23, located southeast of the intersection of Westchester Parkway and Pershing Drive. The primary airside haul route within the Airfield Operations Area (AOA) between the project site and SAAP No. 23 would be along the vehicle service road (VSR) that is south of and parallel to Taxiway D, connecting to the VSR that is east of and parallel to Pershing Drive. A secondary airside haul route within the AOA would include the Taxiway D VSR that connects to the north-south VSR at the east end of the north airfield complex and then to the east-west VSR on the north side of Runway 6L-24R, subject to coordination with, and approval by LAWA Airfield Operations. Secondary airside access to the AOA would be available at times through SAAP No. 3, which is currently being relocated to a site southeast of the north runway complex, near the intersection of Alverstone Avenue and Davidson Drive. While the vast majority of access to and from the project site is anticipated to be via the AOA through SAAP 23, there may be occasions when access to and from the project site would occur via World Way, Century Boulevard, and Aviation Boulevard.



LAX Terminals 2 and 3 Modernization Project	Construction Staging Areas and Haul Routes	Figure 4

As shown on **Figure 4**, the haul route on public roads to and from the airside access point to the project site (i.e., SAAP No. 23), would extend from the driveway at SAAP No. 23, west on Westchester Parkway, south on Pershing Drive, east on Imperial Highway, then either to: (1) north on La Cienega Boulevard and into the primary construction staging area for deliveries going directly between the project site and the primary construction staging area; or, (2) continued east onto I-105 with connections to I-405 for deliveries directly to and from the project site that do not involve the construction staging area. As required by the City of Los Angeles, Department of Building and Safety, LAWA would submit a Haul Route Form and Haul Route Map, as shown on **Figure 4**, covering the export of soil or demolition debris offsite. In addition, pursuant to standard City of Los Angeles, Department of Transportation (LADOT) practices, a Work Traffic Control Plan, showing the location of construction areas and identifying construction traffic as evaluated in the EIR, would be submitted to LADOT.

In situations where secondary construction staging occurs directly on the project site and is accessed from the landside (i.e., public areas outside the AOA), such access would be through the CTA. Trucks leaving the landside portion of the project construction site would travel through the CTA to head east on Century Boulevard, then south on Aviation Boulevard, and then either: (1) east on Imperial Highway and north on La Cienega Boulevard leading into the primary construction staging area for deliveries going between the primary construction staging area and the secondary construction staging area; or (2) continued south onto I-105 with connections to I-405 for deliveries directly to and from the secondary construction staging. Construction contractor parking would occur at LAX Lot F located southeast of the intersection of Century Boulevard and Avion Drive, with workers being shuttled to and from the CTA/project site via Century Boulevard and World Way. Construction contractor parking may also be provided at a parking lot located on the east side of Pershing Drive at Bradley West Drive. Construction employees would be shuttled to and from the project site for their shifts.

LAWA Design and Construction Practices

The proposed project would be designed and constructed in accordance with the Los Angeles Green Building Code (LAGBC), which is based on the California Green Building Code (CALGreen), and would achieve LAGBC Tier-1 conformance through environmentally-sensitive features including, but not limited to, the types described below.

The proposed project would be required to use recycled building materials in the new/modernized facilities, and to recycle construction and demolition debris. Recycling programs would also be employed during operations. Recyclable materials would be collected in the terminals, and tenants operating in the terminals, including concessionaires and restaurant management companies, would be required to have their own recycling and waste reduction programs. Heating and cooling of the modernized terminals would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates a number of efficiencies that conserve energy and reduce pollutant emissions. The modernized terminals would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminals' heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency without sacrificing occupant comfort. Where possible, coated glass that minimizes heat gain would be used on exterior walls, and building materials and furnishings would be made of recycled content, and would consist of low-emitting paints, adhesives, carpets, and sealants, where feasible. To conserve potable water, bathrooms in the modernized terminals would be designed with low- and ultra-low-flow systems

and recycled water would be used for construction-related dust control and construction equipment washing when feasible.

The impacts of the proposed project on the resource areas addressed by these features and practices - namely, greenhouse gas emissions, solid waste, and water supply - are discussed below in the Initial Study. The relationship of these features and practices to potential project impacts are also identified in the Initial Study.

Operation

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, would provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. Instead, the proposed project improvements would provide the opportunity for the airlines operating at these terminals to rearrange the aircraft-parking layout around each terminal to match their aircraft fleet requirements within the constraints of the existing terminal linear frontage. Implementation of the proposed project is not anticipated to affect the overall number of operations at LAX, given that such rearrangement/reconfiguration of existing passenger aircraft parking positions can occur at the airport regardless of the proposed project. In addition, implementation of the proposed project is not anticipated to result in a change in the overall air traffic operations at LAX. Air traffic operations at LAX largely reflect the agglomeration of over 70 carriers currently operating at LAX, each of which has its own business model and schedules its flights and operations at LAX in light of overall international and/or domestic operations, market competition, and business objectives. Initial route and runway assignments would continue to be dictated by the origin or destination airport of the aircraft and such assignments are at the discretion of FAA air traffic control, as is the case today. Therefore, the modifications proposed in conjunction with modernization of T2 and T3 would not significantly influence overall air traffic operations at LAX.

5.0 NECESSARY APPROVALS

The City of Los Angeles has principal responsibility for approving and carrying out the proposed project. Agencies and City entities which may be required to take actions associated with the proposed project include, but may not be limited to:

Federal

- U.S. Department of Transportation FAA[4]

Regional

- South Coast Air Quality Management District

Local

- LAWA Board of Airport Commissioners
- Los Angeles City Council

[4] While FAA is not a state agency regarding CEQA review, the proposed project would require approval of Form 7460 (Notice of Proposed Construction or Alteration) in consideration of Part 77 requirements.

- City of Los Angeles Department of Building and Safety
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of Cultural Affairs

Other Federal, State, or local approvals, permits, or actions as may be determined necessary.

Documents Incorporated by Reference

This Notice of Preparation/Initial Study (NOP/IS) uses information from various documents (reports, technical studies, etc.) that were not prepared specifically for the proposed project but that provide relevant information in describing environmental conditions and analyzing the potential environmental effects of the proposed project. Pursuant to Section 15150 of the State CEQA Guidelines, all or portions of another document that is a matter of public record or is generally available to the public may be incorporated by reference. When all or part of another document is incorporated by reference, the incorporated portion is treated as if it were set forth in full. (CEQA Guidelines Section 15150(a).)

Information from other documents that have been incorporated by reference is identified in the relevant environmental impact analysis sections of this NOP/IS. These documents are also listed in the References section at the end of this NOP/IS; as required by Section 15150(b) of the State CEQA Guidelines, documents incorporated by reference are available for public inspection at the address listed above. For purposes of clarification, documents identified as incorporated by reference are separate from the technical studies prepared specifically for the proposed project (as distinguished in the References section of this NOP/IS). In all instances, as required by Section 15150(c), the material being incorporated by reference is summarized or briefly described in the relevant analyses.

Documents relied upon or cited in the NOP/IS but not incorporated by reference are also listed in the References section of this NOP/IS and are available for public inspection at the following address:

Los Angeles World Airports
One World Way, Room 218
Los Angeles, CA 90045

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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 (LAWA)	Council District 11	August 11, 2016

RESPONSIBLE AGENCIES
South Coast Air Quality Management District

PROJECT TITLE/NO.	**CASE NO.**
Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project	NP-16-004-DA

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

PROJECT DESCRIPTION: The proposed project would modernize the existing Terminals 2 and 3 (T2 and T3) at LAX to improve passenger quality of service and amenities within the terminals; improve the efficiency of security screening, passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the Central Terminal Area (CTA). The proposed project would also include upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at T2 and T3 (e.g., T2.5 and T3.5), including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3. The project would also include a new operation control center at the south end of T3. Similar to what exists at T5, the proposed control center, which includes staff that coordinate aircraft arrivals at, and push-back from, the individual gates on the T2 and T3 concourses and coordinate aircraft movements on the alleyways adjacent to the concourses. The control center would work in conjunction with the FAA's ATCT in managing the movement of aircraft on the airfield. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years, four months) to construct and is estimated to begin second quarter 2017. The operation of the proposed project would

provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for up to five additional passenger gate positions and the reconfiguring of the passenger gate positions and aircraft parking layouts around T2 and T3 to match aircraft fleet requirements; however, the proposed project would not increase the terminal linear frontage.

ENVIRONMENTAL SETTING:

The environmental setting is characterized by a highly-built environment with vehicle, aircraft, and passenger movement activity within and adjacent to the site throughout the day and night. The surrounding area is a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses.

PROJECT LOCATION

The project site (LAX Terminals 2 and 3) is located within the CTA of LAX. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, between Terminal 1 and the Tom Bradley International Terminal (TBIT), and south of the LAX north airfield complex.

PLANNING DISTRICT LAX Specific Plan	**STATUS:** ☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING LAX Plan - A Zone: Airport Airside Sub-Area	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Airport-related airside uses; no change in zone is proposed	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES North - Airport Airside (apron, north runways, taxiways, service roads) East - Airport Airside (terminals, gates, apron) South - Airport Landside (roads and parking structures) West - Airport Airside (terminals, gates, apron)	☐ **NO DISTRICT PLAN**

☞ ☐ **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.

	City Planner
SIGNATURE	**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 California Environmental Quality Act (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:
    The significance criteria or threshold, if any, used to evaluate each question; and
    The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will 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 and Hazardous Materials	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hydrology and Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☒ Transportation/Traffic
☐ Biological Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☒ Cultural Resources	☐ Noise	☒ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	
☒ Greenhouse Gas Emissions		

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

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER***
LAWA – Angelica Espiritu	(800) 919-3766

PROPONENT ADDRESS

One World Way, Room 218, Los Angeles, CA 90045

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
LAWA	August 11, 2016

PROPOSAL NAME (If Applicable)*

LAX Terminals 2 and 3 Modernization 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 state or 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. AGRICULTURE AND FORESTRY RESOURCES. 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 the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	☒	☐	☐	☐
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 (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife 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, or regulations or by the California Department of Fish and Wildlife 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	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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 the significance of a historical resource as defined in State CEQA **Guidelines** §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA **Guidelines** §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 or dedicated cemeteries?	☒	☐	☐	☐
e. Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: • Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or • A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
subdivision (c) of Public Resource Code §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe?				
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. 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 Los Angeles Building Code (2002), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety 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 project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to 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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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 hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive 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?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
facilities which might have an adverse physical effect on the environment?				
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☒	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 resources, 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 inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

(See Attachment A)

ATTACHMENT A
EXPLANATION OF CHECKLIST DETERMINATION

I. AESTHETICS. *Would the project*:

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

Less Than Significant Impact. The project site is located within the northern portion of the CTA at LAX surrounded by airport uses and is not a prominent feature in any scenic vistas. Broad scenic vistas of the Santa Monica Mountains in the distance beyond LAX are available from some north-facing residences at higher elevations in the El Segundo residential neighborhood located approximately 1 mile to the south. The proposed modernized T2 and T3 facilities would not contribute to, or detract from, scenic vistas from these residences due to their location beyond the intervening cargo and landside uses, the south airfield, and the south terminals as well as the higher vantage points from the residences (the modernized T2, T3, T2.5, and T3.5 facilities being proposed would be well below their line-of-sight). Moreover, the proposed project would not alter existing long-range views of the Santa Monica Mountains. As such, the implementation of the proposed project would not have a substantial adverse effect on views of the Santa Monica Mountains (i.e., a scenic vista). The proposed project would also be visible from the upper floors of the hotels along Century Boulevard. However, the proposed project would be visually consistent with existing adjacent airport-related uses and would not disrupt views of the airfield. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. Potential impacts related to scenic vistas would be less than significant with the implementation of the proposed project and no further evaluation is 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 state or city-designated scenic highway?

Less Than Significant Impact. The project site is currently occupied by terminal buildings and related aircraft apron areas. The site is visible from some upper level offices and hotel rooms along Century Boulevard to the east and is visible in the distance from Interstate 105. The project site is not located adjacent to or within the viewshed of a designated scenic highway. The nearest officially designated state scenic highway is approximately 22 miles northwest of the proposed project site (State Highway 2, from approximately 3 miles north of Interstate 201 in La Cañada to the San Bernardino County Line).[5] The nearest eligible state scenic highway (which is not officially designated by the state, but is a City-designated scenic highway) is State Highway 1, which has a starting point at Lincoln and Venice Boulevards, approximately 4 miles from the project site, and proceeds northwesterly to Point Mugu.[6] Vista del Mar, the nearest City-

[5] California Department of Transportation, California Scenic Highway Mapping System website, updated September 7, 2011. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed February 27, 2016.

[6] California Department of Transportation, California Scenic Highway Mapping System website, updated September 7, 2011. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed February 27, 2016.

designated scenic highway, is located approximately 1.8 miles west of the project site;[7] the project site is not visible from Vista del Mar. There are no direct views to or from any scenic highways.

The Los Angeles/El Segundo Dunes are located approximately 1.5 miles west of the project site, opposite Pershing Drive. The project site is not visible from the dunes and the proposed project would not obstruct any views of the dunes. The proposed project is not located within the viewshed of any other scenic resources or other locally recognized desirable aesthetic natural feature. In addition, the project site does not contain any trees, rock outcroppings, or other locally recognized desirable aesthetic natural features within a City-designated scenic highway. The proposed project would not substantially damage scenic resources, including scenic highways. Therefore, potential impacts related to scenic resources would be less than significant with the implementation of the proposed project and no further evaluation is required.

The potential for the proposed project to substantially damage historic buildings is detailed below under Section V.a.

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

Less Than Significant Impact. The project site is a highly developed area within a busy international airport. The proposed project site is occupied by existing T2 and T3 and related aircraft apron areas. The north terminals (T1, T2 and T3) and the majority of the surrounding structures are utilitarian in appearance. As further discussed under Section V.a. below, T3 is the only terminal on the north side of the CTA that includes one of the airport's original early 1960s oval-shaped satellite terminals. T3 has also retained its original underground tunnel with mosaic tile murals connecting the original (1961) ticketing/baggage building to the oval shaped satellite building. The proposed project would not affect the T3 original (1961) underground tunnel with mosaic tile murals that connects to the oval shaped satellite building. The T3 satellite, built in 1961, remains largely intact, but its southern façade has been altered by the addition of an aboveground concourse pier connecting the ticketing/baggage claim buildings to the satellite. Alteration of the original ticketing/baggage building and the addition of the connecting concourse in the 1980s have substantially changed the original 1961 configuration of T3 such that its original form is only partially apparent.

In addition, although not within the project site, there are several structures with notable architecture, including the Theme Building and 1961 ATCT, which are located within the project area. Views of the CTA and the existing airfield are not scenic or of high quality visual character.

The proposed project would modernize and improve the aesthetic quality of North Terminal Complex (T1, T2 and T3) and the visual character of the entrance to the CTA. The proposed improvements to T2, T3 and associated ticketing buildings (T2.5 and T3.5) would be compatible in look and materials, and tie into the recent improvements to TBIT. Further, construction activities at the proposed project site would be visually consistent with the existing airport-related and commercial uses of the site and surroundings. Therefore, the proposed project would not have the potential to substantially degrade the existing visual character or quality of the

[7] City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, Maps D1 and D2, December 17, 2015, as adopted January 20, 2016. Available: http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf.

site and its surroundings. Potential impacts would be less than significant with the implementation of the proposed project and no further evaluation is 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. The project site is in an urban area with many existing sources of ambient lighting, including building lighting, roadway lighting (within the CTA), and airport operations lighting, such as lights from aircraft and airside equipment, apron/terminal lights, and airfield lights (runway and taxiway lights). Building and roadway lighting associated with the proposed project would be consistent with the type of lighting found in the CTA. As described in Section 4.0, Project Description, the proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed T2.5 and T3.5 buildings to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover. Therefore, implementation of the proposed project would not have the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential impacts related to light and glare would be less than significant with the implementation of the proposed project and no further evaluation is required.

II. AGRICULTURE AND FORESTRY RESOURCES. *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 the existing zoning for agricultural use, or a Williamson Act Contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

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

a-e. No Impact. The project site is located within a developed airport and is surrounded by airport uses and urbanized areas. There are no agricultural resources or operations at the project site or surrounding areas, including prime or unique farmlands or farmlands of statewide local importance. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas.[8] The proposed project would represent a continuation of the current airport-

[8] City of Los Angeles, Department of City Planning, Conservation Element of the City of Los Angeles General Plan, Exhibit B2, SEAs and Other Resources, January 2001.

related 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.

There are no forest land or timberland resources or operations within the vicinity of the project site, including timberland zoned Timberland Production. The proposed project would be consistent with the current airport-related uses and would not convert forest land or timberland to non-forest. Therefore, no impacts to agricultural or forest land or timberland resources would occur with the implementation of the proposed project and no further evaluation is required.

III. AIR QUALITY. *Would the project:*

a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?

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 (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d. Expose sensitive receptors to substantial pollutant concentrations?

a-d. Potentially Significant Impact.

Construction

Air pollutant emissions associated with construction activities for the proposed project may exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds, which would violate air quality standards or contribute to an existing air quality violation. The EIR for the proposed project will evaluate whether construction of the proposed project would: (1) conflict with or obstruct implementation of the applicable SCAQMD plans; (2) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (3) result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality (including releasing emissions which exceed quantitative thresholds for ozone precursors); and/or (4) expose sensitive receptors to substantial pollutant concentrations.

Operation

Changes to operational surface traffic and airfield operating conditions associated with the proposed project and that could affect air quality are evaluated in detail under Sections XVI.a-b and c. As discussed therein and in Section 4.0, Project Description, the proposed project would entail a series of improvements to modernize the concourses at T2 and T3, as well as the demolition and reconstruction of their respective passenger processors (ticketing buildings - T2.5 and T3.5). The proposed project would not change the existing T2 or T3 access and curbside conditions. Linear length and width of the curbside facilities would not change compared to existing conditions, and as result, curbside capacity at each of the CTA arrivals (lower level) and departures (upper level) curbsides in front of T2 and T3, and their respective ticketing buildings, would

remain unchanged compared to existing conditions. As such, potential operations-related air pollutant emissions impacts related to surface traffic and airfield operating conditions would be less than significant and no further evaluation is required.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. The proposed project improvements would provide the opportunity for the airline(s) operating at these terminals to rearrange the aircraft-parking layout around each terminal to match their aircraft fleet requirements within the constraints of the existing terminal linear frontage. Upon project completion, there would be up to five additional gates (which equates to up to 15 passenger gates at T2), depending on the sizing of each gate (i.e., the largest aircraft type that can be accommodated at the gate), with no increase in existing terminal linear frontage (i.e., given the limitation of the existing terminal linear frontage, the composition of gates within the higher end the range [15 gates] would be characterized by smaller gauge aircraft gates than the composition of gates at the lower end of the range [10 gates], which would have comparatively more larger gauge aircraft gates). Implementation of the proposed project is not anticipated to result in a change in the overall air traffic operations at LAX. Air traffic operations at LAX largely reflect the agglomeration of over 70 carriers currently operating at LAX, each of which has its own business model and schedules its flights and operations at LAX in light of overall international and/or domestic operations, market competition, and business objectives. The modifications proposed in conjunction with modernization of T2 and T3 would not significantly influence overall air traffic operations at LAX.

Implementation of the proposed project is not anticipated to result in an increase in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project. As such, potential impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX would be less than significant and no further evaluation is required (refer to Section XVI below for additional information).

Implementation of the proposed project is not anticipated to result in a change to air traffic procedures for airspace route and runway assignment or routing of aircraft between the runways and their parking position. FAA air traffic control would continue to allocate runway assignment in order to balance runway use and maximize the efficiency of the airport. Based on the above, air pollutant emissions associated with operation of the proposed project would be less than significant and operation of the proposed project would not*:* (1) conflict with or obstruct implementation of the applicable SCAQMD plans; (2) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (3) result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality (including releasing emissions which exceed quantitative thresholds for ozone precursors); and/or (4) expose sensitive receptors to substantial pollutant concentrations.

As such, potential operations-related air pollutant emissions impacts would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

Less Than Significant Impact.

Construction

The use of diesel equipment during construction would generate near-field odors that are considered to be a nuisance. Diesel equipment emits a distinctive odor that may be considered offensive to certain individuals. Construction activities that would use heavy diesel equipment are expected to occur over a period of approximately 76 months (six years, four months). Due to the temporary nature of these activities and the distance of the project site from sensitive receptors (the closest sensitive receptors to the project site are the residential areas 3,200 feet to the north within the community of Westchester and the Concourse Hotel on Century Boulevard approximately 2,000 feet to the east), odors from construction-related diesel exhaust would not affect a substantial number of people. Therefore, construction of the proposed project would not create objectionable odors affecting a substantial number of people. The potential impact would be less than significant and no further evaluation is required.

Operation

Operation of the new facilities would be consistent with similar existing passenger processing facilities in the CTA and would not involve the use of equipment or materials that would create objectionable odors.

Therefore, implementation of the proposed project would not create objectionable odors affecting a substantial number of people. The potential impact would be less than significant and no further evaluation is required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

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

a-f. No Impact. The project site is located in a highly developed area within the CTA that, other than limited ornamental landscaping, is completely devoid of biological resources. The proposed construction staging area and construction contractor parking area (illustrated in **Figure 4** of the NOP), are completed developed with a warehouse/parking area and an airport parking lot, (LAX Lot F), respectively, and are also completely devoid of biological resources. While other areas within the airport boundary contain plant and animal species as well as habitats identified as sensitive, as further described below, none of the identified sensitive plant or animal species have been identified on the project site, the proposed construction staging area, or the proposed construction contractor parking area, or in their immediate vicinity. Therefore, the proposed project would have no impacts to sensitive or special status species or habitats.

There are no riparian/wetland areas, native trees, or wildlife movement corridors at or adjacent to the project site, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, no impacts to any riparian or other sensitive natural community or to any federally protected wetlands as defined by Section 404 of the Clean Water Act would occur with the implementation of the proposed project.

There are no wildlife movement corridors or native trees at or adjacent to the project site, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, the proposed project would not interfere 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.

As indicated above, there are no native trees, including trees protected by City of Los Angeles Ordinance No. 177404[9] (i.e., oak trees indigenous to California [excluding Scrub Oak], Southern California Black Walnut, Western Sycamore, or California Bay) at or adjacent to the project site, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.

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, the proposed construction staging area, or the proposed construction contractor parking area. The Dunes Specific Plan Area (i.e., Los Angeles/El Segundo Dunes), a designated Los Angeles County Significant Ecological Area, is located in the western portion of LAX, approximately 1.5 miles to the west of the project site. The Dunes area is well removed from the project site and would not

[9] City of Los Angeles, Ordinance No. 177404, Protected Tree Relocation and Replacement, effective April 23, 2006.

be affected by the proposed project. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

In summary, no impacts to biological resources would occur with the implementation of the proposed project and no further evaluation is required.

V. CULTURAL RESOURCES. *Would the project:*

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

Less Than Significant Impact. LAX began as Mines Field in 1928, when the City of Los Angeles leased 640 acres of the Bennett Rancho. The first permanent building at the airfield was constructed in 1929 by the Curtiss-Wright Flying School. Known as Hangar One, the building was designed by Los Angeles architects Gable and Wyant in a distinctive Spanish Colonial Revival style. Additional construction followed, until there were five hangars, a 2,000-foot paved runway, and administrative offices for the then Department of Aviation. Plans for a new modern airport were derailed by World War II. Wartime production activity at the aircraft manufacturing plants on and around the airport intensified dramatically. In 1942, the federal government assumed control of the airport and the Army Air Corps stationed planes and personnel at the field. After the war, a master plan envisioning two stages of development, an initial stage to immediately accommodate commercial operations and a long-range expansion of the field, was implemented. The Intermediate Facilities, consisting of four passenger terminals, new administrative buildings, and hangars for individual airlines, were opened on the north side of the airfield in 1946.

A boom in commercial air travel followed, accompanied by marked increases in air freight traffic. A new master plan for the Los Angeles International Airport, so named in 1949, began to be developed. In 1956, a new master plan for a "jet-age" airport was developed by an architectural joint venture of several prominent Los Angeles architects. Their innovative scheme incorporated a U-shaped access road flanked by six ticketing buildings that, in turn, were connected via subterranean passageways to remote satellite buildings containing the actual boarding gates. Passenger amenities were located in the individual satellites. The center of the "U" contained parking, an administrative building surmounted by a state-of-the-art control tower at the extreme east end of the site, an eye-catching Theme Building restaurant in the center of the site, and support facilities including a cooling tower, utility plant, and a service building located west of the Theme Building. Inspired by the aesthetics of the Jet Age, the Theme Building quickly became an internationally recognized symbol and centerpiece of the new airport, distinguished by its parabolic arches from which a flying saucer-shaped restaurant was suspended.

Continuing growth of both commercial and freight traffic at the airport has resulted in numerous improvements over the last few decades. These have included the development of two cargo centers, Cargo City (late 1960s) and the Imperial Cargo Complex (1980s); the TBIT (1984); and a new ATCT (1996). The earlier control tower, while considered state-of-the-art in 1961, was considerably altered in 1996 when the FAA relocated to the new ATCT.

Historical Resources at LAX

Previously identified historical resources at LAX include the following:[10]

- Hangar One (listed on National Register of Historic Places - "National Register", listed in California Register of Historical Resources – "California Register", and a designated Los Angeles Historic Cultural Monument – "HCM") on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway, approximately 0.9 mile east of the project site.
- Theme Building (eligible for National Register, listed in California Register, and a designated HCM) in the center of the CTA.
- WWII Munitions Storage Bunker (eligible for National Register, eligible for California Register, and eligible for HCM designation) near the western boundary of LAX.
- Intermediate Terminal Complex (eligible for the California Register and eligible for HCM designation) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

Additional evaluation of potential historic resources within and adjacent to the proposed project site was conducted by Historic Resources Group (HRG) in June 2016. The results of the HRG evaluation are summarized below and included in Appendix A of this Initial Study.

Terminals 2 and 3

T2 was originally constructed in 1961 but was demolished and completely reconstructed in place in 1988. T2 is not eligible for historic listing and is not considered a historical resource as defined in the State CEQA Guidelines §15064.5.

T3 was constructed in 1961 and is the only terminal on the north side of the CTA that includes one of the airport's original early-1960s oval-shaped satellite terminals. Terminal 3 has been substantially altered since 1961. Very little remains of the original T3 ticketing/baggage building with the exception of remnant ceramic tile cladding in some locations. T3 has also retained its original underground tunnel with mosaic tile murals connecting the original (1961) ticketing/baggage building to the oval shaped satellite building. The T3 satellite, built in 1961, remains largely intact but its southern façade has been altered by the addition of an aboveground concourse pier connecting the ticketing/baggage claim buildings to the satellite. Alteration of the original ticketing/baggage building and the addition of the connecting concourse in the 1980s have substantially changed the original 1961 configuration of T3 such that its original form is only partially apparent. T3 no longer retains sufficient integrity to be individually eligible for historic listing and is not considered a historical resource as defined in the State CEQA Guidelines §15064.5.

Because the CTA represents a collection of related buildings, structures, objects and sites originally master-planned, designed and constructed as a unified entity, consideration of the property as an historic district was evaluated by HRG. T3, which does not retain sufficient integrity to be eligible for listing as an individual resource, is the most intact of the remaining

[10] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study (January 2013), Section 4.5 – Cultural Resources. Available: http://www.lawa.org/LAXSPAS/Reports.aspx.

terminal buildings, having retained the original tunnel and many character-defining features in the satellite building. As such, it was evaluated as a contributing resource to a potential historic district (the CTA). The CTA was evaluated by HRG based on the seven aspects of integrity for historic resources as defined by the National Park Service: location, design, setting, materials, workmanship, feeling, and association. The HRG evaluation found that the CTA only retains integrity of location and setting. For any potential historic district, non-contributing buildings, structures, objects and site features located within the CTA would greatly outnumber contributors. The CTA does not exhibit the necessary ratio of contributing elements to non-contributing elements in order to qualify for listing as a historic district under National Register, California Register or local criteria.

Theme Building

The nearest identified historical resource at LAX to the proposed project site is the Theme Building. The Theme Building is situated at the center of the CTA and lies approximately 550 feet southeast of the proposed project site, opposite World Way. It has been determined eligible for listing in the National Register under Criteria Consideration G and Criterion C for its unique architecture, which has become symbolic not only of the airport but of the City of Los Angeles as a whole. In California, a property that has been determined eligible for listing in the National Register is automatically listed in the California Register. The Theme Building was also designated Los Angeles Historic Cultural Monument (HCM) #570 in 1992. The Theme Building is considered a historical resource as defined in State CEQA Guidelines §15064.5.

In addition to the Theme Building, two additional resources in the CTA were identified by HRG as historical resources as defined in State CEQA Guidelines §15064.5: the 1961 ATCT and the sign tower for T6. These resources are described below.

1961 ATCT

The 1961 ATCT is located at the eastern entrance of the CTA and lies approximately 1,200 feet southeast of the proposed project site. The 1961 ATCT served as the air traffic control tower for LAX from the time of its construction until 1996, when a new ATCT located west of the Theme Building was constructed. The 1961 ATCT has a square plan and is 13 stories in height. It is raised on four square concrete piloti (i.e., piers), leaving the ground floor open except for the concrete stair and elevator tower. In the early 2000s, the 1961 ATCT was extensively altered, including the removal of the original aluminum vertical louvers and the addition of metal pipe railings at each floor; however, the 1961 ATCT continues to retain several original features including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; scored cement plaster spandrels;[11] continuous aluminum grates; and exposed concrete piloti, elevator/stair shaft, and screen wall at the ground floor. The interiors have been almost completely reconfigured and refinished. Because the 1961 ATCT retains its vertical form and control cab, it is still recognizable as a control tower from the period of significance. Despite alterations, it continues to retain integrity of location, feeling and association. The 1961 ATCT remains in its original location at the eastern entrance into the CTA (approximately 1,600 feet southeast of the project site) and retains its historic axial relationship with the Theme Building. It therefore continues to convey its historic association with

[11] A spandrel is the space between the shoulders of adjoining arches and the ceiling or molding above.

the Jet Age redesign of LAX and the transformative effects of jet travel. For these reasons, the 1961 ATCT appears eligible for local listing as a City of Los Angeles HCM and is a historical resource as defined in State CEQA Guidelines §15064.5.

Terminal 6 Sign Tower

In the early 1960s, Terminals 2 through 7 were identified by free-standing tube steel sign towers bearing each terminal's numerical designation, visible from the access road and central parking areas. Of the six original terminal sign towers, four have been extensively altered, truncated, and relocated. One (T4) is no longer extant. Only one of the six original terminal sign towers, that at T6, remains intact and in situ. The T6 Sign Tower is approximately 1,020 feet southeast of the proposed project site. The T6 Sign Tower is not eligible for the National Register or California Register but is eligible for listing as a Los Angeles HCM as the last terminal identification sign remaining from the period of significance and, therefore, is a historical resource as defined in State CEQA Guidelines §15064.5.

Impacts to Historic Resources

Terminals 2 and 3

The proposed project would involve demolition and new construction at T2 and T3 in the northwest portion of the CTA. The proposed project would not result in the demolition of the underground tunnel associated with the T3 concourse, including the ceramic mosaic tile mural. Neither T2 nor T3 were found eligible for historic listing and these terminals are not considered historic resources for the purposes of CEQA. No historic resources were identified immediately adjacent to T2 or T3.

Theme Building

The proposed new construction would be located north and west of the Theme Building, the closest historic resource to the proposed project site. New construction would be approximately 550 feet at its closest point from the Theme Building and be separate and apart from the Theme Building and would not alter any existing site lines to or from the Theme Building. Views to the Theme Building from the north are brief and intermittent under the existing condition, and these views are obscured by the combination of terminal buildings, including the existing T2 and T3 structures; the World Way structure; and interior parking structures. Construction associated with the proposed project would not impact views of the Theme Building.

1961 ATCT and Terminal 6 Sign Tower

The 1961 ATCT and the sign tower for T6 – the two additional resources within the CTA identified as historical resources per State CEQA Guidelines §15064.5 – are located approximately 1,600 and 1,020 feet, respectively, from new construction associated with the proposed project and would not be adversely affected. Construction and operation of the proposed project would not reduce the integrity or significance the 1961 ATCT or the T6 Sign Tower.

In summary, the proposed project would not have the potential to demolish, relocate, convert, rehabilitate, or reduce the integrity or significance of any historical resources located within the proposed project site or in the vicinity. The proposed project would not have the

potential to cause a substantial adverse change in the significance of a historical resource as defined in the State CEQA Guidelines § 15064.5 and no mitigation is required.

In summary, the proposed project would not have the potential demolish, relocate, convert, rehabilitate or reduce the integrity or significance of any historic resources located within the proposed project site or in the vicinity. The proposed project would not have the potential to cause a substantial adverse change in the significance of a historical resource as defined in the State CEQA Guidelines §15064.5 and no further evaluation is required.

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

Potentially Significant Impact. The LAX Master Plan Final EIR identified 36 previously recorded archeological sites within a radius of approximately two miles of LAX, including eight sites located on LAX property.[12] None of the eight sites identified on LAX property are located within the boundaries of the project site or in the immediate vicinity. The project site is a highly disturbed area that has long been, and is currently being, used for airport uses. Any resources that may have existed on the site at one time are likely to have been displaced and, as a result, the overall sensitivity of the site with respect to buried resources is low. Limited excavation into native soils is expected to occur, which would further limit the potential for project implementation to encounter archaeological resources. Nonetheless, the potential exists for the destruction of archaeological resources during construction, which would result in a potentially significant impact to archaeological resources. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5.

Operations of the proposed project would not have the potential to impact archaeological resources; therefore, project operations would not have a substantial adverse change in the significance of a historical resource as defined in the State CEQA Guidelines §15064.5, and no further evaluation is required.

