Final Initial Study/Mitigated Negative Declaration (IS/MND)

for

Los Angeles International Airport (LAX)
Terminal 1.5 Project

City of Los Angeles
Los Angeles City File No. NG-16-275-AD

November 2016

LAX
Los Angeles World Airports

PREFACE

In accordance with the California Environmental Quality Act (CEQA), the City of Los Angeles, as Lead Agency, completed an Initial Study/Proposed Mitigated Negative Declaration (hereafter referred to as the Draft IS/MND) to address and disclose the potential environmental impacts associated with the proposed Los Angeles International Airport (LAX) Terminal 1.5 Project ("proposed project"). The purpose of the Draft IS/MND is to determine if the proposed project may have a significant effect on the environment and to serve as an informational document for the public and the decision-makers.

The Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project was posted at the office of the Los Angeles City Clerk on July 18, 2016 and the office of the Los Angeles County Clerk on July 21, 2016. In addition, in accordance with State CEQA Guidelines Section 15072, the Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project was mailed to approximately 255 organizations and individuals potentially affected by or interested in the proposed project. A notice regarding the project was published in the Los Angeles Times on July 21, 2016. Copies of the Draft IS/MND were available for review at the following libraries: (1) Westchester-Loyola Village Branch Library: 7114 West Manchester Avenue, Los Angeles, California 90045; (2) Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, California 90094; (3) El Segundo Library: 111 West Mariposa Avenue, El Segundo, California 90245; and (4) Culver City Library, 4975 Overland Avenue, Culver City, California 90230. In addition, copies of the Draft IS/MND were available at Los Angeles World Airports (LAWA): 1 World Way, Room 218, Los Angeles, California 90045, and online at LAWA's website (www.OurLAX.org) under "Current Projects."

In accordance with State CEQA Guidelines Section 15073, a 20-day comment period for the Draft IS/MND began on July 21, 2016 and ended on August 10, 2016. Seven comment letters were received on the Draft IS/MND. These comments are discussed in Attachment C of the Final Initial Study.

This Final Initial Study/Mitigated Negative Declaration (Final IS/MND) has been prepared pursuant to CEQA (California Public Resources Code Section 21000 et seq.), implementing State CEQA Guidelines (Title 14, California Code of Regulations Section 15000 et seq.), and the L.A. CEQA Thresholds Guide.[1] The Final IS/MND is comprised of the MND and the Final Initial Study, the latter of which consists of the Initial Study and Checklist; project description; explanation of checklist determinations, including corrections/additions to the Draft IS/MND; responses to comments on the Draft IS/MND; and appendices. With respect to the corrections/additions to the Draft IS/MND, changes in text are signified by strikeouts where text is removed and by italics and underline where text is added. The corrections/additions to the Draft IS/MND include minor refinements to the text of the standard control measures included in the document. These corrections/additions include refinements regarding the intent of the measures, clarifications as to roles and responsibilities, and additional specificity regarding timing and other implementation procedures. For those standard control measures that are mitigation measures (i.e., LAX-AR-1, LAX-AR-2, LAX-PR-1, and LAX-PR-2), these refinements do not reduce the effectiveness of the mitigation measures in reducing significant impacts to less-than-significant levels.

In addition to the Final IS/MND, a Mitigation Monitoring and Reporting Program has been prepared for the proposed project. In accordance with Section 15074(b) of the State CEQA Guidelines, LAWA will adopt the Final MND if, based on the whole of the record, including the Final IS and comments received, it determines that there is no substantial evidence that the proposed project will have a significant effect

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

on the environment that cannot be mitigated or avoided, and that the MND reflects LAWA's independent judgment and analysis.

The Final IS/MND for the Terminal 1.5 project consists of the following components:

- Mitigated Negative Declaration
- Final Initial Study
  - Initial Study and Checklist
  - Attachment A: Project Description
  - Attachment B: Explanation of Checklist Determination
  - Attachment C: Comments and Responses on the Initial Study/Proposed Mitigated Negative Declaration
  - Appendices:
    - Appendix A: Air Quality and Greenhouse Gas Technical Information
      - Appendix A-1: Air Quality and Greenhouse Gas Calculations
      - Appendix A-2: Comparison of Emissions from On-Site Rock Crushing and Off-Site Hauling
      - Appendix A-3: Construction-Related Emissions with Implementation of Standard Control Measures
    - Appendix B: Historic Resources Report
    - Appendix C: Construction Traffic Report
    - Appendix D: Initial Study/Proposed Mitigated Negative Declaration Mailing List
    - Appendix E: Comment Letters on the Initial Study/Proposed Mitigated Negative Declaration

The Final IS/MND is available to the public at One World Way, Suite 218, Los Angeles, California 90045 or online at www.ourlax.org.

MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (Division 13, Public Resources Code)

Proposed Project

The City of Los Angeles, Los Angeles World Airports (LAWA) has prepared and intends to adopt a Mitigated Negative Declaration for the Los Angeles International Airport (LAX) Terminal 1.5 Project ("proposed project"). The proposed project site 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 proposed project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, east of the Tom Bradley International Terminal, and south of the LAX north airfield complex. The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, improve passenger quality of service, and provide additional space to help meet federal security requirements. The proposed project would include passenger and baggage screening, ticketing, and baggage claim facilities in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Determination

LAWA has completed an Initial Study for the proposed LAX Terminal 1.5 Project in accordance with the California Environmental Quality Act (CEQA) (Section 21000 et seq., California Public Resources Code), implementing State CEQA Guidelines (Section 15000 et seq. Title 14, California Code of Regulations), and L.A. CEQA Thresholds Guide (2006). The Initial Study for the proposed project was prepared in accordance with the requirements set forth in Section 15063 of the State CEQA Guidelines. As determined in the Initial Study, LAWA finds that, with the incorporation of described mitigation measures, there is no substantial evidence that the proposed project would have a significant effect on the environment.