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

Potentially Significant Impact. The LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation, which is one of the better known Pleistocene age deposits in southern California. The results of the records search conducted as part of the LAX Master Plan EIR indicate that the Palos Verdes Sand formation is a formation with a high potential for yielding unique paleontological deposits. The Palos Verdes Sand formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport. The records search conducted for the LAX Master Plan Final EIR identified the presence of two vertebrate fossil occurrences within the airport area, three more in the immediate vicinity of the airport, and one within approximately 2 miles of the airport. These

[12] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.9.1 – Historic/Architectural and Archaeological/Cultural Resources, April 2004.

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.[13] Moreover, LAWA's Paleontological Management Treatment Plan[14] indicates that excavation activities at a depth greater than six feet in previously undisturbed soils have the potential to expose and damage potentially important fossils. As discussed for archaeological resources above, the project site is a previously disturbed area and the need for, and/or likelihood of, substantial excavation of native soils is low. Therefore, the likelihood of encountering paleontological resources during site development is considered to be very low. However, similar to archeological resources, the potential exists for the destruction of previously unidentified paleontological resources during construction, which would result in a potentially significant impact to paleontological resources. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Operation of the proposed project would not have the potential to impact paleontological resources; therefore, operation would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and no further evaluation is required.

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

Potentially Significant Impact. 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 Gabrieliño. 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. If human remains are encountered, all grading and excavation activities in the vicinity would cease immediately and the appropriate LAWA authority would be notified. Therefore, the likelihood of encountering human remains during site development is considered to be very low. However, similar to archeological resources, the potential exists for the destruction of previously unidentified burial resources during construction, which would result in a potentially significant impact. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would disturb any human remains, including those interred outside of formal or dedicated cemeteries.

Operation of the proposed project would not have the potential to disturb human remains; therefore, operation would not disturb any human remains, including those interred outside of formal or dedicated cemeteries, and no further evaluation is required.

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[13] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.9.2 – Paleontological Resources, April 2004.

[14] City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan Mitigation Monitoring & Reporting Program: Paleontological Management Treatment Plan, prepared by Brian F. Smith and Associates, December 2005.

e. Cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. There are no tribal cultural resources, as defined in Public Resources Code §21074, known to LAWA on the project site, or the proposed construction staging area, construction contractor parking area (LAX Lot F), or in their immediate vicinity. The project site, the proposed construction staging area, and the construction contractor parking area are highly disturbed/developed. In accordance with Public Resources Code §21080.3.1(b), LAWA has initiated consultation with California Native American tribes with a traditional or cultural affiliation with the geographic area of the proposed project, as identified by the Native American Heritage Commission. Consultation is ongoing. Although LAWA received one response to LAWA's initial request for consultation, to date, no Native American tribes have identified any specific tribal cultural resources that may be affected by the proposed project. LAWA will make a final determination regarding the potential for the proposed project to cause a substantial adverse change in the significance of a tribal cultural resource prior to releasing an environmental impact report for the proposed project, and after consultation has concluded, as defined in Public Resources Code §21080.3.2(b). Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Operation of the proposed project would not have the potential to cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Therefore, no further evaluation is required.

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

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

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

ii. Strong seismic ground shaking?

Less Than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The project site is located within the seismically active southern California region; however, there is no evidence of faulting on the project site, and it is not located within an Alquist-Priolo Special Study Zone.[15] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located to the east of the project site. However, evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately 3 miles east of the project site.[16]

The design and construction of the proposed project would comply with current Los Angeles Building Code (LABC) and Uniform Building Code (UBC) requirements to reduce potential risks associated with fault rupture or strong seismic ground shaking. The proposed

[15] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

[16] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

modernization would improve the quality of service provided to T2 and T3 passengers, and is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Therefore, implementation of the proposed project would not increase exposure of people or structures to risks or exacerbate risks associated with rupture of a known earthquake fault or strong seismic ground shaking. As such, potential impacts to people or structures to substantial adverse effects resulting from rupture of a known earthquake fault or strong seismic ground shaking would be less than significant with the implementation of the proposed project and no further evaluation is 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. Liquefaction potential is greatest where the groundwater levels are shallow and where submerged loose, fine sands occur within a depth of about 50 feet or less. The depth to groundwater at LAX is approximately 100 feet; the depth to groundwater at monitoring wells located nearest the project site, near the northwest end of T2, is 105 feet to 106 feet.[17] These groundwater depths indicate that the site has a very low susceptibility to liquefaction.[18] Perched groundwater has been noted at several locations and these areas could be subject to liquefaction; however, the overall potential for liquefaction at LAX is considered low.[19]

Strong ground shaking will also tend to compact loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements would tend to vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[20]

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[17] Alta Environmental, Workplan for Additional Groundwater Investigation, Terminal 2 Fuel Hydrant Facility, 250 North World Way, Los Angeles International Airport, July 7, 2015. Available: http://geotracker.waterboards.ca.gov/view_documents.asp?global_id=T10000004322&document_id=5859621.

[18] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

[19] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

[20] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[21] flow liquefaction, and ground lurching.[22] Because the project site is flat, there is no potential for slope failures at the project site.

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[23] 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 within the dunes area to the west of the proposed project site.[24] Given the flat topography of the project site, it would not be subject to slope instability and the potential instability within the dune area to the west would not pose a risk to the project site.

In summary, the potential for seismic-related ground failure at the proposed project site due to liquefaction is considered low. All construction would be designed in accordance with the provisions of the UBC and the LABC. In addition, the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project and, therefore, would increase exposure of people or structures to substantial adverse risks or exacerbate risks associated with seismic-related ground failure. Potential impacts associated with seismic-related ground failure, including liquefaction, would be less than significant with the implementation of the proposed project and no further evaluation is required.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the project site that contain unstable slopes which may be prone to seismically-produced landslides.[25] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides or exacerbate landslide risks during a seismic event. Therefore, no impacts resulting

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[21] 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.

[22] 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.

[23] Public Resources Code 2690-2699.6.

[24] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004 *;* City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

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

from landslides would occur with the implementation of the proposed project and no further evaluation is required.

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

Less Than Significant Impact. The potential for soil erosion on the project site is low due to the level topography of the project site and the fact that the site consists entirely of impervious surfaces. The proposed project would result in the demolition of existing pavement, excavation, and use of fill during construction. LAWA would comply with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill. Compliance with these requirements would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan to be 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). Therefore, potential impacts related to soil erosion would be less than significant and no further evaluation is 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 creates the potential for settlement.[26] The Lakewood Formation also includes some silt and clay layers prone to settlement. However, foundation design features and construction methods can reduce the potential for excessive settlement at LAX, and the overall potential for damaging settlement is considered low.[27] Therefore, implementation of the proposed project would not adversely affect 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 landslides, lateral spreading, subsidence, liquefaction, or collapse. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is required. See also Sections VI.a.iii and VI.a.iv above.

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

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found

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[26] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

[27] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[28] The new building area that would be constructed as part of the proposed project could be subject to the effects of expansive soils. As project construction would occur in accordance with 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. The design and construction of the proposed project would comply with current UBC requirements and would not result in any structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

No Impact. The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to the ability of on-site soils to support septic tanks or alternative wastewater systems would occur with the implementation of the proposed project and no further evaluation is required.

VII. GREENHOUSE GAS EMISSIONS. *Would the project:*

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

a-b. Potentially Significant Impact. The proposed project would generate greenhouse gas (GHG) emissions from vehicle exhaust associated with construction-related activities, including off-road construction equipment, construction worker commuting, and haul/vendor truck trips. The proposed project EIR will evaluate whether construction of the proposed project would: (1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or (2) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHGs.

Operations

Existing Plans, Policies, and Regulations

State Plans and Policies

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets for California: by 2010,

[28] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22 – Earth/Geology, April 2004; City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Technical Report 12, Earth/Geology, April 2004.

reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order B-30-15

Governor Brown issued Executive Order B-30-15 on April 29. 2015. Executive Order B-30-15, among other things, establishes a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders that all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs the California Air Resources Board (CARB) to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e).

California Assembly Bill 32 (AB 32)

AB 32, titled The California Global Warming Solutions Act of 2006 and signed by Governor Schwarzenegger in September 2006, requires CARB to adopt regulations to require the reporting and verification of Statewide GHG emissions and to monitor and enforce compliance with the program. In general, the bill requires CARB to reduce Statewide GHG emissions to the equivalent of those in 1990 by 2020. CARB adopted regulations in December 2007 for mandatory GHG emissions reporting. On August 24, 2011, CARB adopted the scoping plan indicating how emission reductions will be achieved; the First Update to the Climate Change Scoping Plan was published on May 15, 2014. Part of the scoping plan includes an economy-wide cap-and-trade program. The final cap-and-trade plan was approved on October 21, 2011 and went into effect on January 1, 2013.

Regional Plans, Policies, and Regulations

SCAQMD Guidance

SCAQMD has convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for industrial projects where the SCAQMD is lead agency. The SCAQMD has not adopted guidance for CEQA projects under other lead agencies or for other land uses or project types.

Regional Transportation Plan/Sustainable Communities Strategy

In accordance with Senate Bill 375, SCAG developed a Sustainable Communities Strategy to reduce per capita GHG emissions within its jurisdiction. SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 4, 2012, and subsequent amendments of project lists were approved on June 6, 2013 and September 11, 2014.[29] The 2012-2035 RTP/SCS aimed to reduce emissions from transportation sources to comply with

[29] Southern California Association of Governments, Regional Transportation Plan Homepage. Available: http://rtpscs.scag.ca.gov/Pages/default.aspx, accessed July 15, 2016.

SB 375 and meet SB 375 regional GHG emission reduction targets for light duty vehicles, improve public health, and reduce air emissions. On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS.[30]

The 2016 Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Plan charts a course for closely integrating land use and transportation. It outlines more than $556.5 billion in transportation system investments through 2040.

Green Building Standards

The 2013 California Green Building Standards Code (24 CCR Part 11, CALGreen) took effect January 1, 2014. The Green Building Standards will require that every new building constructed in California reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low-pollutant-emitting materials. They also require separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects and mandatory inspections of energy systems (e.g., heat furnace, air conditioner, and mechanical equipment) for nonresidential buildings larger than 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies.

Local Plans, Policies, and Regulations

Green LA

In May 2007, the City of Los Angeles introduced Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA).[31] Green LA presents a framework targeted to reduce the City's GHG emissions by 35 percent below 1990 levels by 2030. The plan calls for an increase in the City's use of renewable energy to 35 percent by 2020 in combination with promoting water conservation, improving the transportation system, reducing waste generation, greening the ports and airports, creating more parks and open space, and greening the economic sector. Green LA identifies objectives and actions in various focus areas, including airports. The goal for LA's airports is to "green the airports," and the following actions are identified: 1) fully implement the Sustainability Performance Improvement Management System (discussed below); 2) develop and implement policies to meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) green building rating standards in future construction; 3) improve recycling, increase use of alternative fuel sources, increase use of recycled water, increase water conservation, reduce energy needs, and reduce GHG emissions; and 4) evaluate options to reduce aircraft-related GHG emissions.

Climate LA

In 2008, the City of Los Angeles followed up Green LA with an implementation plan called Climate LA – Municipal Program Implementing the Green LA Climate Action Plan (Climate

[30] Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Adopted April 7, 2016. Available: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

[31] City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, May 2007.

LA).[32] A Departmental Action Plan for LAWA is included in Climate LA, which identifies goals to reduce CO_2 emissions 35 percent below 1990 levels by 2030 at LAX and the other LAWA airports, implement sustainability practices, and develop programs to reduce the generation of waste and pollutants. Actions are specified in the areas of aircraft operations, ground vehicles, electrical consumption, building, and other actions.

Executive Directive No. 10

In July 2007, Mayor Antonio Villaraigosa issued Executive Directive No. 10[33] regarding environmental stewardship practices. Executive Directive No. 10 requires that City departments, including LAWA, create and adopt a "Statement of Sustainable Building Policies," which should encompass sustainable design, energy and atmosphere, materials, and resources, water efficiency, landscaping, and transportation resources. In addition, City departments and offices must create and adopt sustainability plans that include all the policies, procedures, programs, and policies that are designed to improve internal environmental efficiency. Finally, City departments are required to submit annual sustainability reports to the Mayor for review.

City of Los Angeles Green Building Code (LAGBC)

In December 2013, the Los Angeles City Council approved Ordinance No. 182,849, which updated Chapter IX of the Los Angeles Municipal Code (LAMC) by amending certain provisions of Article 9 to incorporate by reference portions of the 2013 CALGreen Code and also added other miscellaneous conservation-related measures to the LAGBC for residential and non-residential development. The requirements of the adopted LAGBC apply to new building construction, building renovations, and building additions within the City of Los Angeles. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Key measures in the LAGBC related to GHG emissions that apply to nonresidential buildings include, but are not limited to the following:

- Transportation Demand – Designated parking for any combination of low emitting, fuel-efficient, and carpool/vanpool vehicles shall be provided.
- Energy Conservation – Electric vehicle supply wiring for a minimum of 7 percent of the total number of parking spaces shall be provided.
- Energy Conservation – Energy conservation for new buildings must meet or exceed California Energy Commission (CEC) requirements set forth in the California Building Energy Efficiency Standards.
- Renewable Energy – Future access, off-grid prewiring, and space for electrical solar systems shall be provided.

[32] City of Los Angeles, Climate LA - Municipal Program Implementing the Green LA Climate Action Plan, 2008.

[33] Antonio R. Villaraigosa, Mayor, Executive Directive No. 10, Subject: Sustainable Practices in the City of Los Angeles, July 18, 2007. Available: http://lacity.cityofla.acsitefactory.com/sites/g/files/wph281/f/mayorvillaraigosa331283124_ 07182007.pdf, accessed July 15, 2016.

LAWA Sustainability Plan

LAWA's Sustainability Plan,[34] developed in April 2008, describes LAWA's current sustainability practices and sets goals and actions that LAWA will undertake to implement the initiatives described above (Green LA, Climate LA, and LAGBC). The Sustainability Plan presents initiatives for the fiscal year 2008-2009 and long-term objectives and targets to meet the fundamental objectives identified above.

LAWA has also developed Sustainable Airport Planning, Design and Construction Guidelines for Implementation on All Airport Projects (LAWA Guidelines).[35] The LAWA Guidelines were developed to provide a comprehensive set of performance standards focusing on sustainability specifically for Airport projects on a project-level basis. A portion of the LAWA Guidelines is based on the LEED® rating systems for buildings. The LAWA Guidelines incorporate a "LAWA-Sustainable Rating System" based on the number of planning and design points and construction points a project achieves, based on the criteria and performance standards defined in the LAWA Guidelines.

Through these initiatives, LAWA has taken steps to increase its sustainability practices related to daily airport operations, many of which directly or indirectly contribute to a reduction in GHG emissions. Actions that LAWA has been undertaking include promoting and expanding the FlyAway non-stop shuttle service to the airport in an effort to reduce the number of vehicle trips to the airport, establishing an employee Rideshare Program, use of alternative fuel vehicles, purchasing renewably- generated Green Power from LADWP, and reducing electricity consumption by installing energy-efficient lighting, variable demand motors on terminal escalators, and variable frequency drives on fan units at terminals and LAWA buildings.

All building projects in the City of Los Angeles are subject to the LAGBC, which is based on CALGreen with some modifications unique to the City of Los Angeles. The LAGBC is a code-requirement that is part of Title 24, and is enforced by the Los Angeles Department of Building and Safety (LADBS).

Given that the LAGBC has replaced LEED® in the Los Angeles Municipal Code, LAWA has based its new sustainable construction standards on the mandatory and voluntary tiers defined in the LAGBC. All building projects with an LADBS permit-valuation over $200,000 shall achieve LAGBC Tier 1 conformance, to be certified by LADBS inspector during final plan check (on the issued building permit) and validated by the LADBS inspector during final inspection (on the Certificate of Occupancy). Tier 1 refers to specific practices that are to be incorporated into projects to "achieving enhanced construction levels by incorporating additional green building measures." Should a project pose unique issues/circumstances based on the scope and/or location of work, LAWA may require more prescriptive approaches to resolving issues.

[34] City of Los Angeles, Los Angeles World Airports, Los Angeles World Airports Sustainability Plan, April 2008.

[35] City of Los Angeles, Los Angeles World Airports, Sustainable Airport Planning, Design and Construction Guidelines for Implementation on All Airport Projects, Version 3.1, January 2008.

Operational GHG Impacts

Potential changes to operational surface traffic and airfield operating conditions associated with the proposed project, and that could affect GHG emissions, are evaluated under Sections XVI.a-b and c. As discussed therein, the proposed project is a series of improvements to modernize the concourses at T2 and T3, as well as the demolition and reconstruction of their respective passenger processors (ticketing buildings—T2.5 and T3.5). The proposed project would not change existing T2 or T3 access and curbside conditions. Linear length and width of the curbside facilities would not change compared to existing conditions, and as result, curbside capacity at each of the CTA arrivals (lower level) and departures (upper level) curbsides in front of T2 and T3, and their respective ticketing buildings, would remain unchanged compared to existing conditions.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. However, the proposed project improvements would allow the reconfiguring of the passenger gate positions and aircraft parking layouts around T2 and T3 to match aircraft fleet requirements within the constraints of the existing terminal linear frontage.

Implementation of the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Although the proposed project would result in up to five additional gates, the airport would continue to operate within the existing limitations, and passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project. As such, potential impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX would be less than significant and operation of the proposed project would not: (1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or (2) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHGs.

As modernization and relocation of aircrafts within the existing terminals occurs under existing conditions, it is anticipated that the overall number of operations at LAX would not be significantly affected as a result of the proposed project. Implementation of the proposed project is not anticipated to result in a change to air traffic procedures for airspace route and runway assignment, including during noise-sensitive hours, or routing of aircraft between the runways and their parking position. FAA air traffic control would continue to allocate runway assignment in order to balance runway use and maximize the efficiency of the airport.

As discussed in Section 4.0, Project Description, the proposed project would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy consumption. Heating and cooling of the new/modernized facilities would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates a number of efficiencies that conserve energy and reduce pollutant emissions. In order to comply with CALGreen Tier 1 standards, the terminal would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminal's

heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency without sacrificing occupant comfort. Where possible, coated glass that minimizes heat gain would be used on exterior walls, and building materials and furnishings would be made of recycled content, and would consist of low-emitting paints, adhesives, carpets, and sealants, where feasible. Compliance with CALGreen Tier 1 standards would reduce energy consumption associated with the project, which would, in turn, reduce project-related GHG emissions. By complying with these standards, the proposed project would be consistent with City plans, policies, and regulations pertaining to GHG emissions, including Green LA, Climate LA, LAGBC, and LAWA's Sustainability Plan.

In general, GHG plans issued at the state and regional level are aimed at setting statewide and regional policy and are not directed at individual projects. GHG emissions from operation of the proposed project would not conflict with statewide and regional plans, such as Executive Order S-3-05 and Assembly Bill 32, whose purpose is to reduce statewide GHG emissions to 1990 levels by 2020; Executive Order B-30-15, which calls for a reduction in statewide GHG emissions to 40 percent below 1990 levels by 2030; or the SCAG 2016-2040 RTP/SCS, which outlines a vision for land use and transportation for the region that would achieve SB 375 GHG emission reduction goals for light duty vehicles.

In summary, operation of the proposed project would comply with City plans, policies, and regulations pertaining to GHG emissions. Therefore, operation of the proposed project would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the potential impact would be less than significant and no further evaluation is required.

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

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

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

a-b. Less Than Significant Impact. The proposed project would not result in any significant changes in the use of hazardous materials at the project site. Construction and operation of the proposed project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, cleaning solvents, and architectural coatings. These types of materials are not acutely hazardous, and storage, handling, and disposal of these materials are strictly regulated. Compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur. Therefore, impacts associated with the routine use of hazardous materials would be less than significant.

Some hazardous building materials, such as asbestos-containing floor tiles and/or mastic and lead-based paint, may be removed during demolition of portions of the buildings. In accordance with LAWA standard practices for development projects at LAX and with City requirements, prior to the issuance of any permit for the demolition of alteration of any existing structure(s), LAWA would provide a letter to the Los Angeles Department of Building and Safety

from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACMs) are present in the building. If ACMs are found to be present, they would be abated in compliance with SCAQMD Rule 1403 as well as all other applicable state and federal rules and regulations. SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The rule's requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). In addition, prior to issuance of any permit for the demolition or alteration of any existing structure(s), a lead-based paint survey would be performed following protocols of the Los Angeles Department of Building and Safety designed to detect all lead-based paint. Should lead-based paint materials be identified, standard handling and disposal practices would be implemented pursuant to Occupational Safety and Health Act (OSHA) and California Occupational Safety and Health Act (CalOSHA) regulations to limit worker and environmental risks. Compliance with existing federal, state and local regulations and routine precautions would reduce the potential for hazards to the public or the environment through the routine disposal or accidental release of hazardous building materials. Therefore, potential impacts would be less than significant.

In summary, construction and operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials nor 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. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is 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 Sections VIII.a-b above, a minimal increase in the handling of hazardous materials would occur during construction and no increase is expected during operation of the proposed project. Moreover, there are no schools located or proposed within one-quarter mile of the project site. Therefore, no impacts related to the emitting of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur with the implementation of the proposed project and no further evaluation is 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, pursuant to Government Code Section 65962.5, was performed for the central area of LAX, which includes the northern terminals, in November 2015.[36] The database review

[36] Environmental Data Resources Inc. (EDR), EDR Data Map Area Study, Central LAX, Los Angeles, California, November 24, 2015.

was supplemented by information on sites with known contamination that have been identified by LAWA.

A review of government agency lists of hazardous materials sites provided in the EDR Report indicates that six incidents involving minor releases of hazardous materials have occurred in the area of Terminal 3. The spills/releases were cleaned-up by airport and/or Fire Department personnel and no further remediation actions are required.

Contamination (total petroleum hydrocarbon [TPH] in the jet fuel range and volatile organic compounds [VOCs]) has been detected in the soil beneath the hydrant fuel system to the north/northwest end of the Terminal 2 concourse. This site is identified in the EDR database review as the LAWA Terminal Two Fuel Hydrant Facility (hereafter referred to as the Terminal 2 Fuel Hydrant Facility). While the estimated center of the impacted soil and groundwater is located outside of the T2 apron, the southerly/southwesterly portion of the estimated area of contamination extends beneath the northwest portion of the T2 apron. Environmental investigations associated with the Terminal 2 Fuel Hydrant Facility have been ongoing since 2010. During preliminary subsurface investigations, four monitoring wells were installed and monitored to determine the extent of groundwater contamination. The depth to groundwater at monitoring wells located at the site near the northwest end of T2 is approximately 105 feet.[37] Portions of the groundwater plumes appear to be defined; however, additional assessment, including the installation and monitoring of three additional groundwater wells, is necessary. Further characterization of the site to identify the vertical and lateral extent of soil contamination and lateral extent of groundwater contamination is underway by LAWA under Los Angeles Regional Water Quality Control Board (LARWQCB) oversight. In addition, ongoing monitoring and possible remediation under LARWQCB's oversight would be coordinated with construction and operation of the proposed project; however, the development, implementation, monitoring, and enforcement of the remediation plan for the subject contamination is separate from the proposed project and would occur regardless of whether the project is approved.

In March 2015, an estimated 500 gallons of jet fuel was released from the Terminal 1 Valve Vault, located to the north of T2. This site is within the same area as the Terminal 2 Fuel Hydrant Facility site. Further characterization of the site to identify the extent of contamination is underway by LAWA.

The proposed project would involve excavation within the T2 apron area. Based on the known contamination in the T2 apron area at the north end of the T2 concourse (i.e., at the Terminal 2 Fuel Hydrant Facility site/Terminal 1 Valve Vault site), contaminated soils may be encountered during construction.

As discussed in Section 4.0, Project Description, construction activities for the proposed project would extend down to a maximum depth of approximately 16 feet. As indicated above, the depth to groundwater at monitoring wells located at the site near the northwest end of T2 is approximately 105 feet. As such, construction of the proposed project is not expected to involve dewatering and, thus, contaminated groundwater would not be encountered.

[37] Alta Environmental, Workplan for Additional Groundwater Investigation, Terminal 2 Fuel Hydrant Facility, 250 North World Way, Los Angeles International Airport, July 7, 2015. Available: http://geotracker.waterboards.ca.gov/view_documents.asp?global_id=T10000004322&document_id=5859621.

Releases of any hazardous materials are subject to a complex set of regulatory and reporting requirements, including notification to the City of Los Angeles Fire Department (LAFD) and the state Office of Emergency Services (OES). Remediation of contamination is subject to stringent oversight by federal, state, county, and city agencies, depending on the nature of contamination. The LAFD oversees contamination resulting from leaking underground storage tanks (USTs) and other fueling infrastructure. The LARWQCB has the authority to require the remediation of sites where groundwater quality may be degraded by hazardous materials or substances releases from USTs or other sources. These agencies require that remediation continue until regulatory requirements are met and closure is granted. Remediation of contamination has the potential to expose workers to hazardous materials or substances. The South Coast Air Quality Management District regulates emissions from soil remediation activities through Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. This rule requires development and approval of a mitigation plan, monitoring of VOC concentrations, and implementation of the mitigation plan if VOC-contaminated soil is detected. Worker safety and health are also regulated by the federal Occupational Safety and Health Act (OSHA) of 1970 and the California Occupational Safety and Health Act (CalOSHA). OSHA and CalOSHA standards establish exposure limits for certain air contaminants. Exposure limits define the maximum amount of hazardous airborne chemicals to which an employee may be exposed over specific periods. When administrative or engineering controls cannot achieve compliance with exposure limits, protective equipment or other protective measures must be used. Employers are also required to provide a written health and safety program, worker training, emergency response training, and medical surveillance.

In addition to these laws and regulations, the technical specifications for construction projects at LAX include provisions specific to "Removal and Disposal of Petroleum Hydrocarbon-Impacted Soils" that delineate procedures and requirements relative to the identification, evaluation, management, and treatment/disposal of soils impacted by jet fuels and other hydrocarbons.

Compliance with regulations governing remediation of contaminated materials, including ongoing LARWQCB oversight, as appropriate, would ensure that implementation of the proposed project on a site with known contamination would not create a significant hazard to the public or the environment. This potential impact would be less than significant and no further evaluation is 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[38] 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.

[38] Federal Aviation Administration, FAA Advisory Circular (AC) 150/5300-13A, Airport Design, February 26, 2014. Available: http://www faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13/.

Section 12.50 of the Comprehensive Zoning Plan of the City of Los Angeles 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 includes an operation control center at T3 to coordinate aircraft activity (arrival and departure of aircraft) at the T2 and T3 gate areas as aircraft taxi to and from gates. All proposed project buildings/structures, including the operation control center, would be designed in accordance with FAA's Airport Design Standards to ensure that the buildings/structures do not interfere with ATCT activities or affect airfield safety.

LAWA has reviewed and analyzed recommendations from infrastructure experts regarding methods to mitigate the potential impact from improvised explosive devices associated with terrorist activities and has incorporated various security measures into the design of the proposed terminal facilities. Details regarding the security measures considered and incorporated is considered Sensitive Security Information under federal law and is therefore not subject to disclosure.

Construction activities would be coordinated with FAA through the use of Form FAA 7460-1 (Notice of Proposed Construction or Alteration), which requires that any potential hazards to air navigation be addressed. All construction activities would comply with applicable aviation-related safeguards, and thus would not create a safety hazard. Therefore, potential impacts to safety for people working or residing in the project area would be less than significant with the implementation of the proposed project and no further evaluation is 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 project area?

No Impact. The project site is not located within the vicinity of a private airstrip but rather within a public airport. See Section VIII.e above. Therefore, implementation of the proposed project would not result in a safety hazard for people residing or working within the vicinity of a private airstrip. No impact would occur with the implementation of the proposed project and no further evaluation is required.

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 and evacuation plans to minimize the potential for and the effects of an accident, should one occur. Construction activities at the proposed staging area and at the proposed project site would comply with LAWA and FAA guidelines and procedures that are in place to limit the impacts of construction at the airport, including the potential to affect emergency response. As discussed in Sections XVI.d-e, no permanent lane or road closures either on-airport or off-airport would be required for construction. Temporary lane closures in the CTA may be required to facilitate some construction activities. In accordance with LAWA practice, access routes in the vicinity of the project site would be kept clear and unobstructed at all times in accordance with FAA, State Fire

Marshal, and Los Angeles Fire Code regulations;[39] therefore, any temporary lane closures are not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plans. In addition, LAWA would submit a Notice of Proposed Construction or Alteration to FAA in advance of construction as required by 14 CFR §77.9. Therefore, potential construction-related impacts related to emergency response plans or emergency evacuation plans would be less than significant with the implementation of the proposed project and no further evaluation is 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 is located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. 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.[40] Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires and no further evaluation is required.

IX. 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 within the project area is the 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, the project site is within the region covered by NPDES Permit No. CAS004001 issued by the LARWQCB. As part of the storm water program associated with the NPDES Phase 1 Permit, LARWQCB adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to address storm water pollution from new development and redevelopment projects. A recent change to the permit puts primary emphasis on Low Impact Development (LID) practices over treatment control BMPs. The Stormwater LID Ordinance approved by the City of Los Angeles outlines requirements for providing LID strategies for new development and redevelopment projects.[41]

Implementation of the proposed project would not result in an increase in impervious surfaces at the project site, as the site is currently developed and fully paved. However, construction would result in site disturbance associated with site excavation and modification/replacement of some apron/aircraft paving. These construction activities would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) to address construction-

[39] FAA FAR Sections 139.315–139.319—Air Rescue and Firefighting (ARFF); State of California Uniform Fire Code Article 10 (Fire Protection Systems and Equipment) and Article 12 (Maintenance of Means and Egress and Emergency Escapes); and Article 7 of Chapter V of the Los Angeles Municipal Code (see in particular Chapter 4, Emergency Planning and Preparedness).

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

[41] City of Los Angeles, Ordinance No. 181899, Low Impact Development (LID) Strategies, October 7, 2011. Available: http://www.lastormwater.org/wp-content/files_mf/finallidordinance181899.pdf.

related surface water quality impacts and delineate water quality control measures (i.e., Best Management Practices or BMPs) to address those impacts. Temporary construction BMPs could include, but are not limited to, the following: soil stabilization (erosion control) techniques; sediment control methods; contractor training programs; material transfer practices; waste management practices; roadway cleaning/tracking control practices; vehicle and equipment practices; and fueling practices.

As noted above, construction of the proposed project would occur on a site that is currently developed and fully paved. The proposed project and associated facilities would not significantly alter existing drainage patterns or surface water runoff quantities on the project site and would not violate any water quality standards or waste discharge requirements. Moreover, implementation of the proposed project would require compliance with the City's LID Ordinance, based on the extent of redevelopment and new development proposed, which would serve to improve existing hydrology and water quality at the project site. The LID Ordinance emphasis on infiltration, stormwater capture and reuse, biofiltration, and other such BMPs, the applicability and design of which would be determined during more detailed levels of planning and engineering for the project, provides a basis to reduce the amount of surface runoff compared to existing conditions and to provide treatment of surface runoff. Based on the above, potential impacts related to water quality would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

No Impact. The project site is located within the West Coast Groundwater Basin. Groundwater beneath the project site is not used for municipal or agricultural purposes. Construction and operation of the proposed project is not expected to involve dewatering and, thus, would not deplete groundwater supplies. The proposed project would not increase the amount of impervious surface on the project site and, as noted above, compliance with the City's LID Ordinance requirements would serve to increase surface water infiltration at the project site. Therefore, no impacts to groundwater supplies or groundwater recharge would occur with the implementation of the proposed project and no further evaluation is required.

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?

c-f. Less Than Significant Impact. As noted in Section IX.a above, the proposed project would be constructed on a site that is currently impervious. Implementation of the proposed project would not alter drainage patterns in a manner that would result in erosion or siltation offsite or increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. Moreover, with implementation of a SWPPP and compliance with regulatory requirements, the project would not substantially degrade water quality. Therefore, potential impacts to water quality would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

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

g-h. No Impact. No 100-year flood hazard areas are located within LAX.[42,43] Further, the proposed project does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year flood hazard area would occur with the implementation of the proposed project and no further evaluation is required.

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 Sections IX.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[44] the project site is not within a boundary of an inundation area from a flood control basin, nor is it 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 with the implementation of the proposed project and no further evaluation is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is 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.[45] 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 would occur with the implementation of the proposed project and no further evaluation is required.

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[42] City of Los Angeles, Department of City Planning, Safety Element of the City of Los Angeles General Plan, Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, March 1994.

[43] Federal Emergency Management Agency, Letter of Map Revision Based on Fill 218-65-R, Map Panel Affected: 0601370089 D, September 6, 2002.

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

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

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

a. Physically divide an established community?

No Impact. The project site is located entirely within the boundaries of a developed airport in an urbanized area and development of the project site within the airport would not disrupt or divide the physical arrangement of an established community. Therefore, no impacts resulting from physically dividing an established community would occur with the implementation of the proposed project and no further evaluation is 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. Land use designations and development regulations applicable to LAX are set forth in the LAX Plan[46] and LAX Specific Plan,[47] both approved by the Los Angeles City Council in December 2004 and subsequently amended. The project site is in an area designated in the LAX Plan as "Airport Airside." Within the LAX Specific Plan, the site is in an area designated as within the Airport Airside Sub-Area and zoned LAX – A Zone: Airport Airside Sub-Area. Section 9.B of the LAX Specific Plan delineates the permitted uses within the Airport Airside Sub-Area. Of the numerous uses listed, the following permitted uses are located in the proposed project area:

- Airline clubs, retail uses, and restaurants
- Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption
- Incidental retail uses - permanent or temporary retail uses, which may include kiosks and carts
- Passenger handling facilities, including but not limited to baggage handling and processing, passenger holdrooms, boarding gates, ticketing and passenger check-in functions
- Security-related equipment and facilities
- Uses customarily incident to any of the above uses, and accessory buildings or uses

The proposed project represents near-term improvements that would improve the efficient operation and quality of passenger service in T2 and T3 at LAX. The proposed project is the modernization of existing T2 and T3 at LAX, including the addition of new facilities for passenger and baggage screening, ticketing, baggage claim, concessions, and airline lounges. The proposed project improvements are consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan. Therefore, the proposed project would not conflict with the 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. Moreover,

[46] City of Los Angeles, LAX Plan, September 29, 2004, as amended July 3, 2013.

[47] City of Los Angeles, Los Angeles International Airport Specific Plan, September 29, 2004, as amended July 3, 2013.

implementation of the proposed project would be consistent with the existing permitted uses. No impact or conflict with an applicable land use plan, policy or regulation would occur with the implementation of the proposed project and no further evaluation is required.

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 approximately 1.5 miles to the west of the project site, opposite Pershing Drive. The proposed project would be located within an urbanized airport area within and adjacent to existing airport uses and would not affect the Dunes Specific Plan Area. 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, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, no impacts to, or conflict with, any habitat or natural community conservation plans would occur with the implementation of the proposed project and no further evaluation is required.

XI. MINERAL RESOURCES. *Would the project:*

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

No Impact. The project site is within the boundaries of the airport and surrounded by airport-related uses. There are no mineral resources on the project site,[48] nor is the site available for mineral resource extraction given the existing airport use. Therefore, no impacts related to the loss of availability of a known valued mineral resources would occur with the implementation of the proposed project and no further evaluation is 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 Mineral Resources map in the City of Los Angeles General Plan Conservation Element[49] or the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[50] Furthermore, the project site is disturbed and in an area that is not available for mineral resource extraction due to the existing airport use. Therefore, no impacts related to the availability of a locally important mineral resource recovery site would occur with the implementation of the proposed project and no further evaluation is required.

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[48] City of Los Angeles, Department of City Planning, Conservation Element of the City of Los Angeles General Plan, Exhibit A, Mineral Resources, January 2001.

[49] City of Los Angeles, Department of City Planning, Conservation Element of the City of Los Angeles General Plan, Exhibit A, Mineral Resources, January 2001.

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

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

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

b. Exposure of persons to or generation of excessive 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?

a-d. Less Than Significant Impact.

The proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. The project site is within a public airport in an urban environment that operates 24 hours a day, seven days a week, and 365 days a year, with many existing sources of noise, including aviation noise and traffic noise.

In general, humans find a change in sound level of 3 dB is just noticeable. Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB.

Construction Noise

Construction Equipment Noise

In accordance with the L.A. CEQA Thresholds Guide, construction activities are considered to have a significant impact relative to construction noise if construction activities lasting more than ten days in a three-month period would exceed baseline ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.[51]

Construction of the proposed project, which would involve the use of various pieces of equipment, would result in a temporary increase in ambient noise levels immediately adjacent to the project site. Noise levels from outdoor construction activities, independent of background ambient noise levels, indicate that the noisiest phases of construction are typically during excavation and grading, and that noise levels from equipment with mufflers are typically 86 A-weighted decibels (dBA) in equivalent A-weighted sound level (L_{eq}) at 50 feet from the noise source. This type of sound typically dissipates at a rate of 4.5 dBA to 6.0 dBA for each doubling of distance. For the noise analysis of the proposed project, the more conservative attenuation rate of 4.5 dBA was used. As such, a sound level of 86 dBA at 50 feet from the noise source would be approximately 81.5 dBA at a distance of 100 feet, 77 dBA at a distance of 200 feet, and so on.

[51] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles, 2006.

That sound drop-off rate does not take into account any intervening shielding or barriers such as structures or hills between the noise source and noise receptor.

Construction of the proposed project would occur in an area generally removed from the communities near LAX. The nearest noise-sensitive land uses are the Concourse Hotel on Century Boulevard approximately 2,000 feet to the east, and residential development approximately 3,200 feet to the north in Westchester. Based on a noise attenuation rate of 4.5 dBA per doubling of distance (not including noise attenuation associated with intervening walls, structures, and topography which can result in up to approximately 10 to 20 dBA reduction, depending on the nature and height of the intervening barrier between noise source and receptor), the noise levels from construction activities within the project site would be approximately 62.0 dBA L_{eq} at the Concourse Hotel on Century Boulevard and 59 dBA L_{eq} at the closest residences in Westchester. The existing daytime ambient noise levels at the nearby sensitive uses are approximately 73.5 dBA L_{eq} at the Concourse Hotel and approximately 68 dBA L_{eq} at residential areas in Westchester,[52] with the nighttime ambient noise level being approximately 5 dBA lower.

As noted above, construction activities are considered to have a significant impact relative to construction noise if construction activities lasting more than ten days in a three-month period would exceed baseline ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.[53] The noise level from construction activity within the project site (62.0 at the Concourse Hotel and 57.3 dBA L_{eq} at residential development in Westchester north of Lincoln Boulevard) would not exceed the existing daytime or nighttime ambient noise level at either noise-sensitive use and, in fact, would be lower than existing ambient noise levels. Therefore, noise from construction equipment would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Moreover, construction equipment associated with the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Potential impacts associated with construction equipment noise would be less than significant.

Construction Roadway Noise

With regard to roadway noise associated with construction traffic on area roads, traffic volumes on roads with good operating conditions (i.e., Level of Service B or better) would have to increase at more than a three-fold rate to reach the City's threshold of significance of a 5 dBA increase, and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Roadways in the project area are heavily traveled. Construction-related vehicle trip associated with the proposed LAX T2 and T3 Modernization Project are not anticipated to approach the number of trips required to result in a three-fold increase on any area roads, based on the fact that construction-related trip generation associated with much larger development programs at LAX, such as the improvements proposed under the LAX Specific Plan Amendment Study (SPAS), the improvements proposed under the Bradley West Project, and the

[52] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study, Appendix J2, Road Traffic Noise, Attachment 1, page 5 for L_{eq} measurement representative of residential areas in Westchester near LAX and page 16 for L_{eq} measurement representative of the Concourse Hotel area.

[53] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles, 2006.

improvements associated with the Central Utility Plant Replacement Project, were determined to be well below the existing traffic volumes on the freeways and major arterial streets around LAX and would not result in a tripling of traffic volumes. Therefore, construction-related roadway would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Moreover, construction-related roadway noise associated with the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Potential impacts associated with construction roadway noise would be less than significant.

Construction Equipment Vibration

Major construction within 200 feet and pile driving within 600 feet may result in potentially disruptive vibration to sensitive receptors.[54] 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. As noted above, the project site is located in the middle of a busy international airport. Facilities adjacent to the project site include existing terminals, sidewalks, roadways, and aircraft apron areas. The proposed project is not located within 200 feet of any vibration-sensitive receptors. The project site is located approximately 325 feet from the Theme Building, which is a historic resource. However, the Theme Building is not considered a fragile building at risk from vibration. The proposed project would be constructed using typical construction techniques. Due to the absence of vibration-sensitive structures or populations in the project vicinity, the proposed project would not expose persons to, or generate, excessive groundborne vibration. Potential impacts associated with groundborne vibration or groundborne noise would be less than significant.

Operational Noise

Potential changes to operational surface traffic and airfield operating conditions associated with the proposed project are evaluated under Sections XVI.a-b and c. As discussed therein, the proposed project is a series of improvements to modernize the concourses at T2 and T3, as well as the demolition and reconstruction of their respective passenger processors (ticketing buildings—T2.5 and T3.5). The proposed project does not entail changes to the existing T2 or T3 access and curbside conditions. Linear length and width of the curbside facilities would not change compared to existing conditions, and as result, curbside capacity at each of the CTA arrivals (lower level) and departures (upper level) curbsides in front of T2 and T3, and their respective ticketing buildings, would remain unchanged compared to existing conditions. As such, no notable changes in overall curbside vehicular activity and associated vehicle noise levels are anticipated to occur as a result of the proposed project.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. The proposed project

[54] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

improvements would potentially provide the opportunity for the airlines operating at these terminals to rearrange the aircraft-parking layout around each terminal to match their aircraft fleet requirements and provide additional flexibility in gate usage within the constraints of the existing terminal linear frontage. As such, no changes in overall aircraft activity and associated aircraft noise levels are anticipated to occur as a result of the proposed project.

Implementation of the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. The airport would continue to operate as it is currently, and passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project. As such, implementation of the proposed project is not anticipated to result in impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX; hence, the associated roadway noise levels along that system/network would not be significantly impacted by the project.

Implementation of the proposed project is not anticipated to result in changes to air traffic procedures for airspace route and runway assignment, including during noise-sensitive hours, or routing of aircraft between the runways and their parking position. FAA air traffic control would continue to allocate runway assignment in order to balance runway use and maximize the efficiency of the airport. Operation of the proposed project would not generate any additional noise, nor would it increase the number of daily flights arriving and departing from LAX or the ambient growth in aviation activity at LAX that is projected to occur in the future. As discussed in more detail under Sections XVI.a-b below, implementation of the project is not anticipated to result in a permanent nor a significant change in peak vehicle traffic hour characteristics at LAX that could otherwise occur if the project is not implemented. As such, noise associated with automobile traffic during airport operations would not significantly change with implementation of the proposed project. Furthermore, the project site is well removed from noise-sensitive uses and the nature of the proposed activities, being similar to other such activities occurring throughout the airport, would not change. Potential impacts associated with operational noise would be less than significant.

Summary of Impacts

Construction and operation of the proposed project would not expose persons to, or result in the generation of, noise in levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies; expose people to, or result in the generation of, excessive groundborne vibration or groundborne noise levels; create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, potential impacts related to construction and operational noise would be less than significant and no further evaluation is 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 expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Implementation of the proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. As described above, there would be a temporary increase in ambient noise levels during construction of the proposed project; however, the potential impacts associated with that increase would be less than significant. As also discussed above, implementation of the proposed project is not anticipated to result in a change in air traffic patterns at LAX; hence, it would not result in significant noise impacts related to operational noise in areas near the airport. Based on the above, implementation of the proposed project would not expose people residing or working in the project area to excessive noise from a project located within an airport land use plan and no further evaluation is 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 within a public airport and not located within the vicinity of a private airstrip. Therefore, no impact would occur relative to the exposure of people residing or working in the project area to excessive noise levels from a private airstrip with the implementation of the proposed project and no further evaluation is required.

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

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

No Impact. The proposed project does not include residential development. Moreover, the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. The proposed project would marginally increase long-term employment opportunities at LAX through new concessions and passenger-serving jobs within T2 and T3. These jobs are expected to be filled from the large southern California regional population and would not induce population growth in the area. The project site is located within a developed airport; no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the implementation of the proposed project would not directly or indirectly induce substantial population growth directly or indirectly through extension of roads or other infrastructure and no further evaluation is required.

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

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

b-c. No Impact. There are no existing residential properties on the project site. Implementation of the proposed project would not displace housing. Therefore, no impacts on

housing would occur with the implementation of the proposed project and no further evaluation is required.

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

a. Fire protection?

Less Than Significant Impact. The LAFD provides fire protection services to the project site. Four LAFD fire stations are located on airport property (Fire Station Nos. 80, 51, 5, and 95). Fire Station No. 80, located at 7250 World Way West, is approximately 0.75 mile west of the project site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 0.5 mile southeast of the project site; Fire Station No. 5, located at 8900 Emerson Avenue, is approximately 0.5 mile north of the project site; and Fire Station No. 95, located at 10010 International Road, is approximately 1.25 miles east of the project site. The proposed project would require construction access from both the landside and airside.

Fire service requirements are generally based on the size of the building and relationships to other structures and property lines. The proposed project includes the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. The project site is currently developed and used for airport uses, 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, including LAFD and Los Angeles Building and Safety requirements.[55] Implementation of the proposed project would not result in an increase in demand for fire protection services leading to the need for new or altered fire protection facilities, the construction of which could lead to a substantial adverse physical impact. Therefore, potential impacts to fire protection services with the implementation of the proposed project would be less than significant and no further evaluation is required.

b. Police protection?

Less Than Significant Impact. Both the Los Angeles World Airports Police Division (LAWA PD) and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) provide police protection services to the project site. The LAWA PD station is located north of Park One, east of the project site, and the LAPD LAX Detail station is located within the CTA. Demand for on-airport police protection services is typically determined by increases in passenger activity and employees. Implementation of the proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings, which would provide additional passenger and baggage processing space, including additional space to help meet evolving federal security requirements. The proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise

[55] Including, but not limited to: FAA AC 150/5300-13A, Airport Design, February 26, 2014; FAA FAR Sections 139.315–139.319—Air Rescue and Firefighting (ARFF); State of California Uniform Fire Code Article 10 (Fire Protection Systems and Equipment) and Article 12 (Maintenance of Means and Egress and Emergency Escapes); and the City of Los Angeles Fire Code -- Article 7 of Chapter V of the Los Angeles Municipal Code.

occur in the absence of the project nor would it substantially increase long-term employment that would result in need for additional police protection.

Therefore, the proposed project would not result in impacts to police protection that would require the construction of new facilities or the expansion of existing facilities. Potential impacts would be less than significant and no further evaluation is required.

c. Schools?

No Impact. Implementation of the proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. The proposed project would not include residential development, is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project, and would not substantially increase long-term employment such that indirect growth would result in enrollment increases that would adversely impact schools. Therefore, no impacts to existing school facilities or need for new school facilities would result from the implementation of the proposed project and no further evaluation is required.

d. Parks?

No Impact. Implementation of the proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. The proposed project would not include residential development, is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project, and would not substantially increase long-term employment such that indirect growth would result in increased demand for neighborhood or regional parks. Therefore, no impacts to existing parks or need for new parks would result from implementation of the proposed project and no further evaluation is required.

e. Other public facilities?

No Impact. Implementation of the proposed project would have no adverse impacts on public facilities. Implementation of the proposed project involves the modernization of existing T2 and T3 and the demolition and reconstruction of the T2.5 and T3.5 ticketing buildings. The proposed project also includes the addition of new facilities for passenger and baggage screening, ticketing, baggage claim, and concessions that would improve passenger service and experience in T2 and T3. These structural improvements and improvements in passenger processing with implementation of the proposed project would be a beneficial impact on LAX, a public facility and no further evaluation is required.

XV. RECREATION.

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

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

a-b. No Impact. The proposed project does not include development of recreational

facilities nor does it include residential development. The proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project nor would it substantially increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, no impacts related to recreational facilities would occur with the implementation of the proposed project and no further evaluation is required.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

a-b. Potentially Significant Impact.

Construction Traffic Impacts

Construction staging area and construction worker parking areas and haul routes for the proposed project are shown on **Figure 4** of the NOP. The on-airport airside entry point for construction materials being transported to and from the project site would be at SAAP No. 23, located southeast of the intersection of Westchester Parkway and Pershing Drive. The primary airside haul route within the AOA between the project site and SAAP No. 23 would be along the VSR that is south of and parallel to Taxiway D, connecting to the VSR that is east of and parallel to Pershing Drive. The haul route on public roads to and from airside access to the project site, via SAAP No. 23, would extend from the driveway at SAAP No. 23, to west on Westchester Parkway, to south on Pershing Drive, to east on Imperial Highway, then either to: (1) north on La Cienega Boulevard and into the primary construction staging area for deliveries going directly between the project site and the primary construction staging area; or, (2) continued east onto I-105 with connections to I-405 for deliveries directly to and from the project site that do not involve the construction staging area. In situations where secondary construction staging occurs directly on the project site and is accessed from the landside, such access would be through the CTA. Trucks leaving the landside portion of the project construction site would travel through the CTA to head east on Century Boulevard, then south on Aviation Boulevard, and then either: (1) east on Imperial Highway and north on La Cienega Boulevard leading into the primary construction staging area for deliveries going between the primary construction staging area and the secondary construction staging area; or (2) continued south onto I-105 with connections to I-405 for deliveries directly to and from the secondary construction staging. Construction contractor parking is currently anticipated to occur at LAX Lot F located southeast of the intersection of Century Boulevard and Avion Drive, with

workers being shuttled to and from the CTA/project site via Century Boulevard and World Way. Construction contractor parking may also be provided at a parking lot located on the east side of Pershing Drive at Bradley West Drive. Construction employees would be shuttled to and from the project site for their shifts.

No permanent lane or road closures either on-airport or off-airport would be required for construction. However, temporary lane closures in the CTA may be required periodically to facilitate some construction activities.

As described above, the proposed project would generate temporary construction-related traffic that would utilize both on-airport and off-airport roadways. The EIR will evaluate whether construction of the proposed project would: (1) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; and/or (2) conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Operational Traffic Impacts

The proposed project includes a series of improvements to modernize the concourses at T2 and T3, as well as the demolition and reconstruction of their respective passenger processors (ticketing buildings—T2.5 and T3.5). The proposed project would not change to the existing T2 or T3 access and curbside conditions. Linear length and width of the curbside facilities would not change compared to existing conditions, and as result, curbside capacity at each of the CTA arrivals (lower level) and departures (upper level) curbsides in front of T2 and T3, and their respective ticketing buildings, would remain unchanged compared to existing conditions.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. However, the proposed project improvements would potentially provide the opportunity for the airlines operating at these terminals to rearrange the aircraft-parking layout around each terminal to match their aircraft fleet requirements and provide additional flexibility in gate usage within the constraints of the existing terminal linear frontage.

At T2, there may be a reconfiguration of the existing aircraft-parking layout, with any modifications to the existing passenger gate positions occurring within the limits of the existing terminal linear frontage.

Relative to operational traffic, the overall CTA peak vehicle traffic hour driven by the peak passenger activity at each terminal in the CTA. Peak passenger activity is based on passenger demand and airline scheduling practices. Peaking characteristics are therefore unique to each terminal and also to each level of the CTA (either departures or arrivals levels) and are subject to change for a variety of reasons irrespective of the project. Airlines operating anywhere at the airport may alter their flight schedules as each sees fit to accommodate their passengers at different

times throughout the day, scheduling different sizes of aircraft, to maximize gate usage. As such, implementation of the proposed project is not anticipated to result in a permanent and significant change in peak vehicle traffic hour characteristics at LAX that could otherwise occur if the project is not implemented. Potential operational impacts would be less than significant and no further evaluation is required.

Implementation of the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Although the proposed project would result in up to five additional gates, the airport would continue to operate within the existing limitations, and passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project. As such, potential impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX would be less than significant and no further evaluation is required.

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?

Less than Significant Impact. As discussed under Sections XVI.a-b, the proposed project includes a series of improvements to modernize the concourses at T2 and T3, as well as the demolition and reconstruction of their respective passenger processors (ticketing buildings - T2.5 and T3.5). The proposed project would not change the existing T2 or T3 access and curbside conditions. Linear length and width of the curbside facilities would not change compared to existing conditions, and as result, curbside capacity at each of the CTA arrivals (lower level) and departures (upper level) curbsides in front of T2 and T3, and their respective ticketing buildings, would remain unchanged compared to existing conditions.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. Although the proposed project would result in up to five additional gates, the proposed project would not increase the terminal linear frontage available to park passenger aircraft around T2 and T3. The proposed project improvements would provide the opportunity for the airlines operating at these terminals to rearrange the aircraft-parking layout around each terminal to match their aircraft fleet requirements and provide additional flexibility in gate usage within the constraints of the existing terminal linear frontage.

Runway Utilization and Efficiency

LAX includes two sets of parallel runways, the north complex and south complex, which are separated by the CTA. The north runway complex consists of Runways 6L-24R and 6R-24L and the south runway complex consists of Runways 7L-25R and 7R-25L.

Standard operating procedures are in place at the LAX ATCT and Southern California Terminal Radar Approach Control that define airspace routes (Standard Terminal Arrival Route or Standard Instrument Departure) and runway assignment criteria (north or south runway complex) for arriving and departing aircraft. The route and corresponding runway assignment are initially determined by the origin or destination airport of the aircraft. However, traffic

management specialists can reallocate runway assignments in order to balance runway usage and maximize the efficiency of the airport.

Implementation of the proposed project is not anticipated to result in a change in the overall air traffic operations at LAX. Air traffic operations at LAX largely reflect the agglomeration of over 70 carriers currently operating at LAX, each of which has its own business model and schedules its flights and operations at LAX in light of overall international and/or domestic operations, market competition, and business objectives. The modifications proposed in conjunction with modernization of T2 and T3 are not anticipated to result in a change to overall air traffic operations at LAX. In addition, implementation of the proposed project is not expected to result in a t change to air traffic procedures as the initial route and runway assignments would continue to be dictated by the origin or destination airport of the aircraft. Furthermore, FAA air traffic control would continue to reallocate runway assignment in order to balance the airfield and maximize the efficiency of the airport.

Aircraft noise abatement operating procedures and restrictions are employed during noise-sensitive hours between 10:00 p.m. and 7:00 a.m. The procedures and restrictions give preferential use of the inboard runways in order to minimize aircraft noise in the surrounding communities. Furthermore, when possible, aircraft operate using over-ocean runway procedures, approaching the airport over the ocean to the east and depart to the west over the ocean; between midnight and 6:00 a.m.[56] Implementation of the proposed project is not anticipated to result in a change to air traffic procedures or the resulting runway utilization during noise-sensitive hours.

Taxiway Utilization and Efficiency

The movement of aircraft on the airport is generally governed by the aircraft's parking position and the runway used for arrival or departure operations. Routing can be altered depending on traffic and airfield conditions, but such alterations are generally not considered significant. The implementation of the proposed project is not anticipated to change the typical routing associated with any aircraft parking position and runway combination. In the event that the runway utilization changes in association with gate utilization, the volume of aircraft using certain taxiways could potentially vary. However, similar to runway utilization, FAA air traffic control would minimize any impact to airport efficiency and operations.

Based on the above, the proposed project would not 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 due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Construction equipment would be required to use local roadways; however, this would not create a safety hazard. No permanent lane or road closures either on-airport or off-airport would be required for construction. Temporary lane closures in the CTA may be required to facilitate some construction activities. However, in accordance with standard LAWA practice, access routes in the vicinity of the project site would be kept clear and

[56] City of Los Angeles, Los Angeles World Airports, Report on LAWA's Implementation of the Preferential Runway Use Policy, April 11, 2014.

unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations;[57] therefore, any temporary lane closures would not substantially increase hazards on area roadways. Design of the project is such that it would not substantially increase hazards and the project would occur at an existing airport, which is a compatible use. Moreover, the project would occur at an existing airport, which is a compatible use. Therefore, the implementation of the proposed project would not increase hazards due to a design feature or incompatible use. As such, potential impacts would be less than significant and no further evaluation is required.

e. Result in inadequate emergency access?

Less Than Significant Impact. No permanent lane or road closures either on-airport or off-airport would be required for construction. However, temporary lane closures in the CTA may be required to facilitate some construction activities. As noted in Section XVI.d above, in accordance with standard LAWA practice, emergency access routes in the vicinity of the project site would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Therefore, the proposed project would not result inadequate emergency access. Potential impacts would be less than significant with the implementation of the proposed project and no further evaluation is required.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed project would not alter access to or within the CTA by public transportation vehicles (e.g., buses or shuttles) and would not remove sidewalks or other pedestrian facilities within the CTA. There are no bicycle facilities (such as bicycle lanes) currently located within the CTA, therefore, implementation of the proposed project would not affect bicycle facilities. The City of Los Angeles Mobility Plan 2035 does not identify any new transit, bicycle, or pedestrian facilities within the CTA.[58] Implementation of the proposed project is within the LAX boundary and would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no impact would occur with the implementation of the proposed project and no further evaluation is required.

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[57] FAA FAR Sections 139.315–139.319—Air Rescue and Firefighting (ARFF); State of California Uniform Fire Code Article 10 (Fire Protection Systems and Equipment) and Article 12 (Maintenance of Means and Egress and Emergency Escapes); and Article 7 of Chapter V of the Los Angeles Municipal Code (see in particular Chapter 4, Emergency Planning and Preparedness).

[58] City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, Maps B,D1, D2, and F, December 17, 2015, as adopted January 20, 2016. Available: http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf.

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*

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

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a-b. No Impact. Sanitary wastewater generated by activities at LAX is treated at the Hyperion Treatment Plant. The City of Los Angeles' Integrated Resources Plan (IRP)[59] identifies the City's plans to accommodate future and cumulative wastewater treatment demand. The City 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. Similarly, the City of Los Angeles Department of Water and Power (LADPW) has an adopted Urban Water Management Plan that indicates that water supplies in the city will be sufficient to meet projected demands through 2035.[60] The proposed project improvements are not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Operation of the proposed project would marginally increase long-term employment opportunities at LAX. The potential increase in employment is not sufficient to result in any adverse impacts related to water demand or wastewater generation and would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. While new connections would be made to tie the new/renovated building area to the existing fire, water, sanitary sewer, and domestic water systems, the new/renovated building area is located near the center of the CTA where there is already a full complement of existing utility infrastructure at the site. The project would not result in an exceedance of wastewater treatment requirements of the LARWQCB.

The Central Outfall Sewer (COS), one of the five major sewer lines that delivers wastewater to the Hyperion Treatment Plant, runs adjacent to the east of the proposed project site. The proposed project has been designed to avoid any impacts to the COS. No other potential impacts to water or wastewater facilities would occur with the implementation of the proposed project and no further evaluation is 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?

Less Than Significant Impact. While implementation of the proposed project would not increase the amount of impermeable surface areas on the project site, or affect drainage patterns or stormwater drainage systems in the proposed project vicinity, it would require compliance with the City's LID Ordinance,[61] which, in turn, would require modifications to the existing storm drain system on-site in order to accommodate the necessary BMPs. Therefore, implementation of the

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[59] CH:CDM, A Joint Venture, City of Los Angeles Integrated Resources Plan, Implementation Strategy, September 2006. Available: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf.

[60] City of Los Angeles, Department of Water and Power, Urban Water Management Plan, July 2010.

[61] City of Los Angeles, Ordinance No. 181899, Low Impact Development (LID) Strategies, October 7, 2011. Available: http://www.lastormwater.org/wp-content/files_mf/finallidordinance181899.pdf.

proposed project would result in the construction of new stormwater drainage facilities at the project site. Construction-related impacts from modifications to the existing storm drain system on-site, such as short-term noise and erosion/sedimentation, would be less than significant, as described in the relevant sections above. Potential impacts on stormwater drainage facilities would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

Less Than Significant Impact. As noted in Sections XV11.a-b above, LADWP is the water purveyor for the project site. 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.[62] As discussed in Sections XVII.a-b above, during operation, the proposed project would marginally increase employment but is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project or otherwise affect water demand. Construction and operation of the proposed project would not require new or expanded water supply entitlements. Therefore, potential impacts on the City's water supply would be less than significant with the implementation of the proposed project and no further evaluation is required.

Although not required to reduce significant impacts, as discussed in Section 4.0, Project Description, the proposed project would meet the requirements of CALGreen Tier 1, at a minimum. To conserve potable water, bathrooms in the new/modernized facilities would be designed with low- and ultra-low-flow systems and recycled water would be used for construction-related dust control and construction equipment washing when feasible.

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

No Impact. As discussed in Sections XVII.a-b above, the proposed project would marginally increase employment but is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project or otherwise affect wastewater generation. Implementation of the proposed project would not result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments and no further evaluation is 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. Construction of the proposed project would result in demolition and excavation of existing concrete pavement, portions of T3, and the T2.5 and T3.5 ticketing buildings, which would generate approximately 511,000 cubic yards of materials that

[62] City of Los Angeles, Department of Water and Power, Urban Water Management Plan, July 2010.

would need to be exported from the site. During construction, it is expected that 10 to 20 percent of all construction debris would be reused on the project site. Construction debris that cannot be reused on-site would be recycled off-site or disposed of at a facility permitted to accept inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The total remaining permitted inert[63] (or unclassified landfill) waste capacity in Los Angeles County was estimated to be approximately 59.83 million tons in 2014 (excluding inert debris disposal sites). Based on the average countywide 2014 disposal rate of 1,012 tons per day (tpd), this capacity would be exhausted in 189 years.[64] Therefore, there is no anticipated shortfall in disposal capacity for inert waste within Los Angeles County and potential impacts to landfills would be less than significant and no further evaluation is required.

The proposed project would be designed to provide space to support recycling efforts, including area for depositing, storing, and collecting materials for recycling. It is anticipated that solid waste generated within T2 and T3 that cannot be recycled would be taken to the Sunshine Canyon Landfill. The Sunshine Canyon Landfill is a Class III landfill located at 14747 San Fernando Road in Sylmar, California, approximately 35 miles from the project site. Sunshine Canyon Landfill is owned and operated by Republic Services, Inc., and has a maximum permitted throughput of 12,100 tons per day.[65] As of December 31, 2014, this facility had a remaining capacity of 87,416,245 cubic yards, and currently has an estimated closure date of 2037.[66] The waste types accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal waste.

The solid waste generated from construction of the proposed project would be negligible (approximately .005 percent) when compared to the current capacity available at the Sunshine Canyon Landfill. Operation of the proposed project would marginally increase employment but is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project or otherwise affect solid waste generation. As noted above, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with federal, state, and local statutes and regulations related to solid waste. As such, potential impacts related to solid waste disposal would be less than significant with the implementation of the proposed project and no further evaluation is required.

Although not required to reduce significant impacts, as discussed in Section 4.0, Project Description, the proposed project would meet the requirements of CALGreen Tier 1, at a minimum. The proposed project would be designed to incorporate recycled building materials to

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63 Inert waste is waste that does not undergo any significant physical, chemical, or biological transformations. Examples of inert waste include construction and demolition debris.

64 County of Los Angeles, Department of Public Works, 2014 Annual Report on the County of Los Angeles Countywide Integrated Waste Management Plan, December 2015. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF.

65 County of Los Angeles, Department of Public Works, 2014 Annual Report on the County of Los Angeles Countywide Integrated Waste Management Plan, December 2015. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF.

66 County of Los Angeles, Department of Public Works, 2014 Annual Report on the County of Los Angeles Countywide Integrated Waste Management Plan, December 2015. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF.

the maximum extent possible and the construction contractor would be required to recycle construction and demolition debris. Recycling programs would also be employed during operations. Recyclable materials would be collected in the terminal, and tenants operating in the terminal, including concessionaires and restaurant management companies, would be required to have their own recycling and waste reduction programs.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Potentially Significant Impact. As discussed under Sections IV.a-f above, the proposed project is located in a highly developed area within the CTA. There are no plant or animal species listed on any state or federal lists of endangered, threatened or special status species or riparian/wetland areas, trees, or wildlife movement corridors at the project site or within the proposed construction staging area or construction contractor parking area. Therefore, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal and no further evaluation is required.

There are no known archaeological, paleontological, or Tribal cultural resources located on the project site, and the disturbed nature of the site makes the site's sensitivity to such resources low. Nonetheless, as discussed under Sections V.b-e above, archaeological and paleontological resources have been found at other locations within the airport property, and the potential exists for the destruction of previously unidentified buried archaeological or paleontological resources at the project site during construction, if such resources are present, which would result in a potentially significant impact. In addition, the potential exists for encountering human remains or Tribal cultural resources. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would: cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code §21074; or disturb any human remains, including those interred outside of formal or dedicated cemeteries.

As described under Section V.a. above, neither T2 nor T3 were found eligible for historic listing and these terminals are not considered to be historical resources for the purposes of CEQA. No historical resources were identified immediately adjacent to T2 or T3. Further, the proposed project would not demolish, relocate, convert, rehabilitate, or reduce the integrity or significance of the three historical resources located within the proposed project vicinity: the Theme Building, the 1961 ATCT, or the T6 Sign Tower. The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in the State CEQA Guidelines §15064.5 and no further evaluation is required.

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

Potentially Significant Impact. Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."[67] Section 15130(b) of the State CEQA Guidelines sets forth two approaches for analyzing cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of GHG emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.

To evaluate the proposed project's contribution to cumulative impacts, the first of the two options, commonly referred to as "the list approach," was used to delineate cumulative development. These projects are listed in **Table 2**, and include projects on the airport and areas immediately adjacent to the airport, whose development may result in cumulative impacts. Projects with construction schedules anticipated to overlap with the construction schedule for the proposed project are indicated in **bold** type.

Table 2
Development Projects At/Adjacent to LAX

	Project	Dates	Description
Past Projects			
1	Central Utility Plant Replacement Project (CUP – RP)	May 2011 – March 2015	Replacement CUP and related underground piping network within CTA.
2	Runway 6L-24R Runway Safety Area Improvements Project – North Airfield	June 2015 – Oct 2015	Improvements to Runway 6L-24R included implementation of declared distances to meet FAA Runway Safety Area (RSA) requirements. The Runway 6L-24R RSA Project also required the demolition and reconstruction of service roads and the relocation of the AOA fence and security gates.

[67] State CEQA Guidelines, Title 14, California Code of Regulations, Section 15355, "Cumulative Impacts."

Table 2 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
Present Projects			
3	**South Terminal Improvements**	Nov 2011 – Dec 2018	Major interior improvements and building system upgrades within the South Terminal complex, particularly Terminal 5 (Delta Air Lines) and Terminals 6-8 (United Airlines).
4	**LAX Bradley West Project**	Nov 2013 – Nov 2017	Replacement of existing concourses and aprons at the TBIT with new concourses and gates at Bradley West. Work includes demolition of existing TBIT concourses and installation of east gates/aprons along Bradley West concourses. Also includes Taxilane T project and construction of secure/sterile passenger and baggage connection between the TBIT core and Terminal 4. Although construction of a similar connection between TBIT core and Terminal 3 is also part of the overall Bradley West Project, it is broken out separately below (project 18), as its construction would not begin until after the majority of the Bradley West improvements are completed.
5	**Terminal 1 Improvements**	Aug 2014 – Dec 2018	Major interior improvements and building system upgrades to Terminal 1, including addition of floor space and reconfiguration of gates (Southwest Airlines).
6	**West Aircraft Maintenance Area Project**	Aug 2014 – Jan 2018	The West Aircraft Maintenance Area (WAMA) project will allow for more efficient and effective maintenance of existing aircraft at LAX, including Aircraft Design Group (ADG) VI aircraft (Airbus A380s and Boeing 747-8s). The project includes aircraft parking and maintenance facilities, employee parking areas, and related storage, equipment, and facilities. The project will be able to accommodate up to 8 ADG VI aircraft simultaneously or 18 ADG III aircraft (aircraft similar in size to, and including, Boeing 737s). The first phase of the WAMA Project will be completed in July 2016. The second phase of the WAMA Project (construction of an additional maintenance hangar) will be dictated by market conditions and is anticipated to be completed by 2018.