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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	November 23, 2016

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	**CASE NO.**
Los Angeles International Airport (LAX) Terminal 1.5 Project	NG-16-275-AD

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

PROJECT DESCRIPTION: The proposed project is the construction of a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, improve passenger quality of service, and provide additional space to help meet federal security requirements. The proposed connection between Terminals 1 and 2, characterized in this document as "Terminal 1.5," would include passenger and baggage screening, ticketing, and baggage claim facilities in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space. Attachment A provides a more detailed description of the proposed project.

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 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, east of the Tom Bradley International Terminal, and south of the LAX north airfield complex.

PLANNING DISTRICT	**STATUS:**
LAX Specific Plan	☐ **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.

[signature]	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 CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

1) Earlier Analysis Used. Identify and state where they are available for review.

2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

1) The significance criteria or threshold, if any, used to evaluate each question; and

2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below 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***
Los Angeles World Airports – Angelica Espiritu	(800) 919-3766
PROPONENT ADDRESS	
One World Way, Room 218, Los Angeles, CA 90045	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Los Angeles World Airports	November 23, 2016
PROPOSAL NAME (If Applicable)*	
LAX Terminal 1.5 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?	☐	☐	☐	☒
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	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 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?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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).	☐	☐	☒	☐
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 B)

ATTACHMENT A
PROJECT DESCRIPTION

1.0 PURPOSE OF INITIAL STUDY

The purpose of this Initial Study is to determine if the Los Angeles International Airport (LAX) Terminal 1.5 Project ("proposed project") may have a significant effect on the environment and to serve as an informational document for the public and the decision-makers.

Los Angeles World Airports (LAWA) has completed the following Initial Study for the proposed project in accordance with the California Environmental Quality Act or CEQA (Section 21000 et seq., California Public Resources Code), implementing State CEQA Guidelines (Section 15000 et seq., Title 14, California Code of Regulations), and L.A. CEQA Thresholds Guide (2006). The Initial Study for the proposed project was prepared in accordance with the requirements set forth in Section 15063 of the State CEQA Guidelines. As determined in this Initial Study and as further described in Attachment B, Explanation of Checklist Determinations, the Initial Study identified potentially significant impacts, but LAWA has made revisions to the project plans that would avoid the effects or mitigate them to the point where no significant effects would occur, and there is no substantial evidence that the proposed project as revised may have a significant effect on the environment. Therefore, in accordance with Section 15070 of the State CEQA Guidelines, a Mitigated Negative Declaration is hereby proposed.

This Draft Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 20 days in accordance with Section 15073 of the State CEQA Guidelines. All comments or questions about the Draft IS/MND should be addressed to the following individual:

Angelica Espiritu
Los Angeles World Airports
Post Office Box 92216
Los Angeles, California 90009-2216
(800) 919-3766

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

Upon completion of the public comment period, a Final IS/MND will be prepared that provides written responses to comments received on the Draft IS/MND. These comments and their responses will be included in the Final IS/MND for consideration by LAWA decision-makers.

Documents Incorporated by Reference

This Draft IS/MND 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 into a negative declaration. 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 taken from documents that have been incorporated by reference is identified in the relevant environmental impact analysis sections of this Draft IS/MND. These documents are also listed in the References section at the end of this Draft IS/MND; 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 Draft IS/MND). 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 Draft IS/MND but not incorporated by reference are also listed in the References section of this Draft IS/MND and are available for public inspection at the address listed above.

2.0 INTRODUCTION

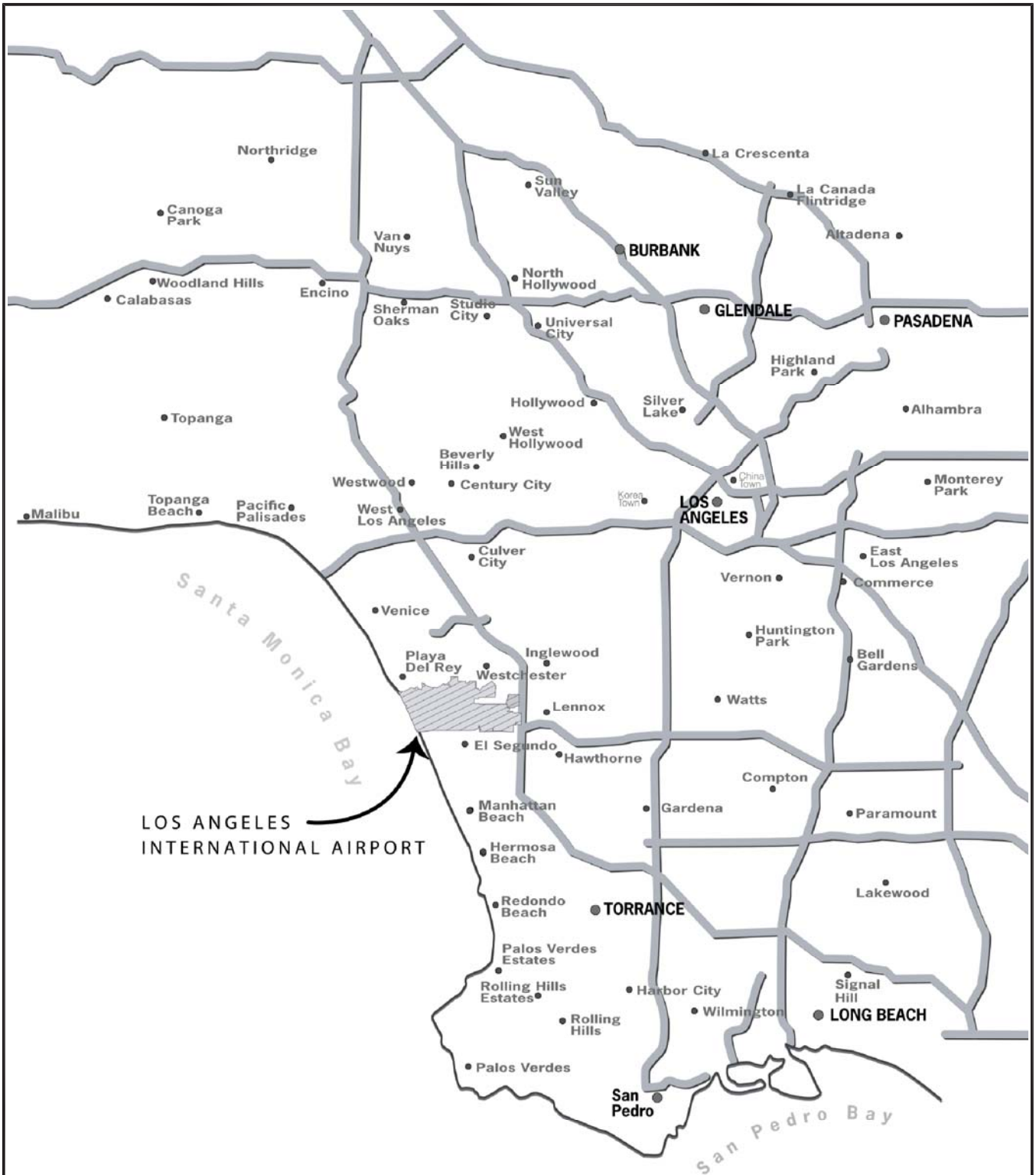
LAWA proposes the development of a new structure between existing Terminals 1 and 2 at LAX to improve passenger processing capabilities for Terminals 1 and 2 at the airport. The proposed connection between Terminals 1 and 2 is characterized in this document as "Terminal 1.5". The Terminal 1.5 improvements would include passenger and baggage screening, ticketing, and baggage claim facilities; a secure connection (i.e., an enclosed/controlled passenger corridor) between existing Terminals 1 and 2; and office and support space (the "proposed project").