Table 2
Development Projects At/Adjacent to LAX

	Project	Dates	Description
7	Runway 6R-24L Runway Safety Area Improvements Project – North Airfield	Aug 2015 – Nov 2016	Improvements to both ends of Runway 6R-24L, including an easterly shift of the runway and reconfigured taxiways to meet FAA RSA requirements. The Runway 6R-24L RSA Project also required the relocation of a security post and the taxicab holding/staging area.
8	**Runway 7L-25R Safety Area Improvements – South Airfield**	May 2016 – Nov 2017	Improvements at west end of Runway 7L-25R, including runway and connecting taxiway extensions to meet FAA RSA requirements. Rehabilitation of deteriorating concrete at east end of runway and Taxiway B.
9	**Metro Crenshaw/LAX Transit Corridor and Stations**	Jan 2015 – 2024	The Los Angeles County Metropolitan Transportation Authority (Metro) is constructing the Crenshaw/LAX Transit Corridor Project, which includes an 8.5-mile light-rail transit line that will connect the existing Metro Green Line and the Metro Expo Line at Crenshaw and Exposition Boulevards. Two stations are being constructed in proximity to LAX, one near the intersection of Century Boulevard and Aviation Boulevard, and another at 96th Street and Aviation Boulevard, referred to as the Airport Metro Connector.
10	**LAX Midfield Satellite Concourse (MSC) North Project**	April 2015 – Nov 2019	The MSC North Project consists of a satellite concourse west of TBIT that would include up to 12 aircraft gates that could accommodate ADG V and ADG VI aircraft. The MSC North Project includes associated apron areas, a new crossfield taxiway, a taxilane, and provisions for an underground automated people mover (APM) tunnel.
11	**Hyperion Treatment Plant Connector**	Aug 2016 – Aug 2017	This project will provide a connection from LAWA's existing retention basin within the southwest portion of LAX to the existing North Central Outfall Sewer (NCOS) interceptor that runs within LAWA property and is connected to the Hyperion Treatment Plant (HTP). The purpose of this connection is to convey the stormwater flow from LAWA's Imperial and Pershing subdrains (approximately 1,200 acres) to the HTP, to help LAWA comply with the City's Low Impact Development and Industrial General Permit requirements. Improvements include construction of

Table 2 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
			an approximately 4'-diameter connection to the NCOS, and installation of pumps and related electrical and mechanical equipment.
N/A	**Miscellaneous Projects and Improvements**	Jan 2014 – July 2020	LAWA will undertake a wide variety of smaller miscellaneous projects and improvements mostly related to repair/replacement of, and upgrades to, existing facilities at LAX, including, but not limited to, runway repair/rehabilitation; elevators/escalators replacement; CTA second level roadway repairs; terminal taxilanes and aprons rehabilitation; passenger boarding bridge replacements; terminal electrical, plumbing, and facilities upgrades; miscellaneous demolition; and other improvements.
Probable Future Projects			
12	**Terminal 2 Improvements**	Jan 2014 – Jan 2018	Major interior improvements and building system upgrades to Terminal 2.
13	**Runway 7R-25L Rehabilitation**	Sep 2017 – Dec 2018	Reconstruction of runway pavement.
14	**LAX Northside Development**	April 2016 – June 2025	The Northside Development will transform approximately 340 acres of under-utilized land on the north side of the airport to better serve LAWA and the local communities of Westchester and Playa del Rey.
15	Terminal 3 Improvements	Nov 2015 – Nov 2016	Minor interior improvements to implement regulatory upgrades in Terminal 3.
16	**Argo Drain Sub-Basin Stormwater Infiltration and Treatment Facility**	March 2017 – April 2019	Also referred to as the Westchester Stormwater Best Management Practices Project, this project would develop a 22-acre stormwater infiltration facility north of Westchester Parkway and east of Pershing Drive that would treat both City of Los Angeles and LAWA stormwater flows from the Argo watershed.
17	**Terminal 1.5**	June 2017 – July 2019	Terminal 1.5 would be constructed between existing Terminal 1 and Terminal 2 to provide additional passenger processing facilities for the north passenger terminals.

Table 2
Development Projects At/Adjacent to LAX

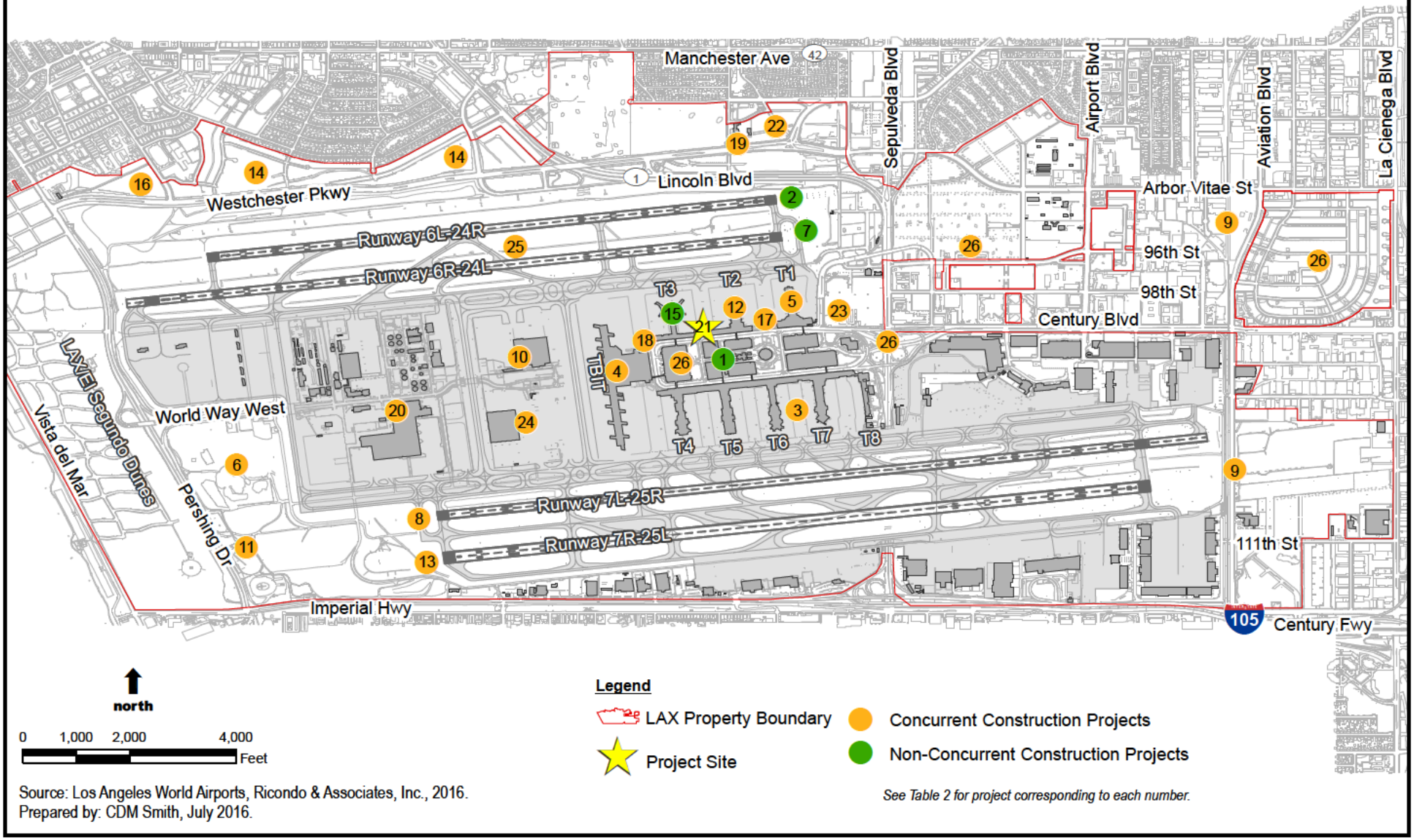
	Project	Dates	Description
18	**Terminal 3 Connector**	Oct 2017 – Sep 2019	The Terminal 3 connector would provide a passenger connection between TBIT and Terminal 3 on the north side, similar to the Terminal 4 connector.
19	**Canine Facility**	Jan 2018 – Jan 2019	New canine facility for the Airport Police Department as part of the LAX Northside Development.
20	**Secured Area Access Post (SAAP) Project**	March 2018 – March 2019	Construction of a fully functional and all-encompassing access point onto the AOA on the west side of LAX. This will be the sole SAAP on World Way West to replace Post 5, which was taken out of service by the Midfield Satellite Concourse (MSC) project, and Post 21, which will be taken out of service by Phase 2 of the WAMA project. The proposed location of the new SAAP is parallel to, and south of, World Way West, near where the road will terminate at Coast Guard Road once the MSC is completed.
21	**Terminals 2 and 3 Modernization Project** [***Proposed Project***]	April 2017 – Sep 2023	Proposed Project - Section 4.0, Project Description, provides a detailed description of the Terminals 2 and 3 Modernization Project.
22	**Airport Security Buildings**	Jan 2019 – Jan 2021	Relocation of LAWA Police Department building to LAX Northside, which will include a shooting range.
23	**Concourse 0**	April 2019 – March 2023	Concourse 0 would be constructed to the east of Terminal 1, in the current location of the Park One surface parking lot. Concourse 0 would provide up to 660,000 square feet of floor space, including 11 aircraft gates.
24	**MSC South Project**	2020 - 2025	The MSC South concourse would be constructed on the south end of the MSC North concourse in order to provide up to 18 additional aircraft gates. The facility would provide approximately 560,000 square feet of floor space.
N/A	Southern California Metroplex Aircraft Route and Airspace Management Structure	Proposed implementation in Fall of 2016	The FAA SoCal Project seeks to improve the efficiency of airspace in the Southern California Metroplex by optimizing aircraft arrival and departure procedures at Southern California airports. The FAA project may involve changes in aircraft

Table 2
Development Projects At/Adjacent to LAX

	Project	Dates	Description
	Optimization (SoCal Project)		flight paths and altitudes in certain areas, but would not result in any ground disturbance or increase the number of aircraft operations within the Southern California airspace. FAA published a draft EA for the proposed SoCal Metroplex project in 2015.
25	**North Airfield Improvements**	July 2019 - 2025	Improvements to the north airfield could include installation of high-speed taxiways, improvements to existing taxiways, installation of runway status lights, and other safety improvements, including land use compatibility projects with existing Runway Protection Zones.
26	**LAX Landside Access Modernization Program**	Jan 2018 – Dec 2035	Improvements within and east of the CTA to: improve access options and the travel experience for passengers; provide a direct connection to the Metro transit system; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system; and improve the efficiency and operation of the transportation system serving LAX. The program components include an automated people mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements.

Notes:
Projects shown in **bold** are anticipated to be under construction concurrent with the LAX Terminals 2 and 3 Modernization Project.
Sources: LAWA, Ricondo & Associates, Inc., 2016.

Figure 5 illustrates the location of the projects in **Table 2** in relationship to the project site. Miscellaneous Projects and Improvements are not on the figure because they occur at multiple locations throughout the airport, nor is the Southern California Metroplex Aircraft Route and Airspace Management Structure Optimization (SoCal Project) shown, for the reasons indicated in **Table 2**.



Source: Los Angeles World Airports, Ricondo & Associates, Inc., 2016.
Prepared by: CDM Smith, July 2016.

LAX Terminals 2 and 3 Modernization Project	Development Projects At/Adjacent to LAX	Figure 5

Cumulative Construction Impacts

It is anticipated (based on current project schedules) that construction of many of the projects identified in **Table 2** located at/adjacent to LAX would overlap with construction of the proposed project, which is estimated to begin in second quarter 2017 and take approximately 76 months (six years, four months) to construct. Projects anticipated to be under construction concurrent with the proposed project are identified in **Table 2** and **Figure 5**. Potential cumulative impacts would occur during construction of the proposed project due to the proximity of the other projects at/adjacent to LAX and overlap in the construction periods; therefore, the proposed project could contribute to cumulative impacts during construction. The potential for the proposed project to contribute to cumulative impacts is addressed for each resource area below. As required by CEQA Guidelines Section 15130(b)(3), the analysis below identifies the geographic scope of cumulative development projects that was considered for each resource area.

Aesthetics

The geographic scope of cumulative impacts related to aesthetics consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. The subject area is highly developed, is not visible from any scenic highways and does not have any trees or rock outcroppings of scenic significance. The proposed project would be visually consistent with existing adjacent airport-related uses and would not create a new source of substantial light and glare, nor would the proposed facility detract from views of scenic vistas of the Santa Monica Mountains. Additionally, other development projects proposed at or near LAX would be generally consistent with the existing urbanized character of the area. Therefore, the contribution of the proposed project to cumulative impacts related to aesthetics would not be cumulatively considerable and no further evaluation is required.

Agricultural and Forestry Resources

The geographic scope of cumulative impacts related to agricultural and forestry resources consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. The subject area is in an urbanized area with no agricultural or forest land or uses in the vicinity. Similarly, the sites of past, present, and probable future projects at and adjacent to LAX do not include agricultural or forest land. Therefore, no cumulative impacts related to agricultural or forestry resources would occur and no further evaluation is required.

Air Quality

As discussed under Section III, construction activities associated with proposed project have the potential to result in significant air quality impacts; therefore, those potential impacts will be further evaluated in the EIR, including evaluation of potential cumulative air quality impacts and the potential of the proposed project to make a cumulatively considerable contribution. As also explained under Section III, implementation of the proposed project is not anticipated to result in a change in overall air operations or passenger levels at LAX, consequently, no significant air quality impacts related to operations are expected to occur. The proposed project would not result in a cumulatively considerable operations-related air quality impact

Biological Resources

The geographic scope of cumulative impacts related to biological resources consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. The subject areas are highly developed and/or disturbed and do not contain any sensitive biological resources (i.e., sensitive or special status species or habitats; riparian/wetland areas), wildlife movement corridors, or native trees. Further, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applicable to the project area. Therefore, the contribution of the proposed project to significant cumulative impacts to biological resources would not be cumulatively considerable and no further evaluation is required.

Cultural Resources

As discussed under Section V and Section XVIII.a, no historic resources were identified immediately adjacent to Terminals 2 and 3, and known historic resources in the general vicinity of the project, such as the Theme Building, the 1961 ATCT, and the Terminal 6 Sign Tower, would not be affected by the project. As such the project would not have a cumulatively considerable impact to historic resources and no further evaluation is required.

As also discussed under Section V, construction activities associated with proposed project have the potential to result in significant impacts to archaeological or paleontological resources should they be unexpectedly encountered during project-related grading and excavation. As such, the EIR will address potential impacts to archaeological resources, tribal cultural resources, and paleontological resources, including evaluation of potential cumulative effects and the potential of the proposed project to make a cumulatively considerable contribution.

Geology and Soils

The geographic scope of cumulative impacts related to geology and soils consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. There is no evidence of faulting within the subject area, and it is not located within an Alquist-Priolo Special Study Zone. The proposed project would not increase exposure of people or structures to risks or exacerbate risks associated with rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure. The subject area is relatively flat and is not located within a landslide hazard area. The potential for soil erosion on the project site is low due to the level topography of the area and the fact that the area consists almost entirely of impervious surfaces. Foundation design features and construction methods would reduce the potential for settlement and hazards associated with expansive soils at the subject area due to the presence of artificial fill. As with the proposed project, past, present, and probable future projects at and adjacent to LAX would be designed and constructed in accordance with LABC and UBC requirements to minimize potential risks and hazards associated with geology and soils. The proposed project and past, present, and probable future projects at and adjacent to LAX are located in an urbanized area where wastewater infrastructure is in place and would not involve the use of septic tanks or alternative wastewater disposal systems. The potential impacts of the proposed project would be less than significant, and the contribution of the proposed project to cumulative impacts related to geology and soils would not be cumulatively considerable and no further evaluation is required.

Greenhouse Gas Emissions

As discussed under Section VII, construction activities associated with proposed project have the potential to result in significant impacts related to GHG emissions, which are cumulative by nature; therefore, those potential impacts will be further evaluated in the EIR. The potential impacts of the operation of the proposed project would be less than significant, and the contribution of the proposed project to cumulative impacts related to operational GHG emissions would not be cumulatively considerable and no further evaluation is required.

Hazards and Hazardous Materials

The geographic scope of cumulative impacts related to hazards and hazardous materials consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. All past, present, and probable future projects that involve the handling of hazardous materials and/or remediation of hazardous wastes would be subject to the same regulations regarding waste handing, removal, transport, and storage as the proposed project. Implementation of these preventative measures would minimize the potential for risks associated with hazardous materials, including routine transport, use or disposal, as well as risk of upset or accidental release. The proposed project and the other nearby projects would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials nor create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, the contribution of the proposed project to cumulative impacts related to the handling of hazardous materials would not be cumulatively considerable and no further evaluation is required.

The proposed project is not within 0.25 mile of an existing or proposed school. Therefore, the contribution of the proposed project to cumulative impacts related to handing hazards or hazardous materials in the vicinity of a school would not be cumulatively considerable and no further evaluation is required.

The project site and nearby development are located within a public airport (i.e., LAX). Numerous safeguards are required by law to minimize the potential for, and the effects from, an aviation-related accident if one were to occur. The proposed project and the other nearby past, present, and probable future projects would be designed in accordance with FAA standards and/or City regulations to protect people and property on the ground. 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. All construction activities would comply with applicable aviation-related safeguards, and thus would not create a safety hazard. Therefore, the contribution of the proposed project to cumulative impacts related to safety hazards for people residing or working in the project area would not be cumulatively considerable and no further evaluation is required.

The proposed project and nearby development are not in the vicinity of a private airstrip. Therefore, no significant cumulative safety hazard impacts in association with being in proximity to a private airstrip would occur.

LAWA and tenants of LAX maintain emergency response and evacuation plans to minimize the potential for and the effects of an accident, should one occur. Construction activities at the planned construction staging area and at the proposed project site would comply with LAWA and FAA

guidelines and procedures that are in place to limit the impacts of construction at the airport, including the potential to affect emergency response. No permanent lane or road closures either on-airport or off-airport would be required for construction of the proposed project, although temporary lane closures in the CTA may be required to facilitate some construction activities. Lane closures for the proposed project would be coordinated through, and subject to approved by, the LAX CALM Team. Roadway lane closures required for the proposed project would be planned so as to maintain emergency access routes throughout the airport area and to ensure that access routes are kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Based on the above, temporary lane closures associated with the proposed project are not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plans. Therefore, the contribution of the proposed project to cumulative impacts related to emergency access would not be cumulatively considerable and no further evaluation is required.

The project site and nearby areas are located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Therefore, no cumulative impacts would occur relative to the exposure of people or structures to hazards associated with wildland fires.

Hydrology and Water Quality

The geographic scope of cumulative impacts related to hydrology and water quality consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. Construction of the proposed project would occur within an area that is currently developed and predominantly paved, with the only exception being pockets of ornamental landscaping. The proposed project would not materially alter existing drainage patterns or surface water runoff quantities on the project site and would not violate any water quality standards or waste discharge requirements. Moreover, implementation of the proposed project would require compliance with the City's LID Ordinance, which would serve to improve existing hydrology and water quality in the subject area. Therefore, the contribution of the proposed project to cumulative impacts related to water quality or alteration of existing drainage patterns would not be cumulatively considerable and no further evaluation is required.

Groundwater beneath and near the project site is not used for municipal or agricultural purposes. Construction and operation of the proposed project are not expected to involve dewatering and, thus, would not deplete groundwater supplies. The proposed project would not increase the amount of impervious surface on the project site and compliance with the City's LID Ordinance requirements would serve to increase surface water infiltration at the project site. Therefore, the contribution of the proposed project to cumulative impacts related to groundwater supplies or groundwater recharge would not be cumulatively considerable and no further evaluation is required.

No 100-year flood hazard areas are located within LAX and the proposed project and other development nearby do not involve the construction of housing. Therefore, no cumulative impacts would occur relative to flooding.

The project site is approximately 2.3 miles east of the Pacific Ocean and the area is not located within a potential inundation or tsunami impacted area as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map. Mudflows are not a risk as the subject area is located

on, and is surrounded by, relatively level terrain and urban development. Therefore, no cumulative impacts would occur related to inundation by seiche, tsunami, or mudflow.

Land Use and Planning

The geographic scope of cumulative impacts related to land use and planning is defined by the boundaries of LAX. The proposed project would have no impact related to land use and planning. The project site and construction staging area are located entirely within the boundaries of a developed airport in an urbanized area and development of the project site within the airport would not disrupt or divide the physical arrangement of an established community. The proposed project improvements are consistent with the LAX Plan land use designation for the site and with the allowable uses under the LAX Specific Plan. 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 subject area. Therefore, the contribution of the proposed project to cumulative impacts related to land use and planning would not be cumulatively considerable and no further evaluation is required.

Mineral Resources

The geographic scope of cumulative impacts related to mineral resources consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. There are no mineral resources or mineral extraction activities within the subject area nor would the proposed project or other development nearby affect the availability or accessibility of mineral resources. As such, no cumulative impacts would occur relative to mineral resources.

Noise

The geographic scope of cumulative impacts related to noise and vibration consists of the project site, inclusive of the on-site construction area and the construction staging area, and parcels in close proximity to the project site. The subject area is within a public airport in an urban environment that operates 24 hours a day, seven days a week, and 365 days a year, with many existing sources of noise, including aviation noise and traffic noise. Construction of the proposed project would occur in an area generally removed from the communities near LAX. The noise level from construction activity within the project site would not exceed the existing daytime or nighttime ambient noise level at noise-sensitive uses near the airport. Roadways in the project area are heavily traveled. Construction activities associated with the proposed project would not approach the number of trips required to result in a three-fold increase on any area roads, as needed to exceed the threshold of significance. Moreover, the proposed project is not located in proximity to any vibration-sensitive receptors. Therefore, the contribution of the proposed project to cumulative impacts related to construction equipment and construction traffic noise, and to groundborne vibration, would not be cumulatively considerable and no further evaluation is required.

Implementation of the proposed project involves the development of new passenger processing facilities at Terminals 2 and 3. Although there would be a temporary increase in ambient noise levels during construction, operation of the proposed project is not anticipated to increase overall passenger or aircraft operations at LAX.

The subject area is within a public airport and not located within the vicinity of a private airstrip. Therefore, no cumulative noise impacts would occur in association with being in proximity of a private airstrip.

Population and Housing

The geographic scope of cumulative impacts related to population and housing consists of LAX and the surrounding area. The proposed project and other nearby development would not establish new residential uses. The proposed project would marginally increase employment opportunities, and past, present, and probable future projects would also increase employment opportunities. This growth in employment opportunities would occur within an existing urbanized area that has established infrastructure, a well-developed transportation network, existing housing stock, and existing public services. Given that the area is part of a well-established urban community connected by an existing transportation network and with a large labor pool and housing market, the combined projects are not expected to result in the need for new housing in the project vicinity or the region. Therefore, the contribution of the proposed project to cumulative impacts related to population and housing would not be cumulatively considerable and no further evaluation is required.

Public Services

The geographic scope of cumulative impacts related to public services consists of LAX and the surrounding area. The proposed project would not result in an impact on existing fire protection, police protection, schools, parks, or other public facilities. The proposed project does not include residential uses nor would it substantially increase long-term employment that would result in need for new or altered public facilities, the construction of which could lead to a substantial adverse physical impact. As such, the contribution of the proposed project to cumulative impacts related to public services would not be cumulatively considerable and no further evaluation is required.

Recreation

The geographic scope of cumulative impacts related to recreation consists of LAX and the surrounding area. The proposed project and other nearby projects do not include development of recreational facilities nor do they include residential development that would require the construction or expansion of recreational facilities. As such, no cumulative impacts would occur related to recreation.

Traffic

As discussed under Section XVI, construction activities associated with proposed project pose the potential to result in significant traffic impacts; therefore, those potential impacts will be further evaluated in the EIR, which will include an evaluation of potential cumulative traffic impacts and the proposed project's potential contribution. As also explained under Section XVI, implementation of the proposed project is not anticipated to result in a change in overall passenger levels at LAX, consequently, no significant traffic impacts related to operations are expected to occur. The proposed project would not result in a cumulatively considerable operations-related traffic impact.

Utilities and Service Systems

The geographic scope of cumulative impacts related to utilities and service systems consists of LAX and the surrounding area. The proposed project would not result in significant impacts related to water demand or wastewater generation and would not require or result in the construction of new

water or wastewater treatment facilities or expansion of existing facilities. Solid waste generated from the proposed project would be negligible when compared to the current capacity available at the Sunshine Canyon Landfill. Moreover, in compliance with CALGreen Tier 1 standards, the proposed project would incorporate recycled building materials into construction and a portion of the construction debris would be recycled. Therefore, the contribution of the proposed project to cumulative impacts related to utilities and service systems would not be cumulatively considerable and no further evaluation is required.

Cumulative Operation Impacts

The proposed project (improvements to the facilities at T2 and T3 and their respective ticketing buildings) is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project, significantly affect aircraft operations, or substantially increase long-term employment opportunities at LAX, nor would operation of the new facilities result in any significant impacts. Operation of the project would not result in any significant project-specific or cumulative impacts and no further evaluation is required.

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

Potentially Significant Impact. Based on the analysis in this Initial Study, the proposed project would have the potential to result in potentially significant construction-related air quality, GHG, and traffic impacts, which could potentially result in substantial adverse effects on human beings. The potential for the proposed project to result in such impacts will be evaluated in the proposed project EIR.

For the other environmental issues that are associated with potential impacts on human beings, based on the analyses in Sections VI (Geology and Soils), VIII (Hazards and Hazardous Materials), IX (Hydrology and Water Quality), X (Land Use and Planning), XII (Noise), XIII (Population and Housing), XIV (Public Services), XV (Recreation), and XVII (Utilities and Service Systems), above, the proposed project would not have any environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, potential impacts to these resource areas would be less than significant and no further evaluation is required.

REFERENCES

All documents listed below are available for public inspection at the following location:

Los Angeles World Airports
One World Way, Room 218
Los Angeles, CA 90045

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APPENDIX A
Historic Resources Technical Report
June 2016

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LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

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LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

The purpose of this technical report is to determine if historic resources as defined by the California Environmental Quality Act (CEQA)[1] are located within and adjacent to the areas affected by the proposed Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project (the proposed project) and, if so, to identify potential impacts to historic resources caused by the project. This report is intended to inform environmental review of the proposed project.

Under CEQA the potential impacts of a project on historic resources must be considered. The purpose of CEQA is to evaluate whether a proposed project may have a significant adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures. The impacts of a project on an historic resource may be considered an environmental impact. CEQA states that:

A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.[2]

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historically significant resource or resources, and if so, (2) a determination of whether the proposed project will result in a "substantial adverse change" in the significance of the resource or resources. This report investigates the Project site to determine if historic resources exist and analyzes potential impacts for any adverse change in the significance of such resources.

1.1 Areas of Investigation

The LAX Central Terminal Area (CTA) including terminal buildings 1, 2, 3, 4, 5, 6, 7, and 8, the Theme Building, former (1961) Airport Traffic Control Tower (ATCT), Clifton A. Moore Administration Building, and buildings and structures located within the World Way loop were investigated for the purposes of this analysis.

1.2 Methodology

Evaluation of historic significance is based on a review of existing historic designations, research of the relevant historic contexts and an analysis of the eligibility criteria and

[1] California PRC, Section 21084.1.
[2] Ibid.

integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. Potential historic resources were considered as individual resources and as potential contributors to a historic district where relevant.

Research

This report was prepared using primary and secondary sources related to the development history of LAX and its immediate surrounding area. The following documents were consulted:

- Historic building permits
- Historic photographs, aerial photos and site plans
- Published local histories
- Previous environmental review documents for LAX
- California State Historic Resources Inventory (HRI) for Los Angeles County
- Department of Parks and Recreation Historic Resources Inventory Forms

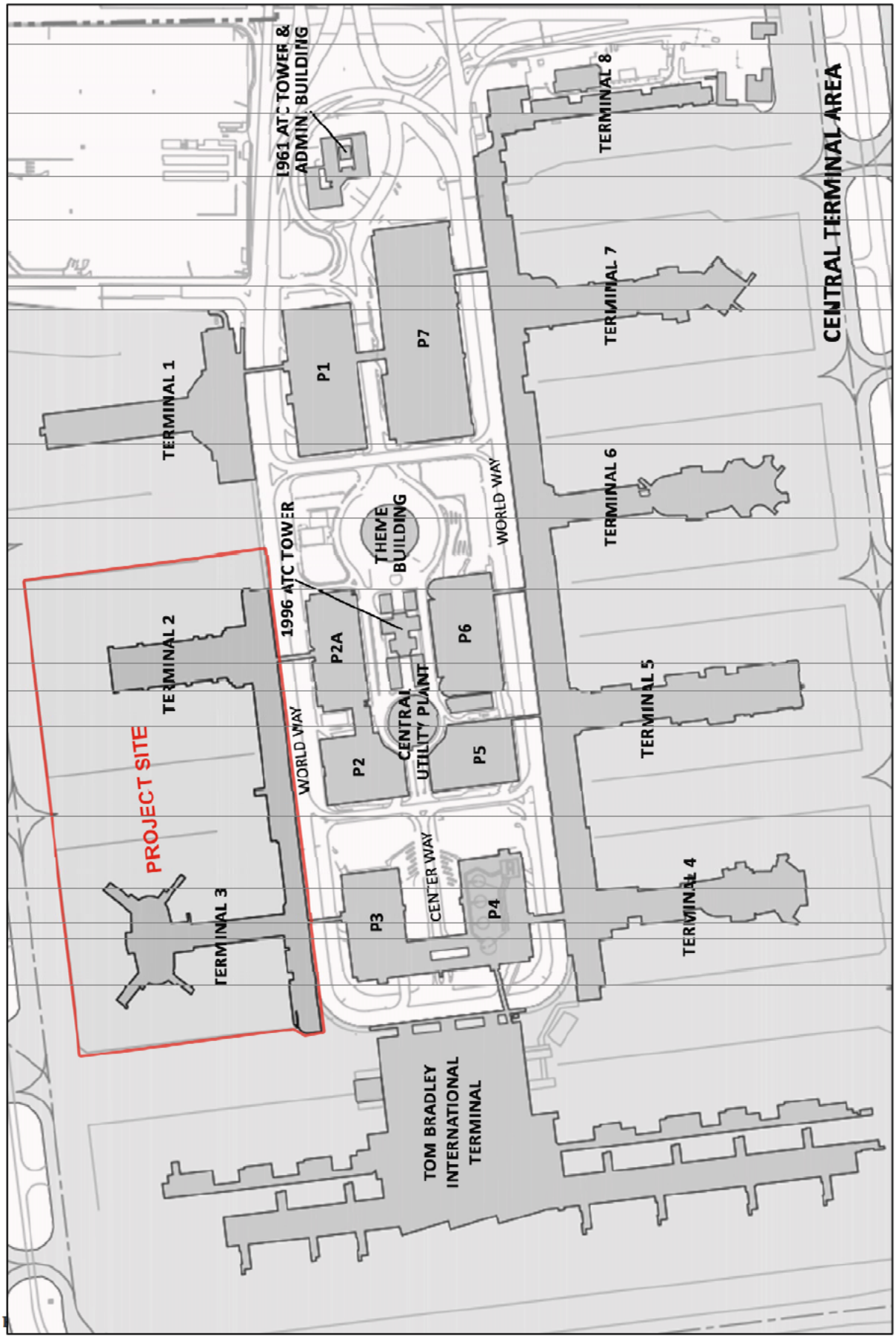
Physical Evaluation

Assessment of historic integrity, and identification of character-defining features were conducted through on-site inspection of the CTA in February of 2015.

1.3 Project Team

Research, evaluation, field inspection, and analysis were performed by Paul Travis, AICP, Principal and Senior Preservation Planner; John LoCascio, AIA, Senior Preservation Architect; Laura Janssen, Senior Architectural Historian, and Peyton Hall, FAIA, Managing Principal. Additional research and site documentation were conducted by Robby Aranguren, Planning Associate. All are qualified professionals who meet the Secretary of the Interior's Professional Qualification Standards.

Figure 1: Areas of Investigation



The project site is located within the CTA of LAX. The project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, between Terminal 1 the Tom Bradley International Terminal (TBIT), and south of the LAX north airfield complex.

The main purpose of the proposed project is the modernization of Terminals 2 and 3 and associated apron in order to improve passenger level of service and amenities within the terminals; improve the efficiency of security screening, passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA. The proposed project includes upgrading the Terminal 2 concourse, including construction of additional floor area; reconfiguring existing passenger gate positions; the demolition and reconstruction of the Terminal 3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the Terminal 3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at Terminals 2 and 3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between Terminals 2 and 3. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements specifically resurfacing, restriping, and relocation of fuel pits.

[3] Description of existing conditions and the proposed project as provided by CDM Smith.

3.1 Historic Resources under CEQA

CEQA requires that environmental protection be given significant consideration in the decision making process. Historic resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change on a historic resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. Pursuant to Section 15064.5 of the CEQA Guidelines, a "substantial adverse change" means "demolition, destruction, relocation, or alteration of a resource or its surroundings such that the significance of a historical resource would be materially impaired."

CEQA defines a historic resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historic resources: [4]

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code (PRC), unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.

[4] *League for the Protection of Oakland's Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997)

- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.

To simplify the first three definitions provided in the CEQA statute, an historic resource is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historic resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historic resource is a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code 5024.1 (g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing in the California Register (PRC Section 5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historic resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an "historic resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historic resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

3.2 Historic Designations

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria of significance. The property must

also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[5] The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of an historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

[5] 36 Code of Federal Regulations (CFR) 60, Section 60.2.

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history. [6]

In addition to meeting any or all of the criteria listed above, properties nominated must also possess integrity of *location, design, setting, materials, workmanship, feeling,* and *association.*

California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[7]

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

[6] 36 CFR 60, Section 60.3.
[7] California PRC, Section 5023.1(a).

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission. [8]

Other resources which may be nominated for listing in the California Register include:

- Individual historic resources.
- Historic resources contributing to the significance of an historic district.
- Historic resources identified as significant in historic resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historic resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance. [9]

Local Designation Programs

The Los Angeles City Council designates Historic-Cultural Monuments on recommendation of the City's Cultural Heritage Commission.

Chapter 9, Section 22.171.7 of the City of Los Angeles Administrative Code defines an historical or cultural monument as:

[8] California PRC, Section 5023.1(d).
[9] California PRC, Section 5023.1(e).

"… a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age."

Designation recognizes the unique architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for Historic-Cultural Monument status. Buildings may be eligible for historical cultural monument status if they retain their historic design and materials. Those that are intact examples of past architectural styles or that have historical associations may meet the criteria in the Cultural Heritage ordinance.

3.3 Historic Significance and Integrity

Significance

The definition of historic significance used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register:

Historic significance is defined as the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.[10] *It is achieved in several ways:*

- *Association with important events, activities or patterns*
- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*

[10] *National Register Bulletin 16A. How to Complete the National Register Registration Form.* Washington D.C.: National Park Service, U.S. Department of the Interior, 1997. (3)

- *Potential to yield important information*

A property may be significant individually or as part of a grouping of properties.

Historic Integrity

Historic integrity is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[11] The National Park Service defines seven aspects of integrity: *location*, *design*, *setting*, *materials*, *workmanship*, *feeling*, and *association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[12]

[11] Ibid, p. 3.
[12] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington D.C.: National Park Service, U.S. Department of Interior, 1995.

3.4 Historic Districts

Standard preservation practice evaluates collections of buildings from similar time periods and historic contexts as historic *districts*. The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[13] A historic district derives its significance as a single unified entity.

According to the National Park Service, "a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole." Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas and rural villages.[14]

Resources that have been found to contribute to the historic identity of a district are referred to as *district contributors*. Properties located within the district boundaries that do not contribute to its significance are identified as *non-contributors*.

3.5 Age Threshold

The fifty-year age threshold has become standard in historic preservation as a way to delineate potential historic resources. The National Park Service, which provides guidance for the practice of historic preservation, has established that a resource fifty years of age or older may be considered for listing on the National Register of Historic Places. The National Register Criteria for Evaluation exclude properties that achieved significance within the past fifty years unless they are of *exceptional importance*. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance.[15]

[13] *National Register Bulletin 15*. How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, U. S. Department of the Interior, 1997. (5)
[14] Ibid.
[15] Ibid. p. 2.

Criteria for listing in the California Register of Historical Resources does not specify any minimum age requirement for consideration of historic significance although it is understood that a sufficient period of time would need to have passed so that the resource can be evaluated within its appropriate context. Technical assistance provided by the California State Office of Historic Preservation states "In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance."[16]

In the City of Los Angeles, "there is no requirement that a resource be a certain age before it can be designated"[17] as a Los Angeles Historic-Cultural Monument. The City's office of Historic Resources does qualify, however that "enough time needs to have passed since the resource's completion to provide sufficient perspective that would allow an evaluation of its significance within a historical context."

[16] *California Office of Historic Preservation Technical Assistance Series #6 California Register and National Register: A Comparison(for purposes of determining eligibility for the California Register)* State of California Office of Historic Preservation, Department of Parks and Recreation (3)

[17] City of Los Angeles Office of Historic Resources website, accessed February 2011. http://www.preservation.lacity.org/faq

Much of the following information has been excerpted from the "LAX Master Plan EIS/EIR Appendix I Section 106 Report," prepared by PCR Services Corporation in January of 2001. Other sources are otherwise noted.

4.1 Early Land Use

Prior to its development as an airport, the land currently occupied by LAX was part of Rancho Sausal Redondo, which had been granted to Antonio Ygnacio Avila by the Mexican government in 1837. Typical of the Spanish and Mexican land grant ranchos, the land was used for cattle ranching and sheep grazing.

After the Mexican-American War (1846-1848) and subsequent annexation of California by the United States, the Rancho Sausal Redondo changed hands a number of times. In 1868 it was acquired by Sir Robert Burnett who combined it with his previous acquisition, the neighboring Rancho Ajuaje de la Centinela, to create the Rancho Centinela.

In 1873, Rancho Centinela was leased to Daniel Freeman, a Canadian attorney. Freeman eventually acquired the Rancho Centinela in 1885 which he successfully used for dry farming. In 1894, 2000 acres of the Daniel Freeman ranch was leased to local farmer Andrew B. Bennet. This property became known as the Bennett Rancho. Meanwhile, portions of the old Rancho Centinela were sold to various companies, and in 1912 a large portion of land that included the Bennett Rancho was bought by James Martin and the Los Angeles Extension Company, which Martin controlled. Martin continued to lease the land to tenant farmers, and by 1922, Bennett had expanded his leasehold to 3,000 acres and was growing wheat, barley, and lima beans.

4.2 Airport Development 1928-1951

Pioneering aviators began using a portion of the Bennett Rancho as a landing strip during the 1920s. At the same time, Los Angeles business leaders recognized the need for a municipal airport with facilities that exceeded those of the neighboring airports in Burbank, Glendale, and Santa Monica. Representing the interests of Martin and the Extension Company, the Bennett Rancho was promoted as a location for a Los Angeles municipal airport by realtor William W. Mines, after which the site became known as "Mines Field." After Mines Field was selected as the location for the 1928 National Air Races, the City of Los Angeles leased 640 acres of the field for the Los Angeles Municipal Airport in August 1928.

In 1928, the Los Angeles Department of Airports (DOA) was established to administer the airport. The airport constructed its first permanent building -- Hangar One -- in 1929

and development continued that year with the construction of administrative offices, a runway, and additional hangars.

Although intended as a regional airport for commercial air service, the Los Angeles Municipal Airport serviced only private pilots, flying schools and small aircraft manufacturers for several years. In 1935, the airport was improved with grading, runway construction, and a new sewer line under the direction of the Emergency Relief Administration. Two years later, the airfield was further improved under the Works Progress Administration. Plans to further upgrade for commercial airline services were halted with the onset of World War II. The federal government took control of the airport in January of 1942 and it was turned over for military use for the duration of the war.

During the war, the DOA was able to secure commitments from the major American commercial airlines[18] to relocate to Los Angeles Municipal Airport after the war with the creation of a master plan for improvements to the airport. The plan included expansion of the airfield and construction of new terminals and administration buildings. Voters approved a bond measure to fund the improvements in 1945 and temporary facilities for the airlines– referred to as the "Intermediate Facilities" -- were soon constructed. By 1947, six major airlines were operating at the airport. In 1949, the airport was officially named "Los Angeles International Airport" after the Civil Aeronautics Administration determined the airport suitable for international, intercontinental, and non-stop domestic flights.

Los Angeles' postwar economic growth would effectively mandate continued improvements. Between 1947 and 1952, the number of travelers using or passing through the airport increased over 50 percent.[19] By 1950, all facilities were operating beyond their capacity. In 1951, architects William L. Pereira and Charles Luckman were hired to develop a master plan to guide upgrades and facilities expansion. A bond issue to fund the proposed improvements failed at the ballot box, however and the plans were not implemented. Using airport revenue and some federal funding the airport was able to make several upgrades including runway expansions, terminal building expansions, more parking facilities and the Sepulveda Avenue tunnel under expanded runways.

[18] United Airlines, TWA, Western Air, American Airlines, and Pan American Airways.
[19] Schwartz, Vanessa R., "LAX Designing for the Jet Age," essay included in Overdrive L.A. Constructs the Future 1940-1990, De Wit, Wim and Christopher James Alexander editors, Getty Research Institute, Los Angeles, CA. 2013 (167)

Jet propulsion aircraft came to be understood by the general population in relation to military planes introduced during World War II. The first commercial jet – the De Havilland Comet – was put in service by the British in1952. Several spectacular and fatal failures of the Comet, however, slowed the wider use of jet aircraft for passenger service for several years. Jet passenger service began in the United States in the late 1950s with the introduction of the Boeing 707 and Douglas DC-8. Pan-American World Airways introduced overseas flights on Boeing 707 planes in October 1958, and Continental Airlines introduced jet service in 1959. This began the "Jet Age," which revolutionized air travel. Jet engine planes reduced travel times by nearly half, enabled air manufacturers to build bigger, faster, more productive planes, and airlines to reduce their operating costs and airfares.[20] Jet aircraft continued to take a larger share of the market in the following years. It is estimated that almost 90 percent of air passenger miles were on jet aircraft by the end of the 1960s.[21]

The introduction of jet travel captured the excitement, optimism and sense of possibility that was manifest in American popular culture following World War II. The seemingly daily advances in chemistry, medicine, science, communications, and aerospace technology, suggested that the United States was actually realizing the faster, cleaner technological utopia that had been heretofore the realm of science fiction. In a world where jet airplanes connected Los Angeles to Tokyo in less than half a day, the term "Jet Age" became "a descriptor for a style and a way of life"[22] that looked forward to a glamourous future of glass and steel towers, monorail transit, and space travel. According to historian Alastair Gordon, "… the first generation of jets decreed the 1960s aesthetic, and changed the look of everything from furniture to fountain pens. The jets themselves – the DC-8s, Boeing 707s, Caravelles – became touchstones for modern designers." Gordon goes on to observe that "The prefix 'jet' was used to sell products evoking speed and modernity and was attached to everything from laundry

[20] Smithsonian National Air and Space Museum, "America By Air," accessed February 10, 2015, https://airandspace.si.edu/exhibitions/america-by-air/online/heyday/heyday13.cfm.
[21] Schwartz (163)
[22] Schwartz (168)

soap to vacuum cleaners… Affluent socialites jetted to fashionable watering holes and became known as the international 'jet set'."

Between 1955 and 1972, air passenger numbers more than quadrupled. The rise in air traffic brought unprecedented demands on airports. "The fifties witnessed a rush to build or modernize facilities to keep up with demand."[23] Airports across the country began construction on new and upgraded facilities to accommodate the increase in passengers. "Jets instantly made many airports obsolete. Even the new airports of the 1950s, such as Chicago's O'Hare and New York City's Idlewild (later John F. Kennedy), embarked on extensive runway and terminal expansions to accommodate jets and the increase in passenger numbers that jet travel generated."[24] Airport planners understood that air travel was growing at a rapid pace, and would continue to do so for the foreseeable future. Therefore, Jet Age airport expansion needed to accommodate continued increasing demand for the foreseeable future.

4.4 Jet Age Development of the CTA

Faced with a clearly inadequate infrastructure, in 1956 airport officials again hired Pereira & Luckman to master plan a facilities overhaul that would bring LAX into the Jet Age. This time, the effort was a joint venture with the firms of Welton Beckett and Associates and Paul R. Williams joining Pereira & Luckman. Unlike the aborted effort just a few years prior, airport improvements were funded by a voter-approved $60 million bond.

The previous plans developed by Pereira & Luckman in 1953 had included a central circular terminal building housed in a glass dome with connecting fingers leading out to the parked aircraft. An alternative scheme involved tunnels leading to small satellite terminals. Although unrealized, it was this plan that first introduced the idea of decentralized or dispersed terminals which would become a critical component of the new plan.[25] As finalized in 1957, the new plan fully embraced the idea of decentralization. The plan distributed ticketing/baggage handling buildings along a U-shaped access road which wrapped a central mall containing surface parking, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building. Each ticketing building was connected via an underground passageway to lozenge shaped satellite buildings with gates for boarding and deplaning.

[23] William H. Young, and Nancy K. Young, *The 1950s* (Westport, CT: Greenwood, 2004, (265)
[24] Janna Eggebeen, "Airport Age: Architecture and Modernity in America" (dissertation, The City University of New York, 2007, (75)
[25] Schwartz (167)

The satellite buildings contained passenger amenities including waiting areas, cocktail lounges, dining facilities, gift shops, and newsstands. The location of satellite terminals also maximized plane maneuverability and provided multiple points of access for boarding and deplaning.

Decentralization of the airport terminals was critical to the primary purpose of providing better continuity between ground and air for the new masses of travelers. By dispensing with the idea of a main terminal building, the designers were able to overcome the inherent limits of processing passengers within a single building. The emphasis, instead, was on the efficient circulation of passengers and planes. The separation of ticketing and baggage check from waiting, boarding and deplaning over multiple terminals dispersed passenger activity throughout the airport, and reinforced a seamless experience in the travel experience from car to plane. In this context the airport terminal was reconceived as an interchange between ground and air rather than a waiting room. Such decentralization also allowed the planners and operators of the airport to better manage the anticipated increases in airplane travel and passenger numbers by reducing choke points in any single area.[26]

The Jet Age terminal area at LAX was officially conceived in partnership with Welton Beckett and Associates and Paul R. Williams; it is clear, however, that Pereira & Luckman took the leadership role in its planning and design. During their partnership and after going their separate ways in 1958, both William Pereira and Charles Luckman shared a commitment to research and planning as fundamental aspects of architectural design, and both were schooled in the principles of Modernism. The realized design at LAX was a rational and direct expression of the airport's purpose, utilizing a design aesthetic that emphasized simplicity and clarity of form. In contrast to the Jet Age design of New York City's Idlewild (later John F. Kennedy) airport which also pioneered a decentralized plan but emphasized individualized architectural expression in the various terminal buildings,[27] terminal design at LAX adhered to a functional minimalism that was applied uniformly throughout the terminal area with identical low-rise terminal buildings subservient to the circulation and the flow of airport patrons.

Within the minimalist landscape of the new CTA, symbolic representation of the new airport was reserved for two non-terminal buildings, the ATCT and the Theme Building. Punctuating the uniformly horizontal CTA with a 172-foot vertical tower, the 'new'

[26] Schwartz (172)
[27] Gordon, Alastair, Naked Airport, Metropolitan Books, Henry Holt and Company, LLC, New York City, NY 2004. (184-206)

(1961) ATCT and Administrative Building was located at the airport's eastern and primary entrance from Century Boulevard. Designed in a Mid-century Modern style, the steel frame and reinforced concrete building was composed of two main parts: an office building forming a low base, and the actual control tower that rises above. The building featured an open ground floor below a second story raised on concrete *piloti*, and an interior courtyard. The Tower was clad with horizontal bands of vertical aluminum louvers. A ceremonial landscaped entry with a court of flags and the "flame of freedom" was positioned at the front entry facing east. Reputed to be the tallest of its kind when it was built, the form of the control tower and its integrated office building directly reflect its function and purpose.

Positioned on axis with the control tower at the geographic center of the CTA, the Theme Building was conceived as an alternative to the futuristic central building shown in early iterations of the plan.[28] Unlike the other buildings on the site, the Theme Building did not necessarily serve a critical airport function and therefore allowed for more freedom in its design. Designed in an Expressionistic style, featuring two intersecting parabolic arches rising 135 feet from the ground, the building served as a public restaurant, the employee commissary, and housed the central kitchen facilities servicing all satellite restaurants throughout the airport. The building also had an observation deck open to the public. Given its public use and futuristic design, the Theme Building eventually became the iconic symbol of the new Jet Age airport.

Implementation of the plan began in 1957 with the construction of field improvements and runway extensions. This was quickly followed by the necessary excavations for the underground components. The final phase included the construction of the terminal buildings and the ATCT, which was completed in 1961. On January 13, 1962, the Theme Building opened to the public. The airport began fitting the underground passageways with moving sidewalks in 1964.

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall. Extension of the ticketing/baggage claim buildings and additions to the terminal satellites were conducted in a modular manner that was uniform throughout the CTA and continued the original design aesthetic.

William Pereira & Associates (Pereira's successor firm after parting ways with Charles Luckman) authored a new master plan for the Airport in 1967. The plan focused

[28] Schwartz (173)

primarily on improving automobile access and capacity, expansion of the existing terminals, a new terminal at the west end of the CTA, and alleviating pressures at LAX through the construction and expansion of smaller regional airports throughout the Los Angeles metro area.[29] Many of these plans would eventually be implemented beginning in the 1980s.

4.5 Airport Expansion 1981- Present Day

By the late 1970s demands on the airport had exceeded the existing capacity, a situation made untenable with the anticipation of Los Angeles scheduled to host the Games of the XXIII Olympiad in 1984. In 1981, the Airport embarked on a major expansion program that included a second deck of the U-shaped access road to separate arriving and departing passengers, expansion and remodeling of the existing terminal buildings, new parking structures, a new international terminal at the west end of the CTA, and a newly constructed Central Utility Plant (CUP). The Airport named Gin Wong as the supervising architect with Bechtel Civil & Minerals, Inc. and DMJM overseeing construction. The new international terminal, named after Los Angeles Mayor Tom Bradley, was designed by a joint venture of William Pereira & Associates, Daniel Dworsky and Associates, Bonito A. Sinclair and Associates, and John Williams and Associates. TBIT opened in 1984.

It was during the 1980s that above-ground concourse piers connecting the ticketing and baggage buildings to the terminal satellites were constructed. Alterations and wholesale replacement of terminal buildings would continue through the present day.

In 1996, a new ATCT was constructed, designed by Kate Diamond of Siegel Diamond Architects and Adrianna Levinescu of Holmes & Narver. The tower rises over 100 feet taller than the 1961 ATCT to the east. In response to moving control operations to the new Tower, the 1961 Administration Building and ATCT were extensively altered in the early 2000s.

In 2010 construction began on a major expansion and rehabilitation of TBIT. The project added new concourses to the west of the existing terminal building, as well as

[29] William Pereira, James Steele editor. University of Southern California, Architectural Guild Press, 2002. (178-191)

shops, restaurants, passenger lounges, security screening areas, customs, immigration, and baggage claim facilities. The terminal opened in phases beginning in September 2012, and was opened in 2013.[30] Work continues on the TBIT with a projected completion in 2017.

[30] "About LAX Development Program," Los Angeles World Airports website accessed October 8, 2015. http://www.lawa.org/laxdev/laxdev.aspx

Individual buildings, structures, objects and site features located within the CTA are examined in the following analysis for the purposes of identifying potential historic resources. As a framework for this assessment, HRG examined the entire CTA property, inclusive of buildings, objects, structures and sites. To present a thorough assessment, buildings and structures located within the CTA are considered for their collective potential historic significance in addition to potential significance as individual resources.

5.1 Site Description

The CTA is located in the central portion of the LAX property, southwest of the intersection of Sepulveda Boulevard and Century Boulevard in the Westchester area of the City of Los Angeles. The CTA is flanked to the north and south by the airport's main northeast-southwest runways and taxiways, and to the west by transverse taxiways, hangar areas, service facilities, and the U.S. Coast Guard Air Station.

The CTA is accessed by a series of ramps and roads from Sepulveda Boulevard, Century Boulevard, and W. 96th Street. It is composed of nine multi-story terminal buildings ranging from two to five stories in height, facing three sides of a U-shaped double-deck access road, World Way, serving arriving passengers on the lower level and departing passengers on the upper level. World Way encompasses an oblong central mall approximately two-thirds of a mile in length containing eight multi-level parking structures, the airport's CUP, service facilities, and, organized east to west along the CTA's central axis, the Administration Building, the Theme Building, and the 1996 ATCT. The mall is lighted by a variety of pole fixtures including some original eight-armed pole fixtures.

The eight parking structures were constructed between 1966 and 2000. They range from three to five stories in height and are utilitarian in design. The CUP, located west of the 1996 ATCT, was constructed in 2014 to replace the airport's original CUP. Between the Theme Building and the control tower are two parallel rectangular buildings, each three bays long, with undulating roof plates. These are the remnants of the airport's Central Service Facility, originally consisting of two parallel structures, each sixteen bays long.

Terminal Buildings

The CTA contains six terminals associated with its original construction and three terminal buildings of later construction. Terminals 1, 2 and 3 line the north side of World Way and Terminals 4 through 8 the south side. Terminal 1 was constructed between 1981 and 1984 as part of the airport expansion to accommodate visitors to the 1984 Olympic Games; Terminal 2 was originally constructed in 1961 but was

demolished and completely reconstructed in 1988; and Terminals 3 through 8 were constructed in 1961 and 1962 as part of the original development of the CTA but have been extensively altered. The terminals consist of two- to three-story ticketing/baggage claim buildings along World Way with long, rectangular plans and predominantly flat roofs that cantilever over the upper-level arrival areas; Terminal 4 has a large central front-facing barrel roof over its main entrance, flanked by lower, perpendicular barrel roofs to either side. Terminal 1 is free-standing but the ticketing/baggage claim buildings of Terminals 2 and 3 are connected, as are those of Terminals 4 through 8, forming a continuous unbroken façade along the south side of World Way. Two-story passenger concourse piers project from the airside of each ticketing/baggage claim building, with passenger amenities and gates on their upper levels and baggage handling and service areas below. At Terminals 3 through 7, the piers connect to and incorporate the remnants of the airport's original oval-shaped satellite terminals.

The terminals are of steel frame and reinforced concrete construction, with exterior walls finished primarily in cement plaster. Fenestration consists of expanses of glazed aluminum storefront. There are scattered remnants of original exterior finishes including glazed ceramic and ceramic mosaic tile, aluminum curtain walls, porcelain enamel wall panels, and vertical strip windows.

The interiors of the terminal buildings are organized in similar manner, although with multiple alterations and different finishes and features. Ticketing, check-in, and security operations are located on the upper level of each ticketing/baggage claim building. These connect to the concourse piers, with passenger amenities and gates that incorporate the original satellite terminals. Terminals 3, 6, and 7 retain elements of their original circular, domed central lobbies. The concourses in some terminals connect via escalators and stairs to underground passageways with terrazzo floors, ceramic tile walls, and mosaic tile murals, that lead to the baggage claim areas on the lower level of each ticketing/baggage claim building.

Tom Bradley International Terminal

The west end of World Way is occupied by TBIT, originally constructed in 1984 to handle visitors for the Games of the XXIIIrd Olympiad. It was extensively expanded between 2010 and 2013 with the addition of new concourses to the west of the existing terminal building, as well as shops, restaurants, passenger lounges, security screening areas, customs, immigration, and baggage claim facilities. TBIT is a large two-story building with a rectangular plan and flat roof. Exterior walls are finished in cement plaster. At the west end of TBIT is a long concourse pier oriented north/south with multiple curved roof planes and clerestory windows.

Administration Building

The 1961 Administration Building (currently known as the Clifton A. Moore Administration Building) and ATCT forms the eastern terminus of the central axis of the CTA. It sits on an ovoid island ringed by access roads, and is surrounded by landscaping and mature palm and ficus trees. The building is Mid-century Modern in style and is of steel frame and reinforced concrete construction. It is composed of two main parts: an office building forming a low base, and the actual control tower that rises above.

The office building is two stories in height and has an irregular plan composed of interlocking square and rectangular volumes with two interior courtyards. It has a flat roof with built-up roofing. The exterior walls are composed of continuous bands of tinted, glazed aluminum storefront at the ground floor and ribbon windows at the second, alternating with continuous spandrels of scored cement plaster. The primary entrance is located on the southwest façade and consists of two pairs of glazed aluminum doors.

The Tower rises from the main interior courtyard. It has a square plan and is 13 stories in height. It is raised on four square concrete *piloti*, leaving the ground floor open except for the concrete stair and elevator tower. The exterior walls of the second through twelfth stories consist of continuous bands of aluminum-framed ribbon windows alternating with continuous spandrels of scored cement plaster. At each floor the tower is ringed by narrow cantilevered platforms with metal grates, and continuous horizontal metal pipe railings with angled metal vertical supports. The thirteenth story consists of the former control cab, set back from the tower perimeter and surrounded by a simple metal railing. The cab is square in plan with continuous bands of angled glass windows on all four sides and a flat roof.

The building's interior has been altered but retains some ceramic tile wall cladding, metal pipe stair rails, and at least one room with wood-paneled walls and integral metal wall clock.

Theme Building

The Theme Building (HCM-570), completed in 1962, is the geographic centerpiece and visual focus of the CTA. It was designed by Pereira and Luckman in an Expressionistic style to serve as the futuristic symbol of the new "jet age" airport. It is located in the very center of the CTA, at the midpoint of the main east-west axis. It sits on a circular island ringed by the Center Way divided access road, flanked to the north by a one-story USO building and a surface parking lot, to the south by a surface parking lot, to the east by

multi-story parking structures, and to the west by parallel rows of barrel-roofed service buildings[31] and the 1996 ATCT.

The Theme Building is of reinforced concrete and steel frame construction, and its exterior surfaces are finished in cement plaster. It has a circular plan and is symmetrically composed. It consists of a one-story circular base with a roof terrace, surrounded by a perforated concrete screen wall; a central, cylindrical circulation and utilities core; and a pair of crossed parabolic arches supporting an observation deck with a cantilevered, circular restaurant (now closed) suspended below. The restaurant is encircled by canted, aluminum-framed glass walls. The primary entrance is symmetrically located on the east façade and is accessed through a wedge-shaped forecourt hollowed out of the base, with terrazzo paving embedded with metal stars, walls and columns clad in ceramic mosaic tile, and a textured plaster ceiling with a circular oculus to the terrace above. The entrance consists of two pairs of glass doors in a floor-to-ceiling, aluminum framed glass wall. The doors open to a lobby with terrazzo floor and base, curved wood-paneled screen walls, textured plaster ceiling, and recessed flush doors and transom panels. The lobby elevators provide access to the circular, glass-walled restaurant and the observation deck above. The restaurant interior was completely remodeled in the mid-1990s. A 2008 seismic retrofit of the building added five feet of height to the central core.

1996 Airport Traffic Control Tower

In 1996, a new control tower was constructed to replace the control functions of the 1961 Tower. Located on the central axis of the CTA west of the Theme Building, the 289-foot high tower was constructed as part of a national program to upgrade air traffic control systems.[32]

5.2 Previous Historic Evaluations

Two buildings located within the CTA have been previously evaluated for eligibility as historic resources. These building are as follows:

[31] Remaining service bays originally constructed in 1961.
[32] LAX Master Plan draft EIS/EIR. (35)

The Theme Building (1961)

The Theme Building was designated as City of Los Angeles Historic Cultural Monument #570 on December 18, 1993.[33] In 2001, the Theme Building was determined eligible for listing in the National Register by consensus through a Section 106 evaluation. It was found eligible under Criterion C for architectural significance and was determined to satisfy National Register Criterion Consideration G for exceptional significance in a building less than 50 years old (at the time of evaluation). Because the Theme Building was determined eligible for listing in the National Register by consensus, it is listed in the California Register.[34]

1961 Airport Traffic Control Tower

In 2001, the 1961 ATCT was found ineligible for listing in the National Register due to extensive alterations that had compromised its integrity. The Historic Resources evaluation for the 2012 LAX Specific Plan Amendment Study Draft EIR reiterated the Tower's ineligibility for the National Register and found it ineligible for the California Register and as a City of Los Angeles Historic Cultural Monument. It was found, however, to "contribute to the setting of the Theme Building" at that time.

5.3 Historic Significance

Buildings, structures, objects and sites located within the CTA are potentially historically significant – and therefore eligible for historic designation – under two criteria in both the National Register and California Register: National Register Criterion A and in parallel California Register Criterion 1, and National Register Criterion C and in parallel California Criterion 3. Component properties located on the site are also potentially eligible under similar criteria for designation as a Los Angeles Historic Cultural Monument.

Under National Register Criterion A and California Register Criterion 1, the buildings, structures and sites located within the CTA are potentially significant for their association with the mid-20th Century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. Planned and designed in direct response to the requirements of jet travel, the CTA dispensed with earlier models of airport design featuring centralized monumental terminal buildings in favor of a

[33] *City of Los Angeles Historic Cultural Monument (HCM) List, City Declared Monuments*, City of Los Angeles Department of City Planning, July 31, 2014. (21)
[34] *LAX Specific Plan Amendment Study Draft EIR*, Los Angeles International Airport, July 2012 (4-337)

dispersed terminal pattern and minimalist design with efficiency and speed of circulation as the primary focus. In both plan and design, the CTA expressed the optimism and possibilities of the Jet Age.

Under National Register Criterion C and California Register Criterion 3, the buildings, structures and sites located within the CTA are potentially significant as an excellent example of Jet Age airport planning and design, and for their association with the planning and design team of Pereira and Luckman, Welton Becket & Associates and Paul R. Williams which was brought together exclusively for the Jet Age LAX upgrade.

The period of significance under Criteria A/1 and C/3 is 1957-1962 which encompasses the initial construction and completion of the CTA. This timeframe includes the commencement of Jet Age improvements at LAX and recognizes the transformative social and economic effects to Los Angeles resulting from the introduction of jet age travel.

The CTA has retained the following buildings, structures, objects and sites dating from 1957-1962[35]:

- Theme Building
- 1961 ATCT
- Terminals 3, 4, 5, 6, 7 and 8
- World Way U-shaped access road
- The remaining three eastern bays of the original Central Service Facility, located west of the Theme Building;
- Terminal 6 Sign Tower
- Remnant eight-armed light poles

5.4 Change and Alteration

As completed in 1962, the CTA distributed passenger activity over seven one- and two-story ticketing buildings facing a U-shaped access road, enclosing a central mall. Six of the ticketing buildings were connected via underground passageways to oval-shaped satellite buildings that contained the arrival/departure gates as well as passenger

[35] This list does not include remaining interior features which are discussed in later sections.

amenities including food services, gift shops and newsstands. Terminals 2 through 7 were identified by free-standing tube steel sign towers bearing each terminal's numerical designation, visible from the access road and central parking areas. The central mall contained along its axis the 1961 Administration Building and ATCT, the Theme Building, the airport's Central Service Facility and CUP, and a cooling tower, all surrounded by surface parking lots. A circular gas station with a flat projecting roof canopy sat north of the 1961 Administration Building and ATCT alongside the U-shaped access road.

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall, the extension of the ticketing/baggage claim buildings, small additions to some terminal satellites and the installation of moving sidewalks in some of the passenger tunnels. Alterations to the ticketing/baggage claim buildings and terminal satellites were conducted in a uniform manner reflecting the original design aesthetic. Since that time, a number of alterations have been undertaken that have substantially altered the CTA's original design and appearance. Substantial alterations to the CTA since its initial completion in 1962 include the following:

- By 1966 parking structures P-2b and P-5 had been constructed in the central mall, southwest of the CUP.
- By 1969 parking structure P-7 had been constructed to the southeast of the Theme Building.
- By 1971, additions had been constructed at the south ends of the Terminal 6 and 7 satellites; all of the ticketing/baggage claim buildings had been enlarged at the first and second stories, connecting Terminals 4 through 7; and parking structures P-2 and P-6 had been constructed in the central mall.
- In 1981, in anticipation of the 1984 Olympic Games, construction began on a major expansion project that included a new double-deck roadway, a new international terminal at the west end of the CTA, the addition of more than one million square feet of terminal space, remodeling of existing terminal buildings, 8,800 new parking spaces, runway reconstruction, and renovation of the CUP.
- By 1983, the elevated roadway was completed. The new access ramps to and from Sepulveda Boulevard and Century Boulevard eliminated the staff parking areas and landscaping flanking the 1961 Administration Building and ATCT, including the landscaped entrance plaza, fountain, and flagpoles facing

Sepulveda Boulevard. It appears that the circular gas station just north of the 1961 Administration Building and ATCT was also removed at this time.

- In 1984, the new TBIT and Terminal 1 were completed.
- In the 1980s, new concourse piers were constructed at each terminal, connecting the ticketing/baggage claim buildings to the satellites and providing additional gates and passenger amenities.
- In 1988, Terminal 2 was demolished and reconstructed.
- By 1994, parking structures P-1, P-2A, P-3 and P-4 had been constructed, with elevated walkways over World Way connecting the parking structures to the terminal buildings.
- In 1996, eight central bays of the Central Service Facility were demolished to make room for construction of the new 1996 ATCT.
- Between 1998 and 2002, Terminal 4 was completely remodeled. A new barrel roof was added to the ticketing/baggage claim building and an additional story added; a new 100,000-square-foot customs facility was added; baggage claim and concessions areas were doubled in size; and the interiors were completely reconfigured and refinished.[36]
- In the early 2000s, the 1961 Administration Building and ATCT were extensively altered. The Administration Building was altered by the following: the enclosure of its ground floor, which was originally open below a second story raised on concrete *piloti*; the partial enclosure of the original interior courtyard and connection to the Tower, which was originally free-standing; the enclosure of the original glass-walled second-story bridges that connected the north and south wings; the removal of the original exterior mosaic tile wall cladding and horizontal window canopies on the north and south façades; and the construction of a large two-story addition to the northwest. The Tower has been altered by the removal of its original vertical aluminum louvers and the

[36] Jennifer Oldham, "Remodeled Terminal at LAX Debuts," *Los Angeles Times*, August 1, 2002, http://articles.latimes.com/2001/aug/01/local/me-terminal1 (accessed July 2, 2015).

addition of metal pipe railings at each floor. The interiors have been almost completely reconfigured and refinished.