3.0 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 Los Angeles International Airport Plan (LAX Plan) area of the City of Los Angeles, 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 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]

[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.



NOT TO SCALE

Source: CDM Smith, October 2015.
Prepared by: CDM Smith, November 2015.

LAX Terminal 1.5 Project	Regional Location Map	Figure 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 Central Terminal Area (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), which are configured 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 and 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 1.7-acre project site is in the northern portion of the CTA, approximately 1,700 feet west of Sepulveda Boulevard, 9,700 feet east of Pershing Drive, 3,400 feet south of Westchester Parkway, and 5,000 feet north of Imperial Highway. More specifically, the project site is located between Terminal 1 (to the east) and Terminal 2 (to the west) and immediately north of World Way. The project site is currently a paved open area between the two terminals. The majority of the site is separated from the airfield by a retaining wall on the north. The site has landscaping along the edges of the site, benches, and bicycle parking racks. A small area has been set aside as a fenced, outdoor pet relief area. The majority of the site is currently used for construction lay down, with fencing and tarps shielding the construction equipment from view. The project site also extends to the space currently occupied by the eastern portion of the ticketing building (i.e., passenger and baggage processing facility) at Terminal 2 and the Skycap area at Terminal 1.

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 across from 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.

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

LAX Terminal 1.5 Project	Project Location Map	Figure 2

4.0 STATEMENT OF PROJECT OBJECTIVES

The main purpose of the proposed project is to construct a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX. Given current passenger levels and aircraft activity, there is a need to provide additional support to existing operations and to improve the customer experience. The specific objectives of the project are to:

- Improve passenger quality of service in Terminals 1 and 2
- Provide additional space to help meet Transportation Security Administration (TSA) requirements for Security Screening checkpoints (SSCP) and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security
- Provide a secure connector between Terminal 1 and Terminal 2 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once
- Provide non-secure connections at the arrivals and ticketing levels to allow for an uninterrupted link between the ticketing and baggage claim lobbies of both Terminal 1 and Terminal 2 buildings, furthering improving the passenger experience

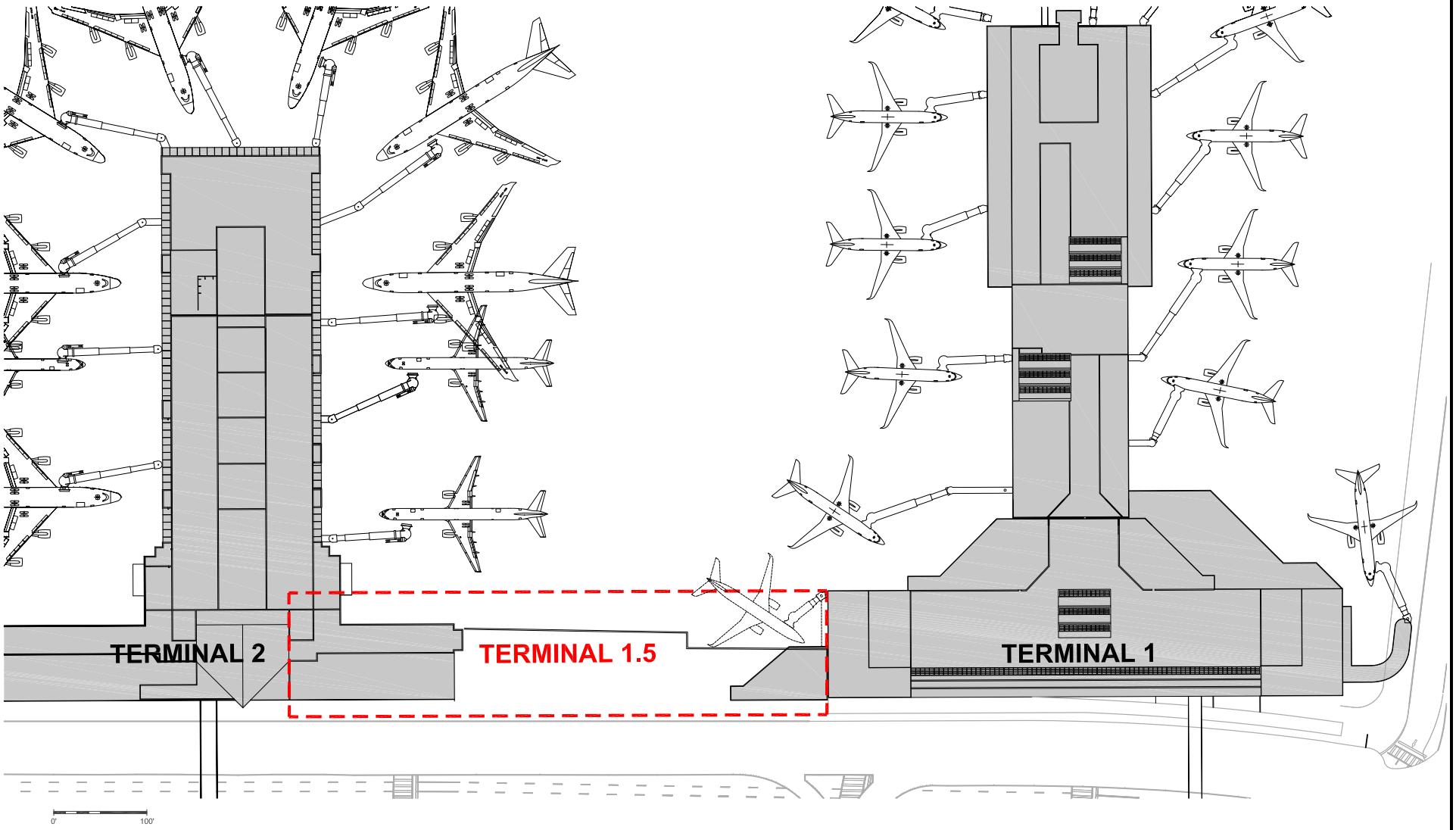
5.0 PROJECT DESCRIPTION

The proposed project is the construction of a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX to improve passenger quality of service and provide additional space to help meet federal security requirements. The proposed Terminal 1.5 facility would include passenger and baggage screening, ticketing, and baggage claim facilities, a secure connection between existing Terminals 1 and 2, and office and support space. In addition, the proposed project would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2.

Proposed plans for the project site and each level of the proposed LAX Terminal 1.5 facility are provided in **Figures 3a through 3g**. **Figure 4** provides a building section view of the proposed Terminal 1.5 facility. As shown in Figures 3a through 3g, Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area.

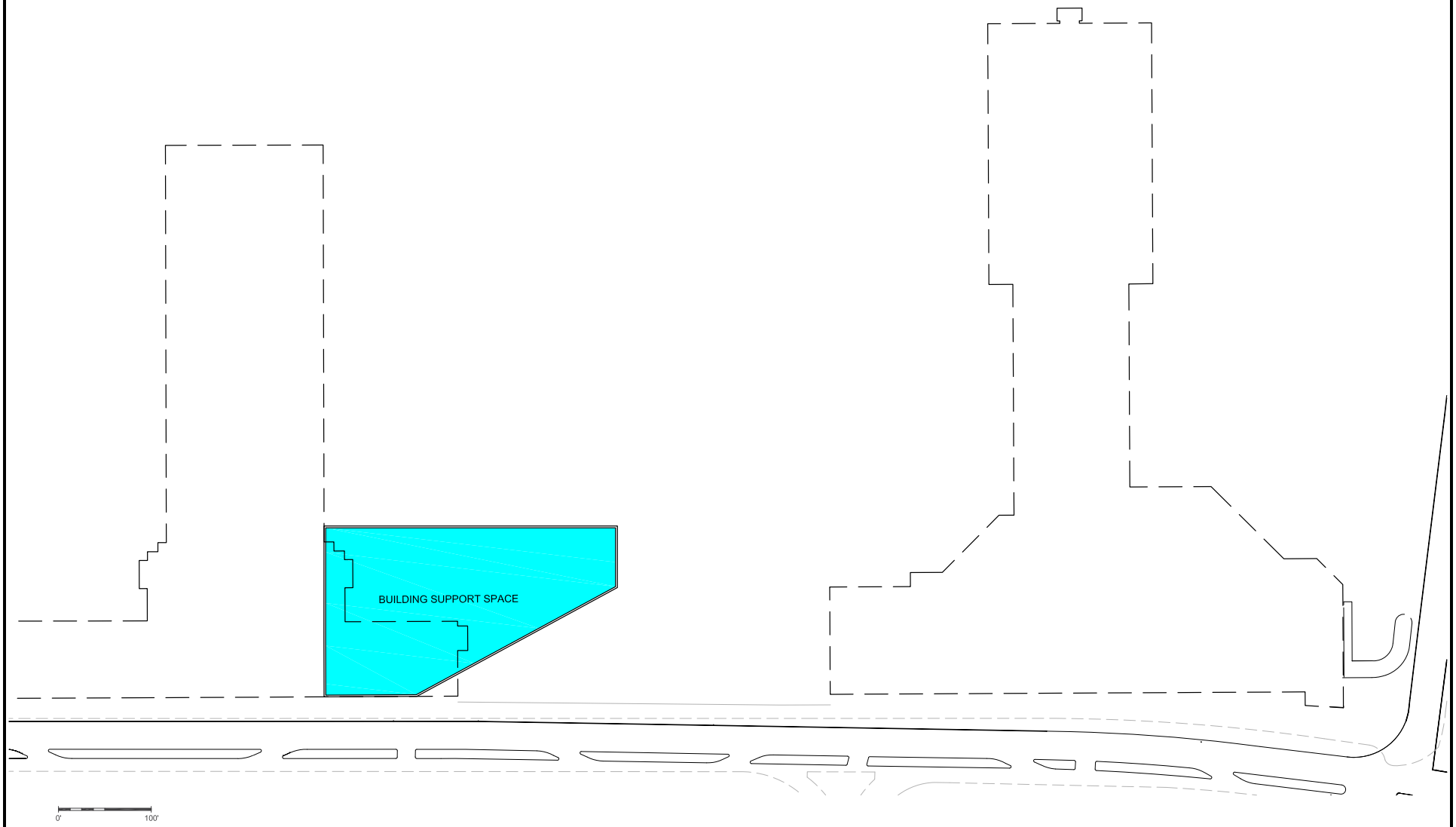
Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in **Table 1**, respectively:

- **Basement:** The basement would include space for building systems support and storage for airlines, concessions, and maintenance.
- **Arrivals Level (Level 1):** The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.