- In 2012, a complete interior remodel of Terminal 6 was completed[37].
- Between 2011 and 2013, the five remaining west bays of the old Central Service Facility were demolished and a new CUP was constructed on the site.
- Between 2010 and 2013, TBIT was substantially renovated.
- Between 2013 and 2015, the old CUP was demolished and a new thermal energy storage tank and maintenance facilities were constructed in its place.
- In 2015, a substantial interior remodel of Terminal 5 was completed.[38]
- Of the six original terminal sign towers, four have been extensively altered, truncated, and relocated. One (Terminal 4) is no longer extant. Only one of the six original terminal sign towers, that at Terminal 6, remains intact and in situ.

In addition to these major additions and renovations to accommodate passenger processing and improved amenities, the CTA has undergone constant minor alterations as part of necessary maintenance, including repair and replacement of exterior finishes and materials, replacement of interior finishes, remodeling of restrooms and concession areas, and upgrades to building systems.

5.5 Remaining Character-Defining Features

Character-defining features are those visual aspects and physical features or elements that give a historic resource its character and help to convey its significance. Character-defining features can identify a resource as an example of a specific property type, usually related to the building's function; they can exemplify the use of specific materials or methods of construction, or embody an historical period or architectural style; and they can convey the sense of time and place associated with significant events or people.

[37] Art Marroquin, "Alaska Airlines unveils $238M Terminal 6 makeover at LAX," *Los Angeles Daily News*, March 27, 2012, http://www.dailnews.com/20120327/alaska-airlines-unveils-238m-terminal-6-makeover-at-lax (accessed July 2, 2015).
[38] Harriet Baskas, "First look: Delta unveils $229M upgrade to LAX Terminal 5," *USA Today*, June 11, 2015 (accessed July 2, 2015) http://www.usatoday.com/story/todayinthesky/2015/06/11/private-check-in-lounge-caps-deltas-terminal-5-upgrade-at-lax/71056200/

Character-defining features are those elements constructed during the property's period of significance that contribute to the integrity of the property. In general, retaining character-defining features retains the integrity of an historic property, and therefore helps to retain the property's eligibility as an historic resource. Significant impacts on an historic resource result from major change to character-defining features, or from many incremental changes over time.

Under both Criteria A/1 and C/3, the period of significance for the CTA extends from 1957-1962, which spans the initial construction and final dedication of the CTA. Since then, the CTA has undergone a number of significant alterations, demolitions, and additions that have eliminated character-defining buildings, features and materials. The CTA's surviving character-defining features include the following:

- the historic plan *parti* of a U-shaped access road surrounded by passenger terminals and enclosing a central parking area;
- the Theme Building which remains largely intact;
- the shape and form of the 1961 ATCT;
- the axial relationship between the Theme Building and 1961 ATCT;
- the remaining three eastern bays of the Central Service Facility;
- the Terminal 6 Sign Tower;
- remnant eight-armed light poles;
- scattered material remnants of the original ticketing/baggage claim building finishes including ceramic mosaic tile wall and column cladding, terrazzo flooring, and acoustical plaster ceilings;
- remnants of the original terminal satellites including aluminum-framed curtain walls, vertical strip windows, ceramic mosaic tile wall and column cladding, circular domed lobbies, two-story semicircular waiting areas, and terrazzo flooring;
- passenger tunnels with terrazzo flooring and base, ceramic tile walls, ceramic mosaic tile murals, plaster ceilings with recessed and surface-mounted strip fluorescent light fixtures, and moving sidewalks.

5.6 Individual Resource Evaluations

As noted in Section 5.2 of this report, the CTA contains one building, the Theme Building, which was previously determined eligible for listing in the National Register

under Criterion C by consensus through Section 106 evaluation. Because the Theme Building was determined eligible for listing in the National Register by consensus, it is listed in the California Register.[39] The Theme Building is also designated as City of Los Angeles HCM #570. No other building, structure, object or site located within the CTA has been previously found eligible for designation as an individual historic resource.

As noted in the paragraph above, the buildings, structures and sites located within the CTA are potentially significant individually under National Register Criterion A and California Register Criterion 1 for their association with the mid-20th Century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. The buildings, structures and sites located within the CTA are also potentially significant individually under National Register Criterion C and California Criterion 3, as an excellent example of Jet Age airport planning and design and their association with the planning and design team of Pereira and Luckman, Welton Becket & Associates, and Paul R. Williams. The buildings, structures, objects and sites are also potentially eligible as City of Los Angeles HCMs for the same reasons. The period of significance for any individual resource would be the date of its construction which would fall into the 1957-1962 timeframe that encompasses the initial construction and completion of the CTA.

The CTA contains eight buildings that were constructed during the period of significance. In addition to the Theme Building, these include the 1961 Administration Building and ATCT, and six terminal buildings-- Terminal Buildings 3, 4, 5, 6, 7 and 8 (Terminal 1 was constructed in 1984 and Terminal 2 was demolished and rebuilt in 1988, both well outside the period of significance). All other buildings located within the CTA were constructed after 1962 and are considered outside the period of significance. Buildings remaining from the period of significance are examined below.

Evaluation of the 1961 Administration Building and Airport Traffic Control Tower

The 1961 Administration Building and ATCT has been extensively altered, particularly the two-story Administration Building portion. Alterations include enclosure of its ground floor, partial enclosure of the original interior courtyard, enclosure of the original glass-walled second-story bridges that connected the north and south office wings; the removal of the original exterior mosaic tile wall cladding and horizontal window

[39] *LAX Specific Plan Amendment Study Draft EIR*, Los Angeles International Airport, July 2012 (4-337)

canopies on the north and south façades; and the construction of a large two-story addition to the northwest.

The Tower portion has been altered by the removal of the original aluminum vertical louvers and the addition of metal pipe railings at each floor but continues to retain several original features including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; continuous, fixed, aluminum-framed ribbon windows; scored cement plaster spandrels; continuous aluminum grates; exposed concrete *piloti*, elevator/stair shaft, and screen wall at ground floor; and its second-story bridge to the Administration Building with ceramic mosaic tile wall cladding and aluminum-framed clerestory window. The original immediate surroundings and landscape have also been completely altered.

Due to extensive alteration of the two-story Administration portion and alterations to the Tower portion, the building no longer retains integrity of *design*, *setting*, *materials* or *workmanship* and therefore does not retain sufficient integrity to be eligible for listing in the National Register under Criteria A or C. The California Register criteria is somewhat more forgiving than the National Register criteria when it comes to integrity but given the overall alteration of its architectural design, the building is also not eligible for listing in the California Register under Criterion 1 or 3.

Because the Tower portion retains its vertical form and control cab, it is still recognizable as a control tower from the period of significance. Despite alterations, it continues to retain integrity of *location*, *feeling* and *association*. The Tower remains in its original location at the eastern entry into the CTA and retains its historic axial relationship with the Theme Building. It therefore continues to convey its historic association with the Jet Age redesign of LAX and the transformative effects of jet travel. For these reasons, the Tower does appear eligible for local listing as a City of Los Angeles HCM.

Evaluation of Terminal Building 3

Terminal 3 has been substantially altered since the period of significance. Very little remains of the original ticketing/baggage building with the exception of remnant ceramic tile cladding in some locations. Terminal 3 has retained its original underground tunnel with mosaic tile murals connecting the ticketing/baggage building to the oval-shaped satellite building. The satellite building remains largely intact but its southern façade has been altered by the addition of an above-ground concourse pier connecting the ticketing/baggage claim buildings to the satellite. Alteration of the ticketing/baggage building and the addition of the connecting concourse have substantially changed the original configuration of Terminal 3 such that its original form is only partially apparent.

Terminal 3 no longer retains sufficient integrity to be individually eligible for listing as a historic resource.

Evaluation of Terminal Buildings 4, 5, 6, 7 and 8

All the remaining original terminal buildings have been altered since the period of significance. Very little remains of the original ticketing/baggage buildings of terminals 4, 5, 6, and 7 with the exception of remnant ceramic tile cladding in some locations. Terminal 6 does retain its original steel pylon sign (see below).

Terminals 4, 5, 6, and 7 all retain their original underground tunnels with mosaic tile murals. The floors and ceilings of the tunnels at terminals 5, 6 and 7 have been either partially or completely replaced. All of the oval-shaped satellite buildings original to terminals 4, 5, 6, and 7 have been altered by the addition of concourse piers connecting the ticketing/baggage claim buildings to the satellites above ground. Many have sustained successive additions as well. Terminal 8 was not originally configured with an oval-shaped satellite but it has also been substantially altered with additions and new cladding. These alterations have substantially changed the terminal buildings such that their original form is only partially or no longer apparent. None of the terminal buildings remaining from the period of significance appear to be eligible individually for listing as a historic resource.

Remnant Structures and Objects

In addition to the buildings remaining from the period of significance, the World Way U-shaped access road retains its basic historic configuration; remnant objects and structures also remain including three eastern bays of the Central Service Facility, the sign tower for Terminal 6, and remnant eight-armed light poles. Of these, only the original sign tower for Terminal 6 appears eligible for listing as an individual historic resource. The Terminal 6 Sign Tower is not eligible for the National Register or California Register as an individual resource but it does appear eligible for listing as a Los Angeles Historic Cultural Monument as the last terminal identification sign remaining from the period of significance.

5.7 Historic District Evaluation

Because the CTA represents a collection of related buildings, structures, objects and sites originally master-planned, designed and constructed as a unified entity, consideration of the property as an historic district is appropriate for its evaluation.

As noted previously, the buildings, structures and sites located within the CTA are potentially significant as a historic district under National Register Criterion A and California Register Criterion 1 for their association with the mid-20th Century expansion

and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. The CTA is also potentially significant as a historic district under National Register Criterion C and California Register Criterion 3, as an excellent example of Jet Age airport planning and design and its association with the planning and design team of Pereira and Luckman, Welton Becket & Associates, and Paul R. Williams. The buildings, structures, objects and sites are also potentially eligible as City of Los Angeles HCMs for the same reasons. The period of significance is 1957-1962 which encompasses the initial construction and completion of the CTA.

Currently, the CTA contains twelve (12) buildings. Of these, eight (8) remain from the period of significance. As explained previously, the Theme Building and the 1961 ATCT have retained sufficient integrity to convey their historic significance as individual resources and would, therefore, be considered contributing resources to a potential historic district. Terminal 3, which does not retain sufficient integrity to be eligible for listing as an individual resource, is the most intact of the remaining terminal buildings, having retained the original tunnel and many character-defining features in the satellite building. As such, it would also be considered a contributing resource to a potential historic district. Due to substantial alteration, none of the remaining terminal buildings from the period of significance retain sufficient integrity to convey their historic significance. Out of the 12 buildings currently present in the CTA only 3 would qualify as contributing.

In addition to the Theme Building and 1961 ATCT, remnant objects and structures also remain throughout the CTA. These include three eastern bays of the Central Service Facility, the sign tower for Terminal 6, and remnant eight-armed light poles. Internal underground tunnels linking the ticketing/baggage buildings to the terminal satellites also remain. In addition, the World Way U-shaped access road retains its basic historic configuration. As noted above, the sign tower for Terminal 6 appears individually eligible for designation as a Los Angeles Historic Cultural Monument. None of the other remaining elements are eligible for individual designation.

Given the extent of alterations and new construction within the CTA since the period of significance, it does not appear that the remaining contributing buildings and features collectively retain sufficient integrity to qualify as a historic district. The integrity of the CTA is examined below.

Assessment of Integrity

Historic integrity is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."[40]

The National Park Service defines seven aspects of integrity for historic resources. These are *location*, *design*, *setting*, *materials*, *workmanship*, *feeling*, and *association*. The integrity of the CTA is evaluated below based on these seven aspects:

- Location: The CTA remains on its original site. It therefore retains integrity of location.
- Design: The CTA has undergone numerous major and minor alterations since both its initial completion in 1962 and its transformation since 1981 and no longer retains most of the characteristics of its original "Jet Age" design. Individually, the centrally located Theme Building remains substantially intact and retains its integrity of design. The 1961 ATCT also retains its basic architectural form and distinctive control booth. The individual terminal buildings, originally constructed as simple roadside ticketing buildings and oval-shaped airside passenger terminals connected by underground tunnels, have either been demolished and replaced or substantially altered such that their original form is no longer apparent. Overall, the CTA has been further compromised by the addition of a second deck over the roadway; the continued addition of multi-level parking structures; the demolition of the original CUP and Central Service Facility; the construction of the 1996 ATCT and the new CUP; and the alteration of the 1961 Administration Building and ATCT. Due to the cumulative effect of these alterations, the CTA no longer retains integrity of design.
- Setting: The CTA remains in its original setting at the geographic and operational center of LAX, flanked to north and south by the airport's main runways and taxiways. It therefore retains integrity of setting.
- Materials: Due to the numerous alterations itemized above, the CTA has lost a majority of its historic materials and retains only scattered and disparate remnants such as portions of ceramic mosaic tile cladding, aluminum framed

[40] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service) 1997 (4)

curtain walls, and terrazzo flooring of the terminal buildings. The CTA no longer retains integrity of materials.

- Workmanship: Due to the numerous alterations listed above, the CTA has lost a majority of the examples of technological practices and aesthetic principles of the mid-20th century, and retains only scattered and disparate remnants such as portions of ceramic mosaic tile cladding and terrazzo flooring of the terminal buildings. The CTA therefore does not retain integrity of workmanship.
- Feeling: Because of numerous and extensive alterations after its period of significance, the CTA no longer retains integrity of design, materials, or workmanship, and no longer conveys the feeling of a mid-20th century "Jet Age" airport. It therefore no longer retains integrity of feeling.
- Association: Because of numerous and extensive alterations the CTA no longer retains integrity of design, materials, workmanship, or feeling, and no longer conveys its important associations with the early development of jet aircraft travel and the post-World War II growth of Los Angeles into a major metropolitan center. It therefore no longer retains integrity of association.

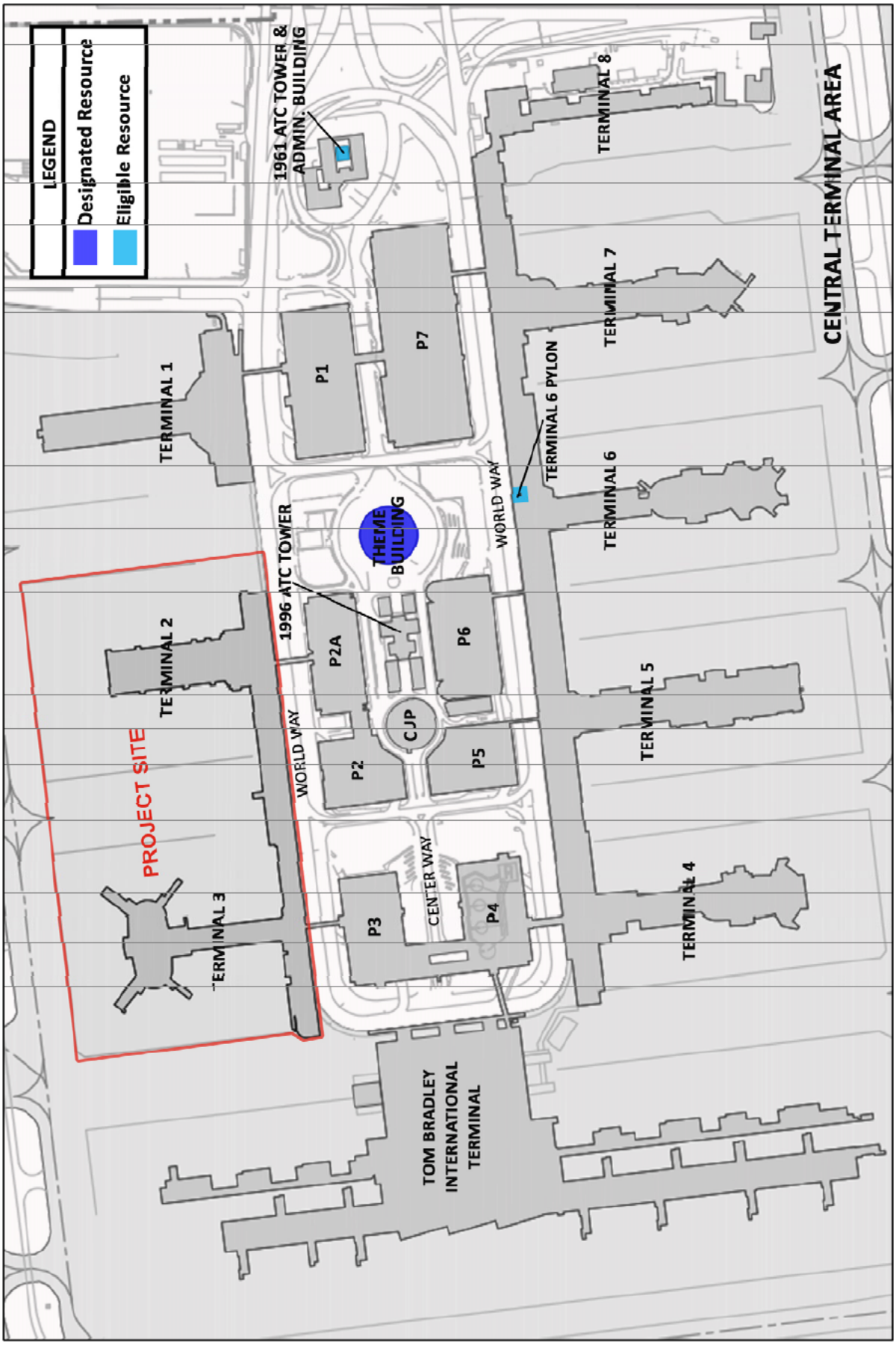
In summary, the CTA only retains integrity of *location* and *setting*. For any potential historic district, non-contributing buildings, structures, objects and site features located within the CTA would greatly outnumber contributors. The CTA does not exhibit the necessary ratio of contributing elements to non-contributing elements in order to qualify for listing as a historic district under National Register, California Register or local criteria.

5.8 Summary of Findings

The CTA contains one (1) building, the Theme Building that has been listed in the California Register and has been designated a City of Los Angeles HCM. The CTA also contains one (1) building, the 1961 ATCT, which appears eligible for listing as a City of Los Angeles HCM. One (1) structure, the Terminal 6 Sign Tower, also appears eligible for designation as a City of Los Angeles HCM. No other buildings, structures, objects or sites located within the CTA appear eligible for listing individually as a historic resource.

In addition, the CTA does not contain a grouping of buildings, structures, objects and sites that would be eligible collectively as a historic district. A map of the CTA can be found in Figure 2. The findings from the historic resources investigation of the CTA are summarized in Appendix C.

Figure 2: Historic Resources within the Central Terminal Area



6.1 Significance Threshold

The City of Los Angeles CEQA Thresholds Guide (2006, p. D.3-2) states that a project would normally have a significant impact on historic resources if it would result in a substantial adverse change in the significance of a historic resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

In addition to this guidance provided by the City of Los Angeles, the State Legislature, in enacting the California Register, also amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse.

A project with an effect that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment.[41] A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[42]

[41] *CEQA Guidelines*, section 15064.5(b).

[42] *CEQA Guidelines*, section 15064.5(b) (1).

The Guidelines go on to state that "[t]he significance of an historic resource is materially impaired when a project… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historic resources… or its identification in a historic resources survey."[43]

6.2 Potential Impacts to Historic Resources

As noted in Section 5.2 of this report, investigation of the CTA revealed one (1) building, the Theme Building that has been listed in the California Register and has been designated as City of Los Angeles HCM; one (1) building, the 1961 ATCT, that appears eligible for listing as a City of Los Angeles HCM; and one (1) structure, the Terminal 6 Sign Tower, which is eligible for designation as a City of Los Angeles HCM. All three are considered historic resources for the purposes of CEQA.

The Project will involve demolition and new construction at Terminal 2 and Terminal 3 in the northwest portion of the CTA. Neither Terminal 2 nor Terminal 3 were found eligible for historic listing and are not considered historic resources for the purposes of CEQA. No historic resources were identified immediately adjacent to Terminal 2 or Terminal 3.

The Theme Building, located south and east of the Project site, is the historic resource located in closest proximity to the Project site. The double-level World Way access road separates the central area of the CTA where the Theme Building is located from the perimeter of the CTA where the terminals are located. All demolition and new construction associated with the Project would take place north of World Way. Views to the Theme Building from the north are brief and intermittent under the existing condition, and these views are obscured by the combination of terminal buildings, including the existing Terminal 2 and Terminal 3 structures; the World Way structure; and interior parking structures. Construction associated with the Project would not negatively affect views in a significant manner.

Because the Project would involve only Terminal 2 and Terminal 3, and there are no historic resources located immediately adjacent to the Project site, the Project would not result in significant impacts to historic resources. The Project would not demolish,

[43] *CEQA Guidelines*, section 15064.5(b)(2).

relocate, convert, rehabilitate or reduce the integrity or significance of any historic resources located within the Project site or in the vicinity. The Project would not result in any significant impact to a historic resource.

6.3 Impact Analysis Using Los Angeles CEQA Thresholds

The following analysis uses the thresholds provided in the City of Los Angeles CEQA Thresholds Guide.

1. Would the Project involve the demolition of a significant resource?

No. The Project would not demolish a significant resource. The Project would require the demolition of the existing ticket and baggage building (ticketing building), above-ground concourse, and the two southern gate extensions of Terminal 3. The Project would not result in the demolition of the underground tunnel associated with the Terminal 3 concourse, including the ceramic mosaic tile mural. The Project would also demolish the ticket and baggage (ticketing building) of Terminal 2. Neither Terminal 2 nor Terminal 3 were found eligible for historic listing and are not considered historic resources for the purposes of CEQA. Therefore, the Project does not involve demolition of a significant historic resource.

2. Would the Project involve relocation that does not maintain the integrity of a significant resource?

No. The Project does not involve the relocation of any historic buildings. Therefore, the Project would not involve relocation that does not maintain the integrity of a significant resources.

3. Would the Project involve conversion, rehabilitation or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings?

No. The Project would involve substantial alteration of both Terminal 2 and Terminal 3. As noted above, neither Terminal 2 nor Terminal 3 were found eligible for historic listing and are not considered historic resources for the purposes of CEQA. Therefore, the Project does not propose conversion, rehabilitation, or alteration of any historically significant resource.

4. Would the Project involve construction that reduces the integrity or significance of important resources on the site or in the vicinity?

No. All new construction related to the Project would be focused on Terminal 2 and Terminal 3, neither of which are considered historic resources for the purposes of CEQA. The proposed new construction would be located north and west of the Theme Building, the closest historic resource to the Project site.

New construction would be separate and apart from the Theme Building and would not alter any existing site lines to or from the Theme Building. Views to the Theme Building from the north are brief and intermittent under the existing condition, and these views are obscured by the combination of terminal buildings, including the existing Terminal 2 and Terminal 3 structures; the World Way structure; and interior parking structures. Construction associated with the Project would not negatively affect views in a significant manner.

The 1961 ATCT and the sign tower for Terminal 6 – the two additional resources identified as historically significant within the CTA – are located even further from new construction associated with the Project and would not be adversely affected. The 1961 ATCT sits south and substantially east of the Project site and the Terminal 6 Sign Tower is located on the opposite side of the CTA, south of the Project Site. Both resources will remain intact in their original locations after implementation of the Project. The Project does not involve construction that would reduce the integrity of important resources on the Project site or in the vicinity.

6.4 Summary of Potential Impacts to Historic Resources

Analysis of potential impacts using the Los Angeles CEQA thresholds reveals that the Project would not result in significant impacts to historic resources.

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California Code of Regulations, (Title 14, Division 6, Chapter 3, Sections 15000-15387).

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Code of Federal Regulations, (Title 36, Part 60)

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Mines Field c. 1930
Los Angeles Public Library Collection

Los Angeles International Airport Intermediate Facilities c. 1955

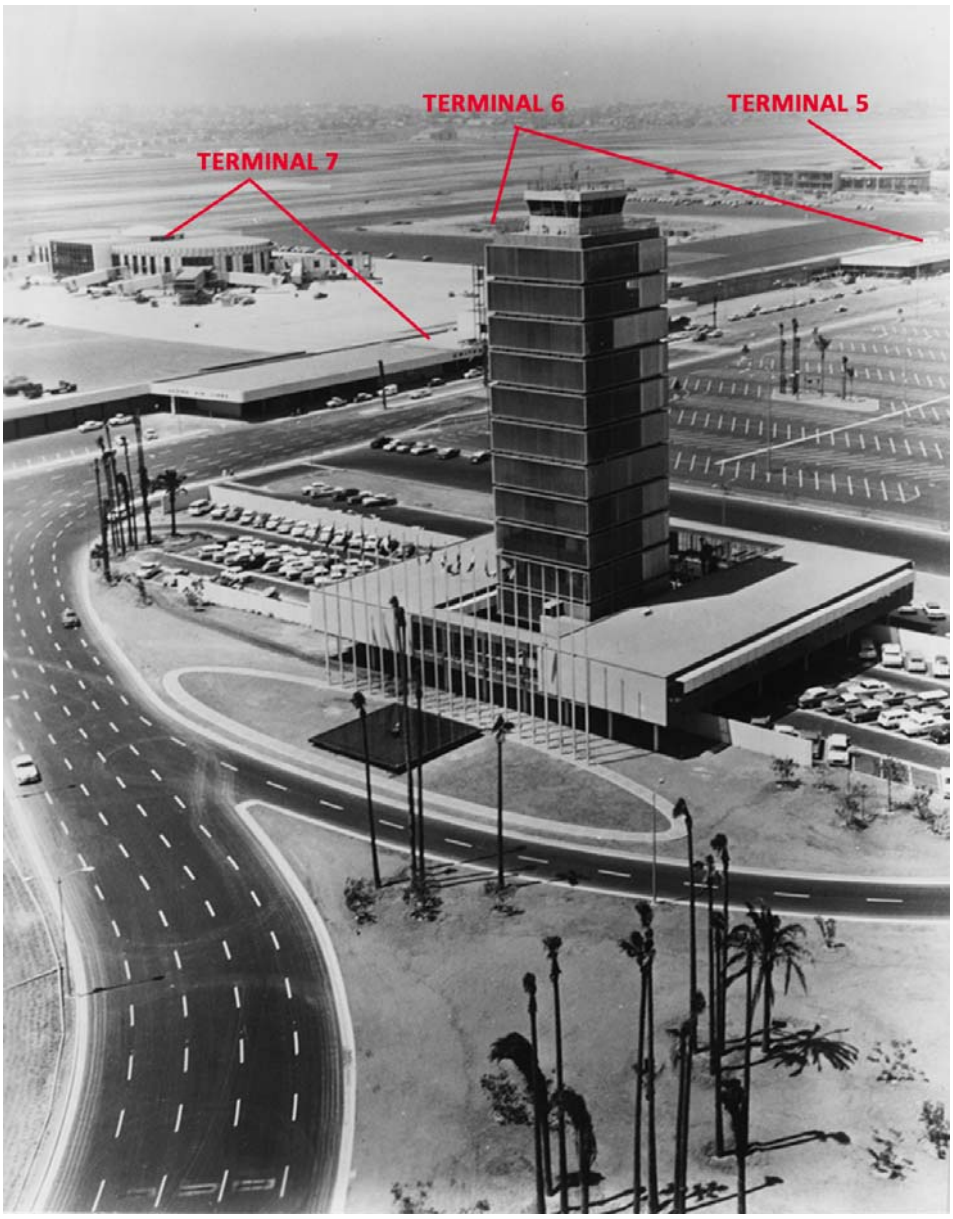
LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

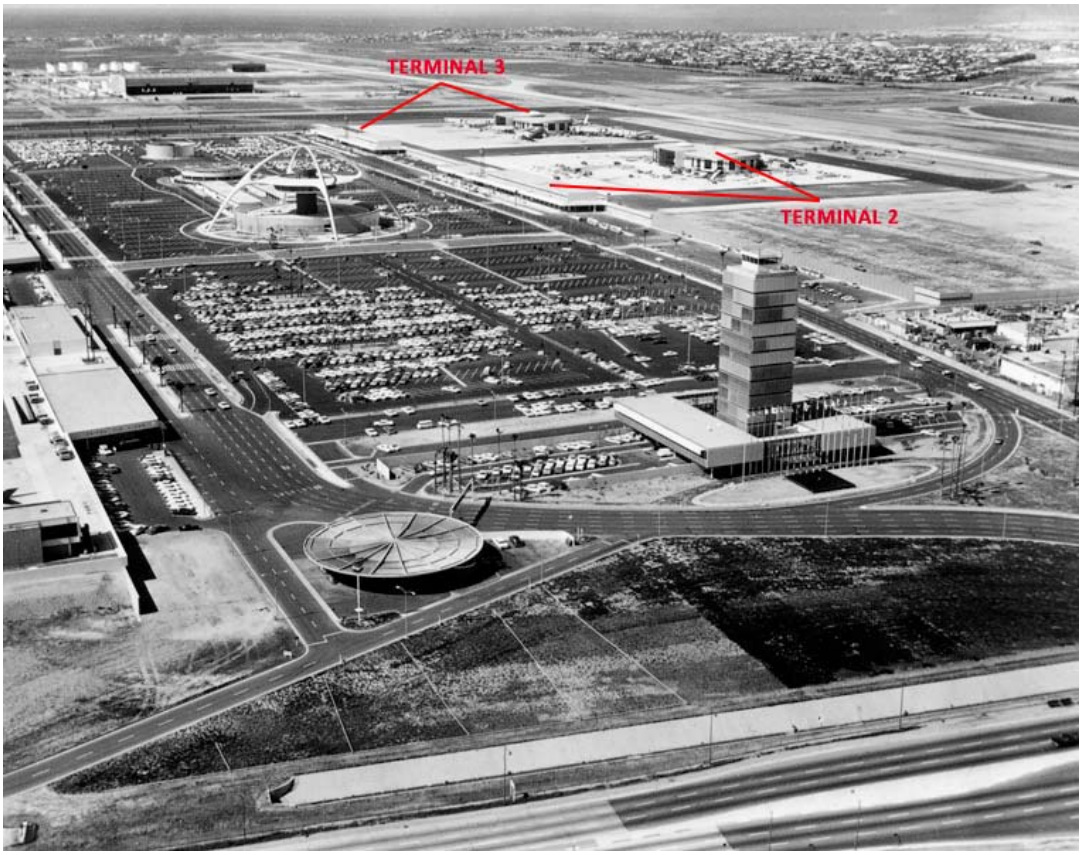
Central Terminal Area Under Construction 1960
Los Angeles Public Library

LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

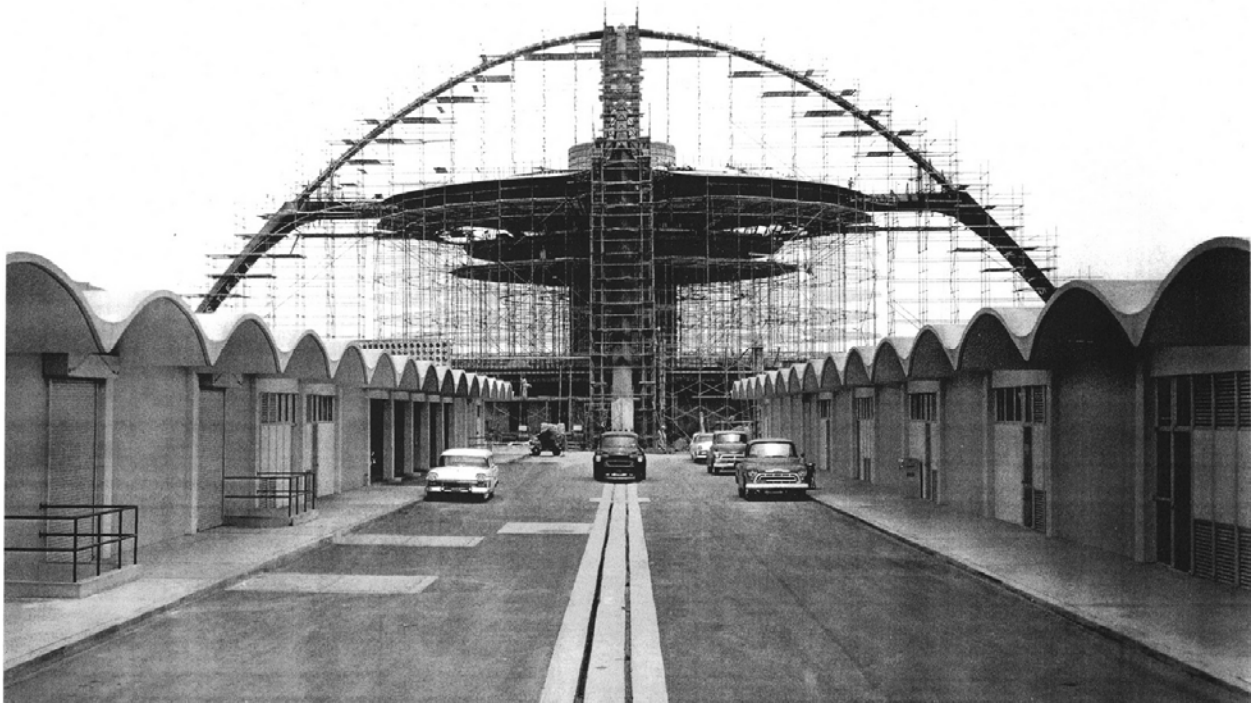
HISTORIC RESOURCES GROUP



Central Terminal Area 1961
Los Angeles Water & Power Collection



Central Terminal Area c.1962
Los Angeles Water & Power Collection



Theme Building and Service Bays c.1961
Los Angeles Water & Power Collection

Terminal 3 Ticketing and Baggage 1962
Getty-Schulman Archive

Theme Building c.1970

LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

CTA Tower, December 2014

LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

Theme Building, June 2014

LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

Terminal 6 Pylon, February 2015

LAX Terminals 2 and 3 Modernization Project
Historic Resources Technical Report
June 2016

HISTORIC RESOURCES GROUP

APN	ADDRESSS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4129027902	201	World Way	1962	Restaurant and Observation Deck	Property is listed in the California Register and locally designated as Historic Cultural Monument No. 570. It is also determined eligible for listing in the National Register by consensus. It is significant as an excellent example of Expressionistic architecture designed by master architects, Pereira and Luckman.
4129027902	1	World Way	1961	Airport Traffic Control Tower	Eligible for local listing through survey evaluation. (Tower portion only)
4129027902		World Way	1961	Terminal 6 Sign Tower	Eligible for local listing.