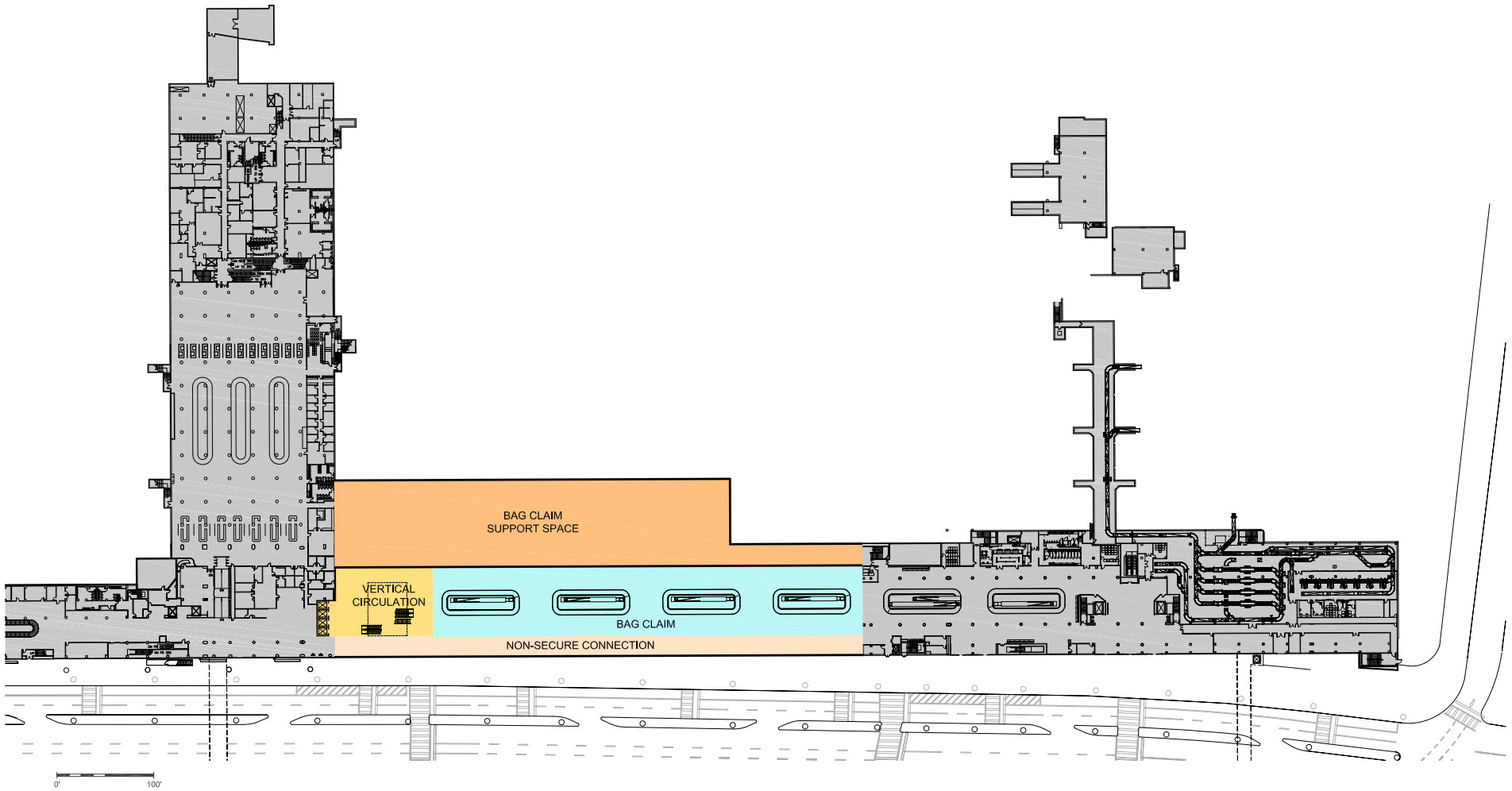
Source: Los Angeles World Airports, November 2015.
Prepared by: CDM Smith, November 2015.

LAX Terminal 1.5 Project	Site Plan	Figure 3a



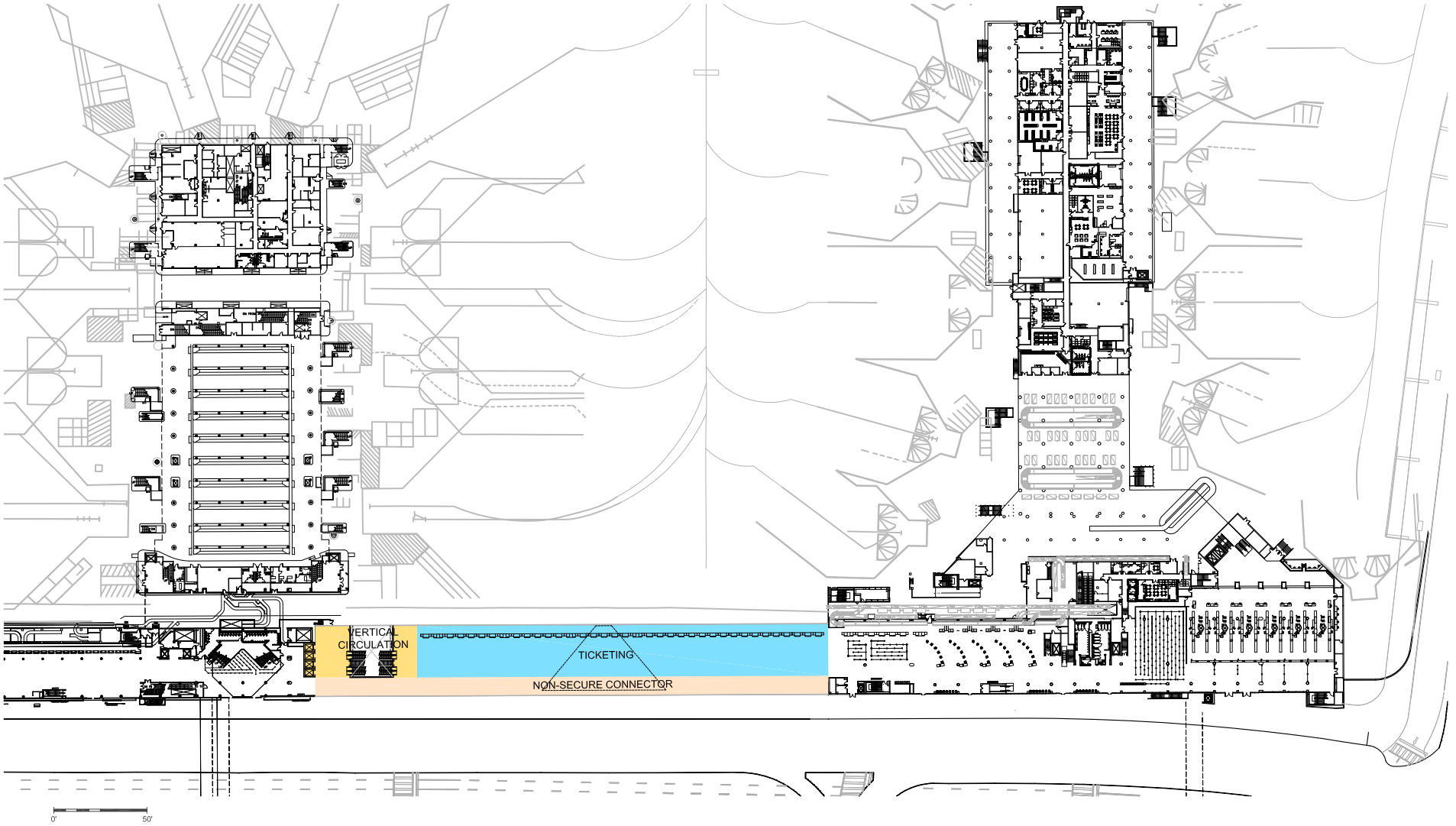
Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminal 1.5 Project	Basement Plan	Figure 3b



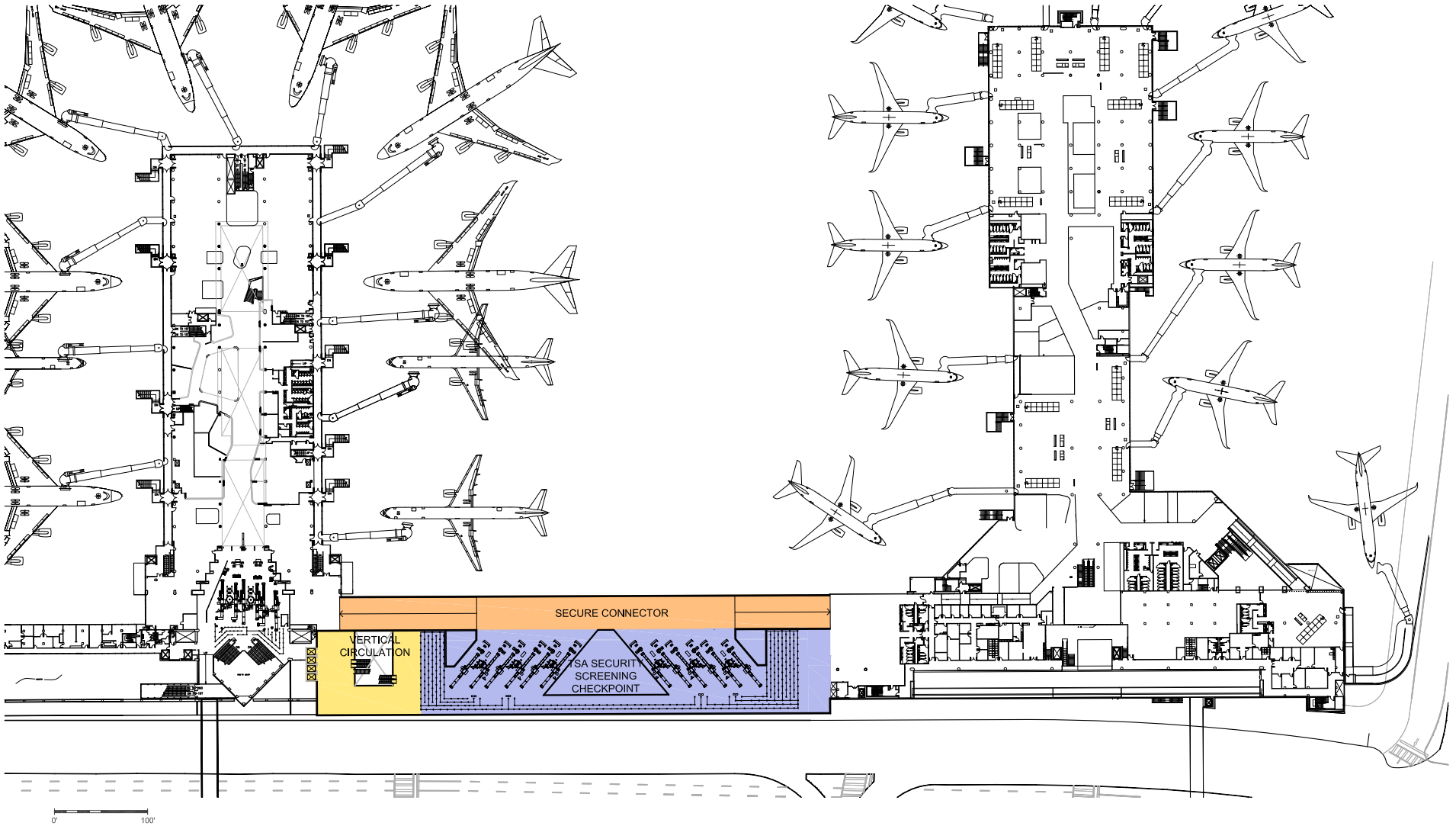
Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminal 1.5 Project	Arrivals Level Plan	Figure 3c