Appendix A.2

Distribution

- Agency/Interested Persons Mailing List
- Libraries – Repository Signatures
- County Clerk Posting

Agency/Interested Persons Mailing List

PETITIONER & AGENCY LIST - Updated 8/2/2016
LAWA Recipients

Agency	Last	First	Title	Address	City	State	Zip	Tel.	E-mail	Notice	Notice & NOP/IS on Flash Drive	Hard Copy
BOAC Office	Miller	Sandy	Executive Assistant II	One World Way, 1st Floor	Los Angeles	CA	90045				1	
City of Los Angeles - Los Angeles World Airports	Flint	Deborah	Chief Executive Officer	One World Way, 2nd Floor	Los Angeles	CA	90045	(424) 646-6250	dflint@lawa.org	1		
City of Los Angeles - Los Angeles World Airports	Tracy	Suzanne	Deputy City Attorney	One World Way, 1st Floor	Los Angeles	CA	90045		stracy@lawa.org		1	
LAWA Police Department	Gannon	Patrick	Chief	One World Way	Los Angeles	CA	90045	(424) 646-5045	pgannon@lawa.org	1		
Stakeholder Liaison Office	Martinez-Sidhom	Brenda	LAX Stakeholder Liaison	One World Way, Suite 219	Los Angeles	CA	90045	(424) 646-5185	bsidhom@lawa.org	1		
LAWA EPG	Espiritu	Angelica		One World Way	Los Angeles	CA	90045					2
										3	**2**	**2**

PETITIONER & AGENCY LIST - Updated 8/2/2016
City Departments/Elected Officials

Agency	Last	First	Title	Comparison: Address used in Terminal 1 Modernization	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & NOP/IS on flash drive	Hard Copy
City of Los Angeles Council District 11	Bonin	Mike	Councilmember	Same	200 N. Spring Street, Room 415	Los Angeles	CA	90012	(213) 473-7011	(213) 473-6926	mike.bonin@lacity.org		1	
City of Los Angeles Council District 11 - Field Office	Pulido	Omar	Community Liaison	Included (Attn: Duboss, Jessica)	7166 W. Manchester Ave.	Los Angeles	CA	90045					1	
City of Los Angeles Department of Building & Safety	Bush	Frank	Interim General Manager	Same	201 N. Figueroa Street	Los Angeles	CA	90012	(213) 482-6800		raymond.chan@lacity.org	1		
City of Los Angeles Department of City Planning	Bertoni	Vince	Planning Director	Included (Connie Pallini-Tipton, Sr City Planner)	200 N. Spring Street, 5th Floor	Los Angeles	CA	90012	(213) 978-1271		vince.bertoni@lacity.org	1		
City of Los Angeles, Department of General Services, Asset Mgmt. Division	McCormick	Melody	Asset Management Director	New	111 E First St, 5th floor	Los Angeles	CA	90012	(213) 922-8500		Melody.McCormick@lacity.org	1		
City of Los Angeles Department of Public Works, Bureau of Engineering	Martin	Maria	Environmental Group Manager	Sent to City Engineer	1149 S. Broadway, 6th Floor, Suite 600	Los Angeles	CA	90015-2213				1		
City of Los Angeles Department of Public Works, Bureau of Sanitation - Solid Waste Division	Cobian	Paul	Environmental Supervisor	New	1149 South Broadway, 11th Floor	Los Angeles	CA	90015	(213) 847-5182		paul.cobian@lacity.org	1		
City of Los Angeles Department of Transportation	Mustafa	Zaki M	Principal Transportation Engineer	Included (Jay Kim)	100 S. Main Street, 10th Floor	Los Angeles	CA	90012	(213) 972-8436	(213) 928-9611	zaki.mustafa@lacity.org	1		
City of Los Angeles Department of Transportation	Blorfroshan	Mo	West Los Angeles Development Review	Included (Sean Haeri, Sr Transportation Engineer)	7166 W. Manchester Ave.	Los Angeles	CA	90045	(213) 485-1062	(213) 485-1285	ladot.planprocessing@lacity.org	1		
City of Los Angeles Department of Transportation	Reynolds	Seleta			100 S. Main Street, 10th Floor	Los Angeles	CA	90012				1		
City of Los Angeles Department of Water & Power - Environmental Assessment	Parker	Nadia Jeannine	Supervisor of Environmental Assessment	Included (Charles Holloway, Manager, 10th fl)	111 N. Hope Street, Room 1044	Los Angeles	CA	90012	(213) 367-1745		nadia.parker@ladwp.com	1		
City of Los Angeles Mayors Office	Leon	Borja	Director, Transportation Services	Same	200 N. Spring Street, Room 303	Los Angeles	CA	90012	(213) 978-0641	(213) 978-0719	jim.bickhart@lacity.org	1		
Los Angeles Fire Department			Construction Services Unit	Same	200 N. Main Street	Los Angeles	CA	90012				1		
Los Angeles Fire Department	Terrazas	Ralph	Chief	New	200 N. Main Street, 16th floor	Los Angeles	CA	90012	(213) 978-3800	(213) 978-3712	LAFDrequest@lacity.org contact.lapdonline@gmail.com	1		
Los Angeles Fire Department - Fire Station 5				New	8900 S. Emerson Ave	Los Angeles	CA	90045						
Los Angeles Fire Department - Fire Station 51				New	10435 Sepulveda Blvd.	Los Angeles	CA	91345						
Los Angeles Fire Department - Fire Station 80				New	7250 World Way West	Los Angeles	CA	90045				1		
Los Angeles Fire Department - Fire Station 95				New	10010 International Road	Los Angeles	CA	90045						
Los Angeles Police Department			Pacific Community Crime Prevention Unit	Same	12312 Culver Blvd.	Los Angeles	CA	90066	(310) 202-2890		ComPolicing@lapd.lacity.org	1		
												14	**2**	**0**

PETITIONER & AGENCY LIST - Updated 8/3/2016

Other Agencies

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice - overnight mail	Notice & NOP/IS on Flash Drive	Hard Copy
Cal Trans - District 7	Watson	DiAnna	IGR/CEQA Program Manager	100 S. Main Street Transportation Planning Office, 1-1-C	Los Angeles	CA	90012	(213) 897-9140		dianna.watson@dot.ca.gov			1	
Cal Trans - Division of Aeronautics	Hesnard	Sandy		1120 N. Street, Room 300	Sacramento	CA	94274				1			
City of Culver City	Nachbar	John M.	City Manager	9770 Culver Blvd.	Culver City	CA	90232	(310) 253-5660		john.nachbar@culvercity.org		1		
City of El Segundo	Fuentes	Suzanne	Mayor	350 Main Street	El Segundo	CA	90245	(310) 524-2302	(310) 640-1826	sfuentes@elsegundo.org		1		
City of El Segundo	Boyles	Drew	Mayor Pro Tem	350 Main Street	El Segundo	CA	90245	(310) 524-2302				1		
City of El Segundo	Carpenter	Greg	City Manager	350 Main Street	El Segundo	CA	90245	(310) 524-2301		gcarpenter@elsegundo.org		1		
City of Inglewood	Butts Jr.	James T.	Mayor	One Manchester Boulevard, 9th Floor	Inglewood	CA	90301	(310) 412-5300	(310) 330-5733	Mayor@Cityofinglewood.org		1		
County of Los Angeles	Hamai	Sachi A.	Chief Executive Officer	500 West Temple Street.	Los Angeles	CA	90012	(213)974-1311		info@ceo.lacounty.gov			1	
County of Los Angeles Department of Beaches and Harbors			Planning Division	13483 Fiji Way, TR #3	Marina Del Rey	CA	90292				1			
County of Los Angeles Department of Public Works	Nyivih	Anthony	Land Development Division	P.O. Box 1460	Alhambra	CA	91802-1460	(626) 458-4921 (626) 458-4900		anyivih@dpw@lacounty.gov	1			
County of Los Angeles Department of Public Works			Planning Division	900 S. Fremont Ave., 11th Floor	Alhambra	CA	91803				1			
County of Los Angeles Department of Regional Planning	Bruckner	Richard J.	Director of Regional Planning	320 W. Temple Street	Los Angeles	CA	90012	(213) 974-6401		rbruckner@planning.lacounty.gov		1		
County of Los Angeles Department of Regional Planning			Impact Analysis Section	320 W. Temple St., Room 1356	Los Angeles	CA	90012	(213) 974-6411	(213) 626-0434				1	
County of Los Angeles Dept.of Beaches & Harbors	Miyamoto	Charlotte	Planning Division Chief	13837 Fiji Way	Marina Del Rey	CA	90292	(310) 305-9503		info@bh.lacounty.gov	1			
County Supervisor - 1st District	Solis	Hilda L.	Hon. Supervisor	822 Kenneth Hahn Hall of Administration 500 West Temple Street Rm 856	Los Angeles	CA	90012	(213) 974-4111	(213) 613-1739	firstdistrict@bos.lacounty.gov	1			
County Supervisor - 2nd District	Ridley-Thomas	Mark	Hon. Supervisor	822 Kenneth Hahn Hall of Administration 500 West Temple Street Rm 866	Los Angeles	CA	90012	(213) 974-2222		mridley-thomas@bos.lacounty.gov	1			
County Supervisor - 3rd District	Kuehl	Sheila	Hon. Supervisor	822 Kenneth Hahn Hall of Administration 500 West Temple Street Rm 821	Los Angeles	CA	90012	(213)947-3333		sheila@bos.lacounty.gov	1			
County Supervisor - 4th District	Knabe	Don	Hon. Supervisor	822 Kenneth Hahn Hall of Administration 500 West Temple Street Rm 822	Los Angeles	CA	90012			don@bos.lacounty.gov	1			
County Supervisor - 4th District, Torrance District Office	Napolitano	Steve	Field Deputy	825 Maple Ave.	Torrance	CA	90503	(310) 222-3015		snapolitano@lacbos.org	1			
County Supervisor - 5th District	Antonovich	Michael D.	Hon. Supervisor	822 Kenneth Hahn Hall of Administration 500 West Temple Street Rm 869	Los Angeles	CA	90012			fifthdistrict@lacbos.org	1			
US Federal Aviation Administration Western-Pacific Region	Lammerding	Patrick	Assistant Manager	15000 Aviation Blvd., Room 3024	Lawndale	CA	90261	(310) 725-3621					1	
US Federal Aviation Administration Western-Pacific Region	Globa	Victor	Environmental Protection Specialist	15000 Aviation Blvd., Room 3000	Lawndale	CA	90261	(310) 725-3637		Victor.Globa@faa.gov			1	
Los Angeles County Metropolitan Transportation Authority			Metro CEQA Review Coordination	One Gateway Plaza	Los Angeles	CA	90012						1	

PETITIONER & AGENCY LIST - Updated 8/3/2016

Other Agencies

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice - overnight mail	Notice & NOP/IS on Flash Drive	Hard Copy
LA County Metropolitan Transportation Authority	Vollucci	Stephen	Principal Real Estate Officer	One Gateway Plaza	Los Angeles	CA	90012	213-922-2408		volluccis@metro.net	1			
South Coast Air Quality Management District	Wong	Jillian		21865 Copley Drive	Diamond Bar	CA	91765	(909) 396-2000					1	
Southern California Association of Governments	Hall	Ryan	Inter-Governmental Review	818 W. 7th Street, 12th Floor	Los Angeles	CA	90017						1	
Office of Planning and Research			State Clearinghouse	1400 10th Street	Sacramento	CA	95814							15
US Coast Guard	Cooper	Thomas	Commanding Officer	7159 World Way West	Los Angeles	CA	90012				1			
US Customs and Border Protection	Hinojosa	Ana	US Customs & Border Protection	11099 S LaCienega Blvd #201	Los Angeles	CA	90045				1			
US Department of Homeland Security	Jackson	Aimee	Program Manager	601 S 12th Street TS-19 East Tower	Arlington	VA	22202				1			
US General Services Agency	Venegas	John	Lease Administration Specialist	11000 Wilshire Blvd. Suite 7100	Los Angeles	CA	90024				1			
US Postal Service	Yamakido	Laureen	Real Estate Specialist	1300 Evans Ave., Suite 200	San Francisco	CA	94188-8200				1			
											17	**6**	**8**	**15**

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & NOP/IS on Flash Drive	Hard Copy
Alliance for a Regional Solution to Airport Congestion	Schneider	Denny	President	7929 Breen Avenue	Los Angeles	CA	90045	(310) 641-4199	(310) 338-1550	Denny@welivefree.com		1	
Buchalter Nemer	Lichman	Barbara	Counsel for Cities of Inglewood and Culver City and County of LA	18400 Von Karman Ave, Suite 800	Irvine	CA	92612	(949) 224-6292 (949) 760-1121	(949) 720-0182	blichman@buchalter.com		1	
Chatten-Brown & Carstens	Carstens	Douglas	Counsel for ARSAC	2200 Pacific Coast Hwy, Suite 318	Hermosa Beach	CA	90254	(310) 798-2400 ext. 1	(310) 798-2402	dpc@cbcearthlaw.com		1	
City of Culver City	Schwab	Carol	City Attorney	9770 Culver Boulevard 3rd Floor	Culver City	CA	90232	(310) 253-5660	(310) 253-5664	carol.schwab@culvercity.org lisa.melgoza@culvercity.org		1	
City of Culver City	Baker	Heather	Assistant City Attorney	9770 Culver Boulevard 3rd Floor	Culver City	CA	90232	(310) 253-5660	(310) 253-5664	heather.baker@culvercity.org lisa.melgoza@culvercity.org		1	
City of Inglewood	Campos	Kenneth	City Attorney	One Manchester Boulevard	Inglewood	CA	90301	(310) 412-5372		csaunders@cityofinglewood.org		1	
County of Los Angeles	Kraptli	John	County Counsel	500 West Temple Street, Room 610	Los Angeles	CA	90012	(213) 974-1811 (213) 244-5622	(213) 680-2165	mwickham@counsel.lacounty.gov		1	
County of Los Angeles	Hefetz	Lawrence	County Counsel	500 West Temple Street, Room 610	Los Angeles	CA	90012					1	
County of Los Angeles	Faughnan	Thomas	Principal County Counsel	500 West Temple Street, Room 610	Los Angeles	CA	90012					1	
Shute, Mihaly & Weinberger LLP	Shute	E. Clement	Counsel	396 Hayes Street	San Francisco	CA	94102	(415) 552-7272 (415) 225-1018		shute@smwlaw.com		1	
Shute, Mihaly & Weinberger LLP	Wolff	Osa	Counsel	396 Hayes Street	San Francisco	CA	94102	(415) 552-7272		wolff@smwlaw.com		1	
Shute, Mihaly & Weinberger LLP	Ross	Gabriel	Counsel	396 Hayes Street	San Francisco	CA	94102	(415) 552-7272		ross@smwlaw.com		1	
											0	**12**	**0**

PETITIONER & AGENCY LIST - Updated 8/8/2016
Other Parties/Organizations

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & NOP/IS on Flash Drive	Hard Copy
Airlines for America	Pohle	Tim	Assistant General Counsel	1275 Pennsylvania Ave, NW, Suite 1300	Washington	DC	20004				1		
AvAirPros	Ross	Matt	Vice President	300 N. Continental Blvd., Suite 625	El Segundo	CA	90245				1		
Gateway to LA Business Improvement District	Hughes	Laurie	Executive Director	6151 W. Century Blvd., Suite 121	Los Angeles	CA	90045	(310) (216-7328		lhughes@gatewaytola.org	1		
LAX Area Advisory Committee	Cote	Rose	Community Relations Division	Post Office Box 92216	Los Angeles	CA	90009-2216	(424) 646-7450 (424) 646-7465	(424) 646-9241			1	
Neighborhood Council of Westchester/Playa				8726 S. Sepulveda Blvd., PMB 191A	Los Angeles	CA	90045	(213) 473-7023		correspondingsecretary@ncwpdr.org	1		
Westchester Town Center Business Improvement District	Dial	Karen	President	8929 S. Sepulveda Blvd., Suite 130	Westchester	CA	90045	(310) 417-9030	(310) 417-9031	info@westchestertowncenter.com	1		
Ryan Kwiecinski			Delta LAX T2T3 Mod Program	6033 West Century Blvd, Suite 1200	Los Angeles	CA	90045	(847) 347-2489				1	1
											5	**2**	**1**

PETITIONER & AGENCY LIST - Updated 8/3/2016
Libraries

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & NOP/IS on Flash Drive	Hard Copy
El Segundo Public Library			Sr. Librarian	111 W. Mariposa Avenue	El Segundo	CA	90245						1
Inglewood Public Library			Sr. Librarian	101 W. Manchester Blvd.	Inglewood	CA	90301						1
Westchester-Loyola Village Branch Library			Sr. Librarian	7114 W. Manchester Ave.	Los Angeles	CA	90045						1
Playa Vista Branch Library			Sr. Librarian	6400 Playa Vista Drive	Los Angeles	CA	90094						1
Culver City Library			Sr. Librarian	4975 Overland Avenue	Culver City	CA	90230						1
											0	**0**	**5**

PETITIONER & AGENCY LIST - Updated 8/2/2016

Tribes

Tribes	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & NOP/IS on Flash Drive	Hard Copy
Soboba Band of Mission Indians	Morillo	Rosemary	Chairperson	P.O. Box 487	San Jacinto	CA	92581	(951) 654-2765		carrieg@soboba-nsn.gov		1	
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Morales	Anthony	Chairperson	P.O. Box 693	San Gabriel	CA	91778	(626) 483-3564		GTTribalcouncil@aol.com		1	
Gabrielino/Tongva Nation	Goad	Sandonne	Chairperson	106 1/2 Judge John Aiso St., #231	Los Angeles	CA	90012	(951) 807-0479		sgoad@gabrielino-tongva.com		1	
Gabrielino Tongva Indians of California Tribal Council	Dorame	Robert F.	Tribal Chair/Cultural Resources	P.O. Box 490	Bellflower	CA	90707	(562) 761-6417		gtongva@verizon.net		1	
Gabrielino-Tongva Tribe	Candelaria	Linda	Co-Chairperson	1999 Avenue of the Stars, Suite 1100	Los Angeles	CA	90067	(626) 676-1184				1	
Gabrieleno Band of Mission Indians - Kizh Nation	Salas	Andrew	Chairperson	P.O. Box 393	Covina	CA	91723	(626) 926-4131		gabrielenoindians@yahoo.com		1	
Native American Heritage Commission				1550 Harbor Blvd., Suite 100	West Sacramento	CA	95691	(916) 373-3710				1	
												7	

Libraries – Repository Signatures

LAX Terminals 2 and 3 Modernization Project – NOP/IS Repository Signatures*
August 10, 2016

Westchester - Loyola Village Branch Library, 7114 W. Manchester Avenue Los Angeles, 90045

Roman Antonio

Print Name Signature

Culver City Julian Dixon Library, 4975 Overland Ave. Culver City, CA 90230

TRACY Anderson

Print Name Signature

Inglewood Public Library, 101 W. Manchester Blvd. Inglewood, CA 90301

Brenda Davis

Print Name Signature

El Segundo Public Library, 111 W. Mariposa Ave, El Segundo, CA 90245

Juliet Todd

Print Name Signature

Playa Vista Public Library, 6400 Playa Vista Drive, Los Angeles, CA 90094

Alice Poon ..... Alice Poon .....

Print Name Signature

Hand-Delivered By:

Katie Owston, CDM Smith ....

Signature

County Clerk Posting

LEAD AGENCY: Los Angeles World Airports (LAWA)

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report

PROJECT TITLE: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

PROJECT LOCATION: The project site (generally LAX Terminals 2 and 3) is located within the Central Terminal Area (CTA) of LAX.

PROJECT DESCRIPTION: The main purpose of the proposed project is to modernize existing Terminals 2 and 3 (T2 and T3) in order to improve passenger level of service and amenities within the terminals; help meet federal security requirements (e.g., security screening), passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA. The proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings – T2.5 and T3.5) associated with T2 and T3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years, four months) to construct and is estimated to begin second quarter 2017. The proposed project would provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for up to five additional passenger gate positions and the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being up to five additional passenger gate positions; however, the proposed project would not increase the terminal linear frontage.

PUBLIC SCOPING MEETING: As part of the scoping process, a public scoping meeting will be held on:

Meeting Date:	**Wednesday, August 24, 2016**
Time:	**6:00 pm to 8:00 pm**
Location:	**Los Angeles Fire Station #5** **8900 S. Emerson Avenue,** **Los Angeles, CA 90045**

PUBLIC REVIEW AND COMMENTS: The NOP is available online at LAWA's website [http://www.OurLAX.org] under "Current Projects" and will be posted at the Los Angeles City Clerk and Los Angeles County Clerk. A copy of the Initial Study prepared for the proposed project is also available for review at http://www.OurLAX.org and in the following locations:

- Culver City Library: 4975 Overland Avenue, Culver City, CA 90230
- El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245
- Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301
- LAWA Administrative Office, One World Way, Room 218, Los Angeles, CA 90045
- Los Angeles Public Library, Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, CA 90094
- Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045

Comments on the document must be received on **September 9, 2016 by 5:00 p.m.** Comments can be submitted on LAWA's website at http://www.OurLAX.org or mailed to the following address:

Angelica Espiritu
Los Angeles World Airports
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible), will be provided upon request.

Appendix A.3

Public Notices

- Newspaper notices

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Argonaut, a newspaper of general circulation, printed and published weekly in the County of Los Angeles, State of California, under the date of March 7, 1973, *modified October 5, 1976*, Case Number C47170; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

8/11

All in the year 2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at _____

California, Los Angeles

Signature:

Chantal Marselis

Chantal Marselis

The Argonaut
Local News & Culture.

Located at:
5301 Beethoven St. Suite 183
Los Angeles, CA 90066
(310) 822-1629 x 103

Proof of Publication of

CITY CLERK CASE # NP-16-004-DA
LEAD AGENCY: Los Angeles World Airports (LAWA)

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report

PROJECT TITLE: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

PROJECT LOCATION: The project site (generally LAX Terminals 2 and 3) is located within the Central Terminal Area (CTA) of LAX.

PROJECT DESCRIPTION: The main purpose of the proposed project is to modernize existing Terminals 2 and 3 (T2 and T3) in order to improve passenger level of service and amenities within the terminals; help meet federal security requirements (e.g., security screening); passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA. The proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings – T2.5 and T3.5) associated with T2 and T3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,000 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years, four months) to construct and is estimated to begin second quarter 2017. The proposed project would provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for up to five additional passenger gate positions and the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being up to five additional passenger gate positions; however, the proposed project would not increase the terminal linear frontage.

PUBLIC SCOPING MEETING: As part of the scoping process, a public scoping meeting will be held on:
Meeting Date: Wednesday, August 24, 2016
Time: 6:00 pm to 8:00 pm
Location: Los Angeles Fire Station #5
8900 S. Emerson Avenue, Los Angeles, CA 90045

PUBLIC REVIEW AND COMMENTS: The NOP is available online at LAWA's website [http://www.OurLAX.org] under "Current Projects" and will be posted at the Los Angeles City Clerk and Los Angeles County Clerk. A copy of the Initial Study prepared for the proposed project is also available for review at http://www.OurLAX.org and in the following locations:
-LAWA Administrative Office, One World Way, Room 218, Los Angeles, CA 90045
-Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045
-Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301
-El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245
-Los Angeles Public Library, Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, CA 90094
-Culver City Library: 4975 Overland Avenue, Culver City, CA 90230

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Los Angeles, CA 90009-2216

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Si desea esta información en español llame a (800) 919-3766.
8/11/16
CNS-2912710#
THE ARGONAUT

Daily Breeze
21250 Hawthorne Blvd, Ste 170
Torrance, CA 90503-4077
310-543-6635
Fax: 310-316-6827

(Space below for use of County Clerk Only)

5005705

CALIFORNIA NEWSPAPER SERVICE TP
PO BOX 60460
LOS ANGELES, CA 90060

Legal No. **0010832671**

FILE NO. 2912722

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

08/11/2016

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California
On this 15th day of August, 2016.

Signature

*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho ich, San

* A 0 0 0 0 0 4 1 9 1 7 0 8 *

CITY CLERK CASE # NP-16-004-DA
LEAD AGENCY: Los Angeles World Airports (LAWA)

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report

PROJECT TITLE: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

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Meeting Date: Wednesday, August 24, 2016
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Location: Los Angeles Fire Station #5
8900 S. Emerson Avenue,
Los Angeles, CA 90045

PUBLIC REVIEW AND COMMENTS: The NOP is available online at LAWA's website (http://www.OurLAX.org) under "Current Projects" and will be posted at the Los Angeles City Clerk and Los Angeles County Clerk. A copy of the Initial Study prepared for the proposed project is also available for review at http://www.OurLAX.org and in the following locations:
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-Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045

-Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301
-El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245
-Los Angeles Public Library, Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, CA 90094
-Culver City Library: 4975 Overland Avenue, Culver City, CA 90230

Comments on the document must be received on **September 9, 2016 by 5:00 p.m.** Comments can be submitted on LAWA's website at http://www.OurLAX.org or mailed to the following address:
Angelica Espiritu
Los Angeles World Airports
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible), will be provided upon request.

Si desea esta información en español llame a (800) 919-3766.
8/11/16
CNS-2912722#
THE DAILY BREEZE

Appendix A.4

Scoping Meeting Materials

- Boards
- Handout

SCOPING MEETING

LAX Terminals 2 and 3 Modernization Project

Wednesday, August 24, 2016
6:00 pm to 8:00 pm

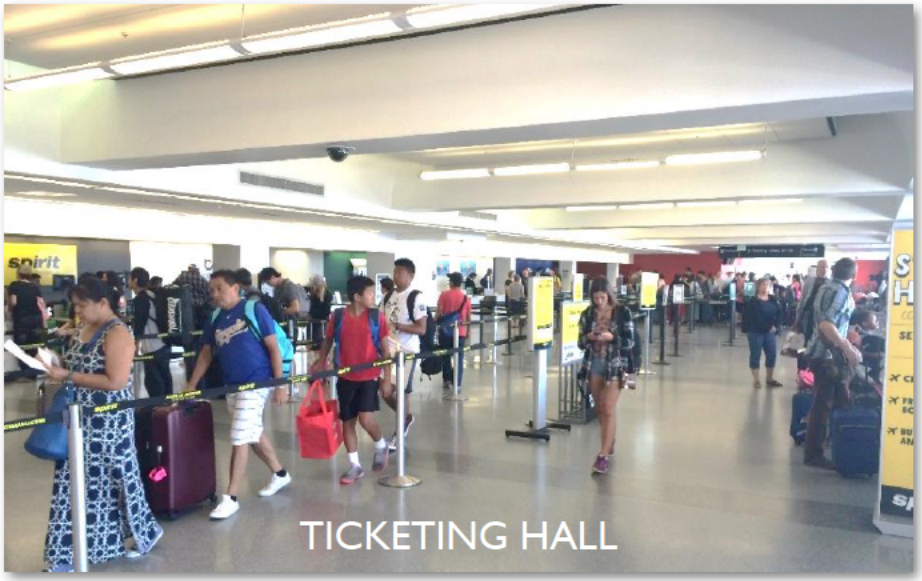
Meeting Location:
Los Angeles Fire Department
Fire Station 5
8900 South Emerson Avenue
Los Angeles, CA 90045

Public Workshop Objectives

- Provide information about the LAX Terminals 2 and 3 Modernization Project
- Provide information on the California Environmental Quality Act (CEQA) process
- Discuss Initial Study Findings and discuss analysis being carried forward in the Draft EIR
- Collect community comments on the information and analyses presented in the Initial Study

Project Site

+ Existing Conditions



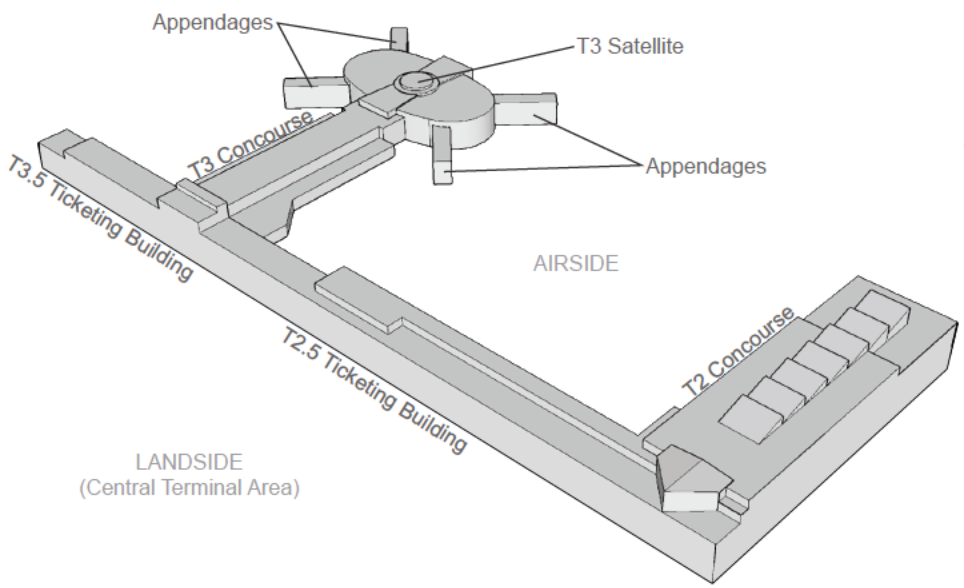
Project Purpose

- Modernize existing Terminals 2 and 3 (T2 and T3) to improve:
  - Passenger level of service and amenities
  - Security screening to help meet federal security requirements
  - Passenger and baggage processing and inspections
  - Operations and overall efficiencies
  - Building systems
  - Terminals interior and exterior development

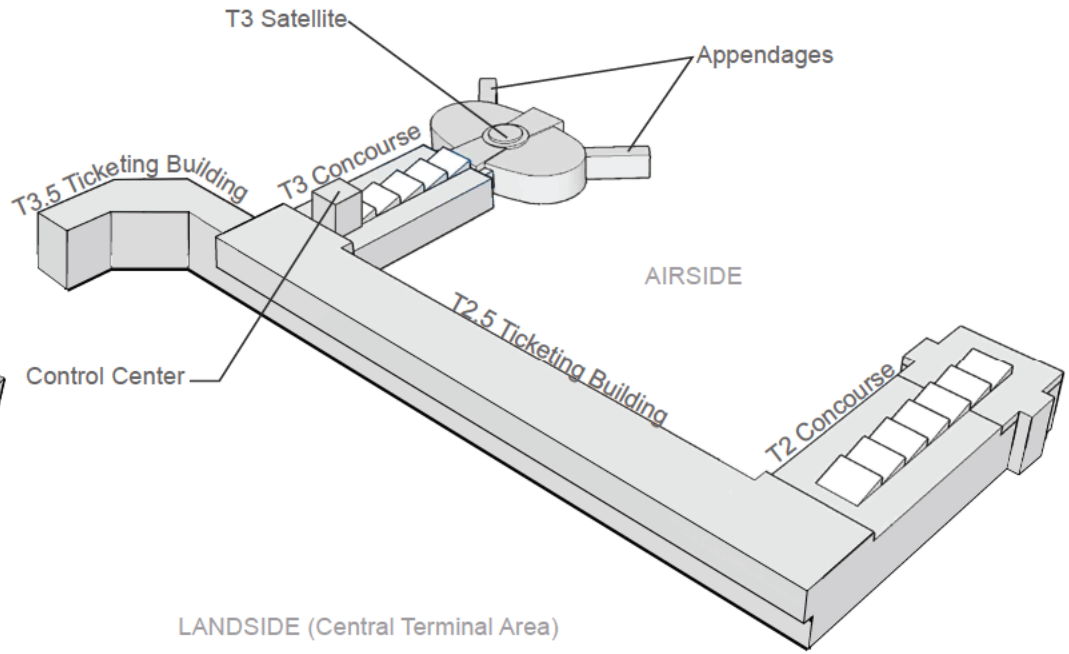
Proposed Project Components

- **Upgrading T2 concourse** (additional floor area and reconfiguring gates)
  - Linear frontage remains the same
- **Upgrading T3 concourse** (additional concourse area and new operation control center)
  - T3 satellite demolition of southern appendages
  - Linear frontage remains the same
- **Upgrading passenger and baggage process facilities associated with T2/T3**
  - New ticketing buildings (T2.5 and T3.5)
  - New facilities for baggage screening and baggage claim
- **New secure connector**
  - Enclosed and controlled post-security passenger corridor connecting T2/T3/TBIT
- **Apron improvements**
  - Resurfacing, restriping and relocation of fuel pits
- **Reconfiguring of passenger gate positions and aircraft-parking layout**
- **Sustainability Improvements**
  - Energy efficient light fixtures, building systems, and plumbing fixtures
  - Compliance with California Green Building Standards Code Tier 1 requirements

Proposed Project Improvements



Existing



Proposed

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 significant effects through mitigation measures or alternatives

Initial Study Findings

No Impact/Less Than Significant
(No Further Analysis)

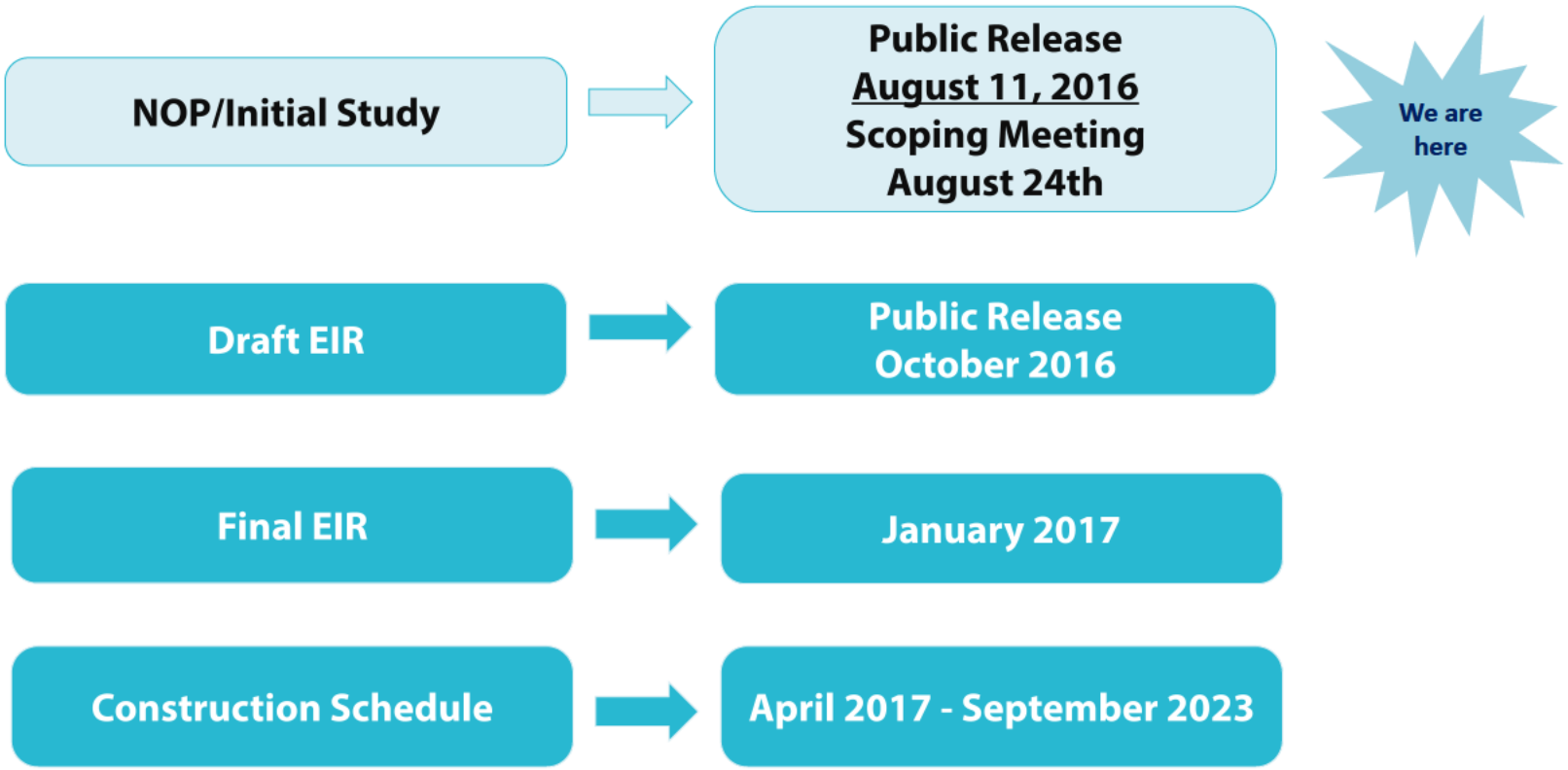
- **Aesthetics**
- **Agricultural/Forestry Resources**
- **Air Quality** (operation)
- **Biological Resources**
- **Cultural Resources**
  - historic resources
- **Geology and Soils**
- **Greenhouse Gas Emissions** (operation)
- **Hazards and Hazardous Materials**
- **Hydrology and Water Quality**
-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

Analysis Being Carried Forward in EIR*

- **Air Quality**
- **Cultural Resources**
  - archaeological
  - paleontological
  - tribal cultural resources
  - human remains
- **Greenhouse Gas Emissions**
- **Transportation/Traffic**
- **Cumulative Impacts**
- **Other CEQA Considerations**

**These impacts are due to construction.*

Schedule & Anticipated Milestones



Public Comments to NOP

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

Comments can be mailed to the following contact:

Los Angeles World Airports
Attention: Angelica Espiritu
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Comments can be submitted online at: http://www.lawa.org/ourLAX/Comments.aspx

Comments must be received by (not postmarked by) 5:00 pm, Friday, September 9, 2016

Los Angeles International Airport (LAX)

TERMINALS 2 & 3 MODERNIZATION PROJECT

Los Angeles World Airports

+ What is the LAX Terminals 2 and 3 Modernization Project?