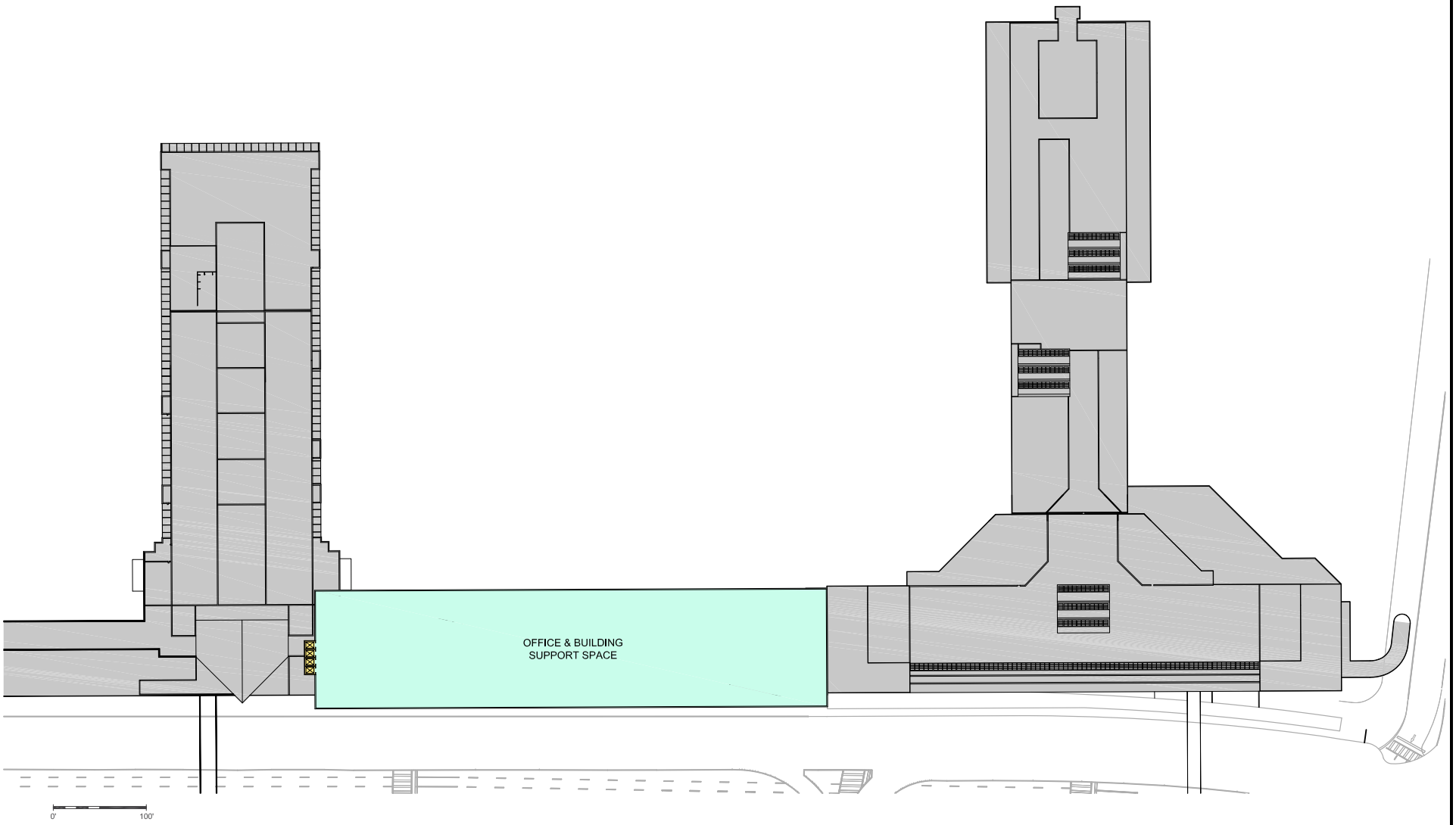
Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminal 1.5 Project	Departures Level Plan	Figure 3d