Since the construction of Terminals 2 and 3 (T2 and T3), there have been many changes in the way an airport terminal has to operate both in terms of passenger and bag screening, as well as the way airlines process passengers at ticketing and bag claim. Efforts to accommodate these new processes and federal security requirements within aging infrastructure have resulted in a reduced level of service for our passengers. The proposed project would:

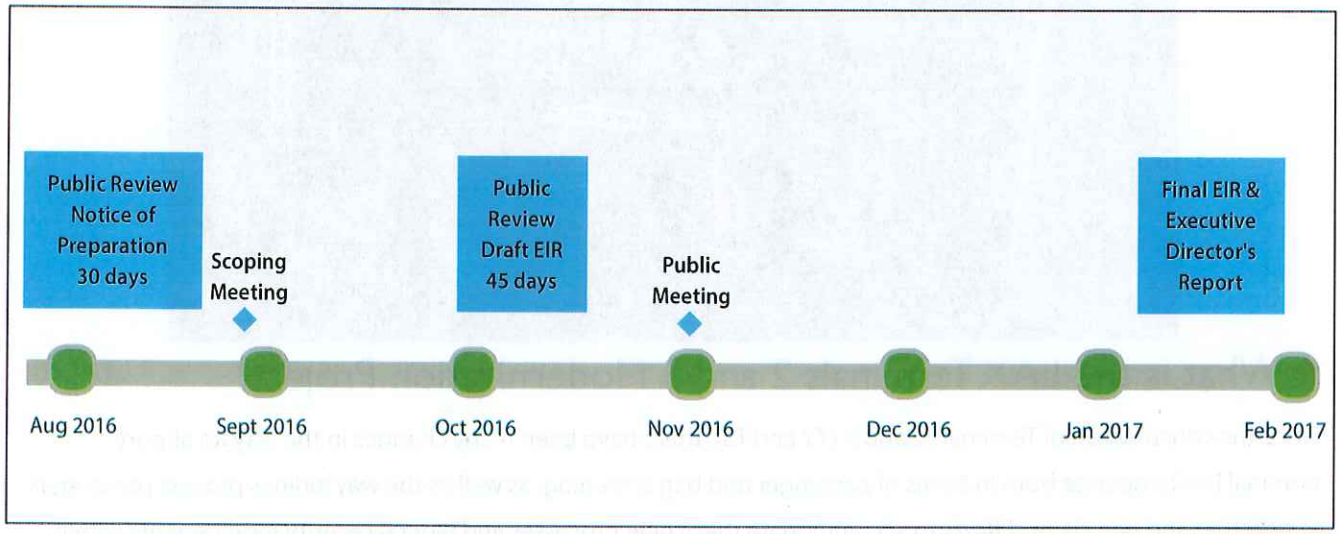
- Modernize existing T2 and T3 in order to improve passenger level of service and amenities within the terminals;
- Improve the efficiency of security screening, passenger and baggage processing and inspections;
- Improve operations and building systems; and
- Modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA.

The proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at T2 and T3 (e.g., T2.5 and T3.5), including new facilities for passenger and baggage screening, ticketing, and baggage claim; and, a secure connector (i.e., an enclosed/controlled passenger corridor) between the concourses of T2 and T3. The proposed project would provide improved passenger experience, convenience, and quality of service through renovations

of aging terminal facilities. The improvements would allow up to five additional passenger gate positions and the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements; however, the proposed project would not increase the terminal linear frontage. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years, four months) to construct and is estimated to begin second quarter 2017.

+ Project Status and Estimated Schedule

All projects at LAX require local approval and environmental clearance, as dictated by the California Environmental Quality Act (CEQA). In order to fulfill CEQA requirements, LAWA has prepared an Initial Study (IS) and a Notice of Preparation (NOP) of an Environmental Impact Report for the LAX Terminals 2 and 3 Modernization Project.



+ Public Comments

Written comments on the NOP/IS will be accepted during the public review (August 11 to September 9, 2016) and at the scoping meeting on August 24th (6:00 to 8:00 pm) at Los Angeles Fire Station No. 5 (8900 S. Emerson Avenue). Copies of the NOP/IS are available for review in the following libraries: (1) Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045; (2) El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245; (3) Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301; (4) Playa Vista Branch Library: 6400 Playa Vista Drive, Los Angeles, CA 90094; and (5) Culver City Library: 4975 Overland Avenue, Culver City, CA 90230. The document is also available online at LAWA's website [www.OurLAX.org] under "Current Projects." Please call (800) 919-3766 for other viewing locations or for questions. **Comments on the document must be received by 5:00 p.m. on September 9, 2016** at the following address: Angelica Espiritu, City Planner, LAWA, P.O. Box 92216, Los Angeles, CA 90009-2216, or submitted on the LAX website [www.OurLAX.org].

Si desea esta información en español llame a (800) 919-3766.

Appendix A.5

Notice of Preparation Comments

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

Edmund G. Brown Jr., Governor

August 15, 2016

Angelica Espirtu
Los Angeles World Airports
One World Way, 2nd Floor
Los Angeles, CA 90045

RE: SCH# 2016081034; Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project, Notice of Preparation for Draft Environmental Impact Report, Los Angeles County, California

Dear Ms. Espirtu:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
   i. Protecting the cultural character and integrity of the resource.
   ii. Protecting the traditional use of the resource.
   iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
   a. If part or all of the APE has been previously surveyed for cultural resources.
   b. If any known cultural resources have been already been recorded on or adjacent to the APE.
   c. If the probability is low, moderate, or high that cultural resources are located in the APE.
   d. If a survey is required to determine whether previously unrecorded cultural resources are present.

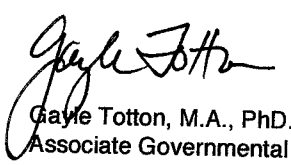
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
   a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
   b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious Drought.
Serious drought.
Help save water!

August 22, 2016

Ms. Angelica Espirtu
Los Angeles World Airports
One World Way, 2nd Floor
Los Angeles, CA 90045

RE: Los Angeles international (LAX)
Terminals 2 and 3 Modernization Project
Vic. LA-1/PM
SCH # 2016081034
IGR# 07-LA-2016-00090

Dear Ms. Espirtu:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project involves the modernization of existing Terminals 2 and 3 at LAX to improve passenger level of service and amenities within the terminals. The modernization will include the interior and exterior of the terminals to improve the overall appearance and functionality.

The nearest State facility to the project area is State Route 1. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

As a reminder, any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans roadways or facilities during construction.

If you have any questions or concerns regarding these comments, please contact project coordinator Miya Edmonson at (213)-897-6536, or at miya.edmonson@dot.ca.gov, and refer to IGR# 07-LA-2016-00090.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Caltrans District 7
Planning IGR
100 Main Street MS 16
Los Angeles, Ca 90012

U.S. POSTAGE
ZIP 90012 $
02 1W
0001373712 A

Ms. Angelica Espirtu
Los Angeles World Airports
One World Way, 2nd Floor
Los Angeles, CA 90045

90045$5862 C005

LAX
Los Angeles
World Airports

WRITTEN COMMENT FORM

SCOPING MEETING FOR THE LAX TERMINAL 2 AND 3
MODERNIZATION PROJECT (proposed Project)
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Terminal 2 and 3 Modernization Project. Written comments can be submitted at the Public Scoping meeting or mailed no later than 5:00 p.m. on **September 9, 2016**. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed Project. Your comments will then be considered during preparation of the Draft EIR.

Date: 8-24-16

Name: BONNIE SADROUR 310-529-4569

Organization: 91 ST. HOMEOWNERS

Address: 7100 W. 91 ST. LA CA 90045-3447

Comment: Very concerned about employee/worker traffic going to Pershing employee site cutting through residential/Otis College community: Lincoln S, Loyola S, West, ~~Park~~ Parkway W, Pershing S.

Current problems with high speed, cut through traffic.

Thank you.

Please drop completed form into the box marked "COMMENTS" at the August 24, 2016 public meeting or mail to:

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

All comments must be received no later than 5:00 p.m., September 9, 2016.

This form can simply be folded and placed in a mailbox. Please remember to add postage.

LAX
Los Angeles
World Airports

WRITTEN COMMENT FORM

SCOPING MEETING FOR THE LAX TERMINAL 2 AND 3
MODERNIZATION PROJECT (proposed Project)
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Terminal 2 and 3 Modernization Project. Written comments can be submitted at the Public Scoping meeting or mailed no later than 5:00 p.m. on **September 9, 2016**. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed Project. Your comments will then be considered during preparation of the Draft EIR.

Date: 8-24-2016

Name: DENNY SCHNEIDER

Organization: ARSAC

Address: 7929 BRENT AV LA 90045

Comment: ENSURE FLOORS ARE LEVEL & AT SAME GRADE TO FACILITATE HANDICAPPED MOVEMENT

Please drop completed form into the box marked "COMMENTS" at the August 24, 2016 public meeting or mail to:

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

All comments must be received no later than 5:00 p.m., September 9, 2016.

This form can simply be folded and placed in a mailbox. Please remember to add postage.

LAX
Los Angeles
World Airports

WRITTEN COMMENT FORM

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Date: 8-24-16

Name: BONNIE SADROUR 310-529-7569

Organization: 91 St. Homeowners

Address: 7100 W. 91 ST. LA, CA 90045

Comment: need contact for sidewalk/landscape clean up ice plant
Lincoln – Loyola South –
W. Parkway intersection (East/West)

9100 Loyola South
9030 Loyola Bl – Otis College

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LAX
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Date: 8/24/16

Name: Diane Sambrano

Organization: ARSAC

Address: 3660 W 111th Place

Comment: Employees should have "panic buttons" to summon police in areas where public which has not been screened have access

Please drop completed form into the box marked "COMMENTS" at the August 24, 2016 public meeting or mail to:

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Los Angeles, CA 90009-2216

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LAX
Los Angeles
World Airports

WRITTEN COMMENT FORM

SCOPING MEETING FOR THE LAX TERMINAL 2 AND 3
MODERNIZATION PROJECT (proposed Project)
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Date: 8/24/16

Name: SAIFUL HUQ

Organization: AT&T Mobility

Address: 1452 Edinger Ave, 3rd floor, TUSTIN CA 92780

Comment: No 2 goal to AT&T Mobility.

Please drop completed form into the box marked "COMMENTS" at the August 24, 2016 public meeting or mail to:

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

All comments must be received no later than 5:00 p.m., September 9, 2016.

This form can simply be folded and placed in a mailbox. Please remember to add postage.

COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

September 1, 2016

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
Post Office Box 92216
Los Angeles, CA 90009-2216

SUBJECT: NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR LAX TERMINALS 2 AND 3 MODERNIZATION PROJECT

Dear Ms. Espiritu,

Thank you for the opportunity to comment on the Notice of Preparation for an Environmental Impact Report on the Terminals 2 and 3 modernization project at LAX for the upgrading of facilities in the Terminal 2 concourse to improve passenger services in ticketing, screening, and baggage processing space for passenger and baggage screening, and demolition and reconstruction of Terminal 3 concourse and ticketing buildings that serve both terminals. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the documents you provided and has the following comments:

- In December 1991, the Los Angeles County Regional Planning Commission in its capacity as the ALUC adopted the Airport Land Use Plan (ALUP) for the county's fifteen public use airports. For each airport the ALUC adopted planning boundaries, also known as the airport influence area (AIA), within which certain proposed local actions must be submitted to the ALUC for review. Staff has determined that the subject property is located within the AIA for LAX.

- The proposed project is an implementation of the LAX Plan and LAX Specific Plan or general airport improvement and is not a type of land use action which requires ALUC review as listed in Sections 1.5.1 and 1.5.2 of the ALUC Review Procedures and therefore does not require review by the ALUC for an Airport Land Use Plan consistency determination.

If you have any questions regarding this matter, please contact Bruce Durbin at (213) 974-6432 or via email at aluc@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

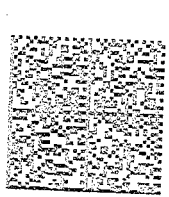
DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

A. Bruce Durbin

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section/ALUC Staff

BD:as

Los Angeles County
Department of Regional Planning/ALUC
320 West Temple Street
Los Angeles, CA 90012



Angelica Espiritu
City of Los Angeles, Los Angeles World Airports
Post Office Box 92216
Los Angeles, CA 90009-2216

90009$2216 B900

SEP9 11:18AM

Los Angeles International Airport Advisory Committee

Committee: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, Marina del Rey and Westchester/Playa del Rey

September 9, 2016

Angelica Espiritu
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Ms. Espiritu:

The Los Angeles International Airport Area Advisory Committee (LAXAAC) is providing comments relating to the scoping process for the LAX Terminals 2 and 3 Modernization Project.

As a general matter, our committee commends LAWA for this project, as we believe that the project is definitely needed and apparently well planned, and we anticipate it will improve the passenger experience at LAX. Nonetheless, there are some issues that the EIR should address.

Construction impacts on the traffic in and out of the Central Terminal Area should be discussed in the EIR, particularly given all the other construction occurring and planned at the airport. Not only do traffic delays impact airport operations, but they often spill out into the neighboring communities.

Construction impacts on the community should be discussed in the EIR, and more particularly, the methods by which construction impacts on the surrounding communities will be mitigated to the greatest extent possible. Directives and methods, as well as procedures to ensure their strict enforcement, should be specified for controlling air pollution, noise, dust, hours of operation, construction workers' parking and transportation, truck hauling routes, equipment and materials staging and storing areas, and disturbance to neighboring communities. All construction permits must provide for strict enforcement to mitigate the problem of fugitive dust and particulate matter spreading into nearby residential areas from construction sites. We also are particularly concerned with the impact of truck traffic on the surface streets near the airport, as some of these streets, such as Imperial Highway, are currently in poor shape and likely to deteriorate further with increased construction traffic.

The EIR should discuss the adequacy of construction employee parking lots, particularly given the amount of construction that LAWA foresees during the next several years.

Please let us know if you have any questions regarding our comments on the scoping process. We look forward to working with LAWA in the planning process.

Very truly yours,

William Cumming

William Cumming
LAXAAC Chair
Los Angeles International Airport Area Advisory Committee
#1 World Way P.O. Box 92216
Los Angeles, CA 90009-2216

Enclosure (information sheet regarding LAXAAC)

cc: Board of Airport Commissioners
Councilman Mike Bonin
Culver City Mayor Jim Clark
Inglewood Mayor James T. Butts, Jr.
El Segundo Mayor Suzanne Fuentes
Hawthorne Mayor Alex Vargas
Deborah Flint, Executive Director

SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

JOSEPH D. PETTA
Attorney
petta@smwlaw.com

September 9, 2016

Via E-Mail and U.S. Mail

Angelica Espiritu
Los Angeles World Airports
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Re: Terminal 2 and 3 Modernization Project Notice of Preparation

Dear Ms. Espiritu:

On behalf of the City of El Segundo, thank you for the opportunity to review the Notice of Preparation for the LAX Terminal 2 and 3 Modernization Project ("Project"). We look forward to taking part in LAWA's continuing efforts to ensure that the impacts of LAX are minimized and that such burdens as cannot be avoided are shared equitably among airport neighbors.

El Segundo is particularly concerned with the sheer magnitude of this Project. The NOP indicates that the Project will approximately *double* the square footage of the terminals, and that construction would take more than six years. The NOP also indicates that there could be up to five additional gates after the Project. LAWA nonetheless predicts that there would be no long-term impacts to air quality, climate change, noise or other environmental conditions from operation of the upgraded terminals because the terminals' "linear frontage" would remain roughly the same, and thus no capacity increase would occur.

This approach disregards the impact improved access to terminals will have on passenger numbers and flight operations. The EIR's analysis of the Project and its inevitable impacts must not ignore the capacity increases or operational changes to which modifications of terminals could reasonably contribute. That analysis is particularly important in light of recent revelations that LAX may exceed the operation/passenger numbers previously assumed by LAWA in its CEQA documents (e.g., SPAS). The Terminal 2 and 3 EIR must take Project contributions to such growth into account when

analyzing the Project's impacts, and identify feasible mitigation measures or alternatives that would reduce or avoid these impacts.

The City is also deeply concerned about the Project's proposed haul route. Despite the fact that the Project is located in the far northwest of the CTA, and that the laydown area for Project construction is in the far northwest of the entire airport, LAWA is proposing seven years of truck trips along El Segundo's northern border, which runs steps from El Segundo residents. These truck trips will produce significant air quality, greenhouse gas, traffic, and noise impacts, and exacerbate the deteriorated condition of Imperial Highway, which the City of Los Angeles has failed to repair despite years of pleas by the City and years of unfulfilled promises by Los Angeles. The proposed haul route should be changed to avoid El Segundo altogether.

In sum, the EIR's analysis and conclusions must reflect CEQA's mandate to minimize impacts on the environment. We expect that LAWA staff will bear the City's serious concerns in mind as they make appropriate modifications to the Project and conduct a thorough analysis of its impacts.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Joseph "Seph" Petta

817430 1

Meyer, Dorothy

From: MARTINEZ-SIDHOM, BRENDA <BMARTINEZ-SIDHOM@lawa.org>
Sent: Tuesday, August 16, 2016 10:06 AM
To: ESPIRITU, ANGELICA G
Cc: Meyer, Dorothy; QUINTANILLA, EVELYN; TRIFILETTI, LISA
Subject: TERMINAL 2 & 3 = Stakeholder Comment Submitted - Ref. No. 160815095304

For your records.

From: edward.g.keating@stanfordalumni.org [mailto:edward.g.keating@stanfordalumni.org]
Sent: Monday, August 15, 2016 9:53 AM
To: WEB COMMENT
Subject: Stakeholder Comment Submitted - Ref. No. 160815095304

This is to inform you that a comment form was submitted.

Reference No.:	160815095304
Date Submitted:	8/15/2016
From:	Edward G Keating
Email:	edward.g.keating@stanfordalumni.org
Company Name:	
Address:	8707 Falmouth AvenueApt. 216
City:	Playa del Rey
State:	CA
Zip Code:	90293
Project Name:	Terminal 2 & 3 Project
Other Comments:	I have read the Notice of Preparation and Initial Study pursuant of the Terminals 2 and 3 Modernization Project. I am struck by the many advantages this project will provide, e.g., expedited security screening, passenger ability to transfer between Terminals 2 and 3 without re-clearing security, a generally better passenger experience updating two antiquated and obsolete terminals. Indeed, I think the report understates the projects potential benefits in that there is concurrently a proposed project that would allow passengers to pass between Terminals 1 and 2 without re-clearing security so, in effect, Terminals 1, 2, and 3 would become seamless from a passenger perspective. The report serially notes that the project will not change the

	overall level of operations at LAX. In light of this, I was surprised by the number of potentially significant impact ticks provided on pages 23-31 of the report. If the level of operation at LAX is static, I do not think it logically follows that a project like this could potentially have significant impact on air quality, cultural resources, greenhouse gas emissions, transportation and traffic, and mandatory findings of significance. The proposed Terminal 2 and 3 project strikes me as a highly net positive project with the Notice of Preparation and Initial Study being overly negative as to its potential impacts.

Meyer, Dorothy

From: MARTINEZ-SIDHOM, BRENDA <BMARTINEZ-SIDHOM@lawa.org>
Sent: Tuesday, August 30, 2016 5:55 AM
To: ESPIRITU, ANGELICA G; Meyer, Dorothy
Cc: QUINTANILLA, EVELYN
Subject: Fwd: Stakeholder Comment Submitted - Ref. No. 160829173916

Good morning - For your records.

Below, please find a comment related to the LAX Terminal 2 & 3 Modernization Project.

Begin forwarded message:

From: <ncwpboard6@gmail.com>
Subject: Stakeholder Comment Submitted - Ref. No. 160829173916
Date: August 29, 2016 at 5:39:22 PM PDT
To: <webcomment@lawa.org>

This is to inform you that a comment form was submitted.

Reference No.:	160829173916	
Date Submitted:	8/29/2016	
From:	David Mannix	
Email:	ncwpboard6@gmail.com	
Company Name:	Mr.,	
Address:	8101 McConnell Ave.	
City:	Los Angeles	
State:	CA	
Zip Code:	90045	
Project Name:	Terminal 2 & 3 Project	

Other Comments:	Please insure a very comprehensive Construction Management Plan to significantly mitigate -if not eliminate - all adverse impacts- air, noise, dust, traffic - to our Westchester Playa neighborhoods. Enforcement of this plan is critical.As this project will be over 6 years in construction, all construction impacts -no matter how small - will have a detrimental impact on our quality of life.

From: <twilliams@ph.lacounty.gov>
Date: September 12, 2016 at 4:26:35 PM PDT
To: <webcomment@lawa.org>
Subject: Stakeholder Comment Submitted - Ref. No. 160912162630

This is to inform you that a comment form was submitted.

Reference No.:	160912162630
Date Submitted:	9/12/2016
From:	Terri Williams
Email:	twilliams@ph.lacounty.gov
Company Name:	LA Co. Dept of Public Health,
Address:	5050 Commerce Drive
City:	Baldwin Park
State:	CA
Zip Code:	91706
Project Name:	Terminal 2 & 3 Project
Other Comments:	Dear Ms. Espiritu, This is in response to your request dated August 30, 2016 for Departmental comments regarding the Notice of Preparation (NOP) of an Environmental Impact Report (EIR). After a review of the NOP, the Environmental Health Division is providing you with the following comments and recommendations from our Toxicology & Environmental Assessment and Environmental Protection Branches, which may need to be addressed in the EIR as a result of the proposed project. Toxicology & Environmental Assessment Branch • We agree with the classification of the noise section as Less Than Significant Impact. However, a hearing conservation plan needs to be implemented for the safety of the site workers. This may be included under the Health and Safety section of the EIR. • Based on the Los Angeles International Airport, 14 CFR Part 150, Noise Exposure Map Report Update, we concur with the initial finding regarding the classification of the substantial permanent and temporary increase in the project vicinity, as less than significant impact. The existing noise levels from current activities (point and lane) may “mask” all construction activities related to the expansion. • Consider a more in depth

	impact analysis for Green House Gas Emissions (GGE). • Submit an Air Quality Analysis, including ultrafine particle emissions, diesel emissions and modeling emission calculations for health impacts on the surrounding sensitive receptors. • Consider modeling methods to determine impacts on surrounding sensitive receptors for non-attainment criteria pollutants such as PM10, PM2.5 and O3 precursors (NOx and VOCs). Environmental Protection Branch – (Cross Connections Program) •The Los Angeles World Airport (LAWA) should consult with the Department of Public Health, Cross Connection and Water Pollution Control Programs, prior to finalizing the design of the potable water and recycled water systems with Building and Safety. It is essential to coordinate the transition of the toilets and urinals from potable water to recycled water, once it becomes available. Failure to properly plan for the transition may result in poor water quality in the potable water system, due to the system experiencing areas of low flow and dead ends (once toilets and urinals are transitioned to the recycled water system). We are available to provide additional comments once the Environmental Impact Report becomes available. If you have any questions, please let me know or you may contact me, Terri Williams at (626) 430-5374.

IP Address: 159.83.252.231

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

August 10, 2016

To: Reviewing Agencies

Re: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project
SCH# 2016081034

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Angelica Espirtu
Los Angeles World Airports
One World Way, 2nd Floor
Los Angeles, CA 90045

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2016081034
Project Title Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project
Lead Agency Los Angeles World Airports

Type NOP Notice of Preparation

Description The proposed project entails the modernization of existing Terminals 2 and 3 (T2 and T3) at LAX to improve passenger level of service and amenities within the terminals; improve the efficiency of security screening, passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the Central Terminus Area.

Lead Agency Contact

Name Angelica Espiritu
Agency Los Angeles World Airports
Phone 800-919-3766 **Fax**
email
Address One World Way, 2nd Floor
City Los Angeles **State** CA **Zip** 90045

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Sepulveda Blvd and Century Blvd
Lat / Long 33° 56' 38" N / 118° 24' 14" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 1 (Lincoln/Sepulveda)
Airports LAX
Railways
Waterways Pacific Ocean
Schools Various
Land Use LAX - A Zone: Airport Airside Sub-Area

Project Issues Air Quality; Archaeologic-Historic; Traffic/Circulation; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4

Date Received 08/10/2016 **Start of Review** 08/10/2016 **End of Review** 09/08/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

2016081034

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project

Lead Agency: Los Angeles World Airports
Contact Person: Angelica Espiritu
Mailing Address: One World Way, 2nd Floor
Phone: (800) 919-3766
City: Los Angeles
Zip: 90045
County: Los Angeles

Project Location: County: Los Angeles
City/Nearest Community: Los Angeles/Westchester
Cross Streets: generally Sepulveda Boulevard and Century Boulevard
Zip Code: 90045
Longitude/Latitude (degrees, minutes and seconds): 33 °56 '38 "N / 118 °24 '14 "W Total Acres: 3,651 (LAX)
Assessor's Parcel No.:
Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: 1 (Lincoln/Sepulveda)
Waterways: Pacific Ocean
Numerous (20+) Schools - such as
Airports: LAX
Railways:
Schools: St.BernardHS/El Seg HS

Document Type:

CEQA: ☒ NOP ☐ Draft EIR
☐ Early Cons ☐ Supplement/Subsequent EIR
☐ Neg Dec (Prior SCH No.)
☐ Mit Neg Dec Other:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

Governor's Office of Planning & Research

AUG 10 2016

STATE CLEARINGHOUSE

STATE CLEARINGHOUSE

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☒ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD

☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Modernization of Terminals 2 and 3 at LAX

Project Issues Discussed in Document:

☐ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☐ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☐ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☐ Toxic/Hazardous
☒ Traffic/Circulation
☐ Vegetation
☐ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Growth Inducement
☐ Land Use
☒ Cumulative Effects
☒ Other: GHG

Present Land Use/Zoning/General Plan Designation:

LAX - A Zone: Airport Airside Sub-Area

Project Description: *(please use a separate page if necessary)*

The proposed project entails the the modernization of existing Terminals 2 and 3 (T2 and T3) at LAX to improve passenger level of service and amenities within the terminals; improve the efficiency of security screening, passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the Central Terminal Area. Refer to the attached page for a detailed project description.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

NOP Distribution List

County: Los Angeles **SCH#** 2016081034

esources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Lisa Johansen
- [ ] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [x] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [x] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Craig Weightman
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [x] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  Becky Ota
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Cathy Buck/George Carollo
  Environmental Services Section
- [ ] **Delta Stewardship Council**
  Kevan Samsam
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [x] **OES (Office of Emergency Services)**
  Monique Wilber
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [x] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Terri Pencovic
- [x] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [x] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [x] Airport & Freight
  Cathi Slaminski
  - [ ] Transportation Projects
    Nesamani Kalandiyur
  - [ ] Industrial/Energy Projects
    Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Div. Drinking Water #_____
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [x] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [x] **Other** Aeronautics
- [ ] _____
  Conservancy

Last Updated 4/25/2016

State of California
Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
1400 Tenth Street
Sacramento, California 95812-3044

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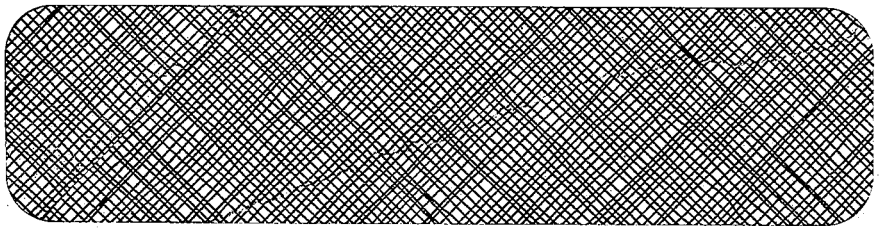

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LAX
Los Angeles
World Airports

WRITTEN COMMENT FORM

SCOPING MEETING FOR THE LAX TERMINAL 2 AND 3
MODERNIZATION PROJECT (proposed Project)
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Terminal 2 and 3 Modernization Project. Written comments can be submitted at the Public Scoping meeting or mailed no later than 5:00 p.m. on **September 9, 2016**. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed Project. Your comments will then be considered during preparation of the Draft EIR.

Date: August 24, 2016

Name: Janet L. N. Yap

Organization: Me, Myself & I or YSERVICES

Address: 6537 W. 86th Place Westchester, CA 90045

Comment:

① Additional air pollution @ the terminal & the trucking out of debris,

② TRAFFIC! We already have work, school + "regular" airport congestion besides the current Metro construction on Aviation, Imperial, Airport + Manchester locations.

③ Bicycle path on + around Westchester Parkway, Pershing or Imperial Hwy. Pershing Drive is already a tough bikeway because of the "back gates" of the airport and there is no continuous dedicated path for riders.

④ BIG Signage for the "typical" driver showing where to Drop off + Pick up passengers - Ubers, taxis, Bus, Shuttle, regular English USA drivers + then the international folks. :)

⑤ Duration of the whole project - Lets stick to deadlines or charge late fees to be divided up amongst the public schools or the homeless shelters.

Please drop completed form into the box marked "COMMENTS" at the August 24, 2016 public meeting or mail to:

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

All comments must be received no later than 5:00 p.m., September 9, 2016.

This form can simply be folded and placed in a mailbox. Please remember to add postage.

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Yoop 6537 W. 86th Pl.
Westchester, CA 90045

LOS ANGELES CA 900
25 AUG 2016 PM 5 L

Attention: Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

90009-221616

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