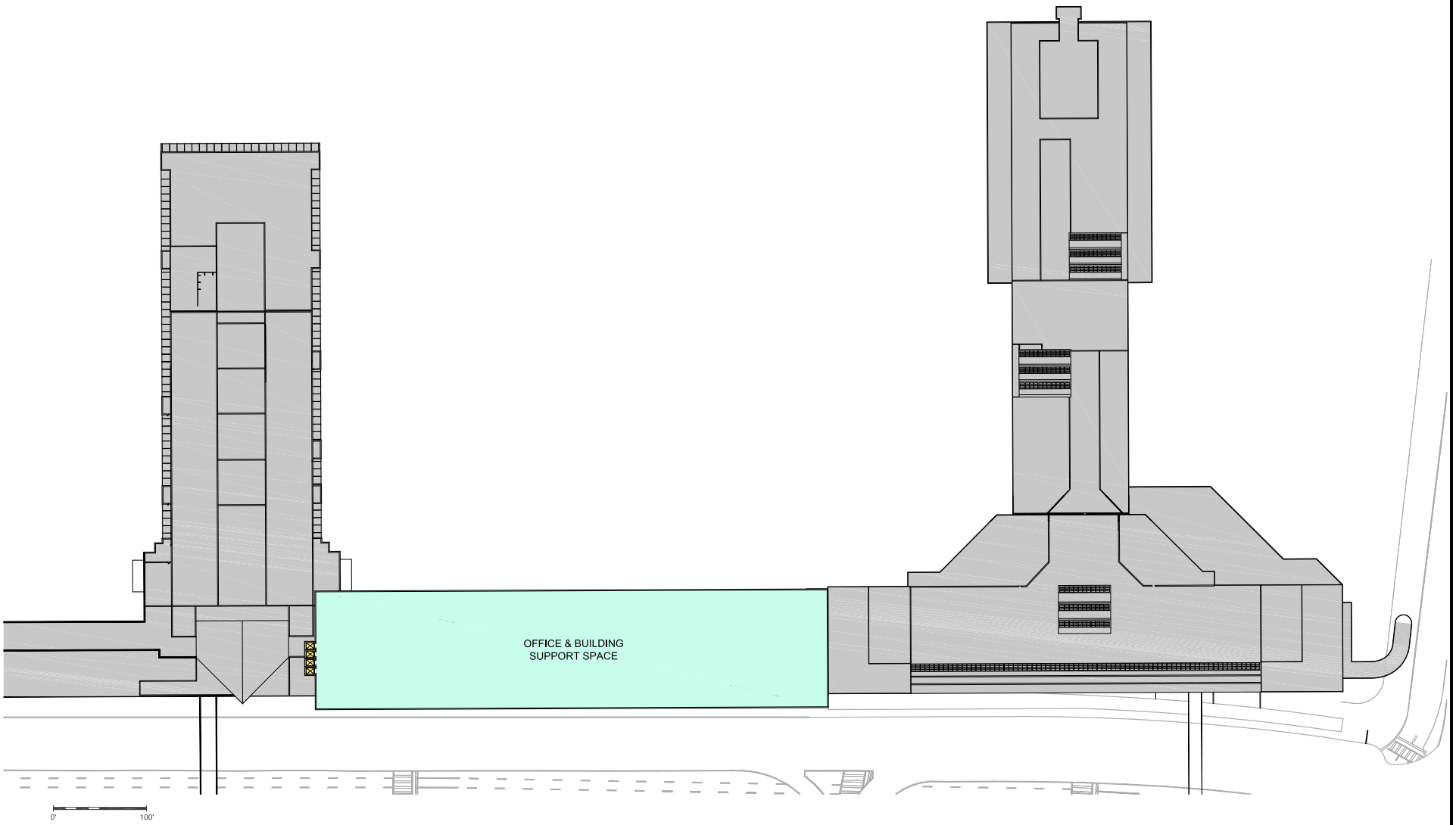
Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminal 1.5 Project	Concourse Level Plan	Figure 3e



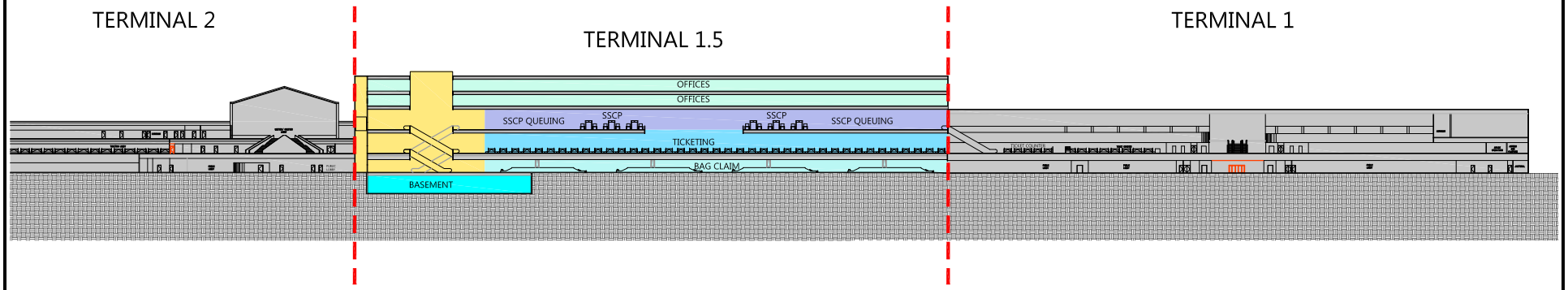
Source: Los Angeles World Airports, May 2016.
Prepared by: CDM Smith, May 2016.

LAX Terminal 1.5 Project	Office Level Plan (Level 4)	Figure 3f



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

LAX Terminal 1.5 Project	Office Level Plan (Level 5)	Figure 3g



0' 100'

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

LAX Terminal 1.5 Project	**Building Section View**	Figure **4**

Table 1 Proposed Terminal 1.5 Building Square Footage					
Level	**Terminal 2 – Existing Building Area Demolition**	**Terminal 2 – Existing Area Rebuilt as Part of Terminal 1.5**	**Terminal 1 – Non-Enclosed Space Demolition[1]**	**New Building Area to be Added**	**Total Terminal 1.5 Building Area**
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Ticketing)	-12,183	12,183	[4,200][1]	36,142	48,325
3 Concourse	-7,622	7,622	0	65,663	73,285
4 Office	0	0	0	73,285	73,285
5 Office	0	0	0	73,285	73,285
Total	**-35,431**	**35,431**	**[4,200][1]**	**382,144**	**417,575**

Note:

[1] This area is non-enclosed space, which is not included in the total building area.

- **Departures Level (Level 2):** The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.
- **Concourse Level (Level 3):** The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.
- **Office Level (Level 4):** The Office Level would include office space and building systems support spaces.
- **Office Level (Level 5):** The Office Level would include office space and building systems support spaces.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade (see Figure 4). All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

As shown in Figure 3a, the LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part

of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service (see Figure 3a).

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

The proposed LAX Terminal 1.5 Project would not result in any physical changes to existing Terminal 1 and Terminal 2 access or curbs. Exterior doors at Terminals 1 and 2 would remain as they exist today. Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. The redistribution of aircraft operations from Gate 10 to nearby gates would not result in any material changes to overall aircraft operations at LAX or to the distribution of flights between runways.

Construction

With the exception of very small areas of landscaping along the edges of the open area, development of the proposed project improvements would occur on portions of LAX that are currently paved. The proposed project includes the construction of a new passenger processing facility between Terminals 1 and 2. Construction activities associated with the proposed project include demolition, site preparation, site utility work, building construction, and finish out of space.

The proposed project would take approximately 26 months to construct. Construction would commence in June 2017 and is projected to end in July 2019. 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 225 construction personnel would be on-site.

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 majority of the construction activities would occur during daytime hours behind construction barriers. Shift 3 (overnight shift of 11:00 pm to 7:00 am) 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 90 employees per shift, with the balance, 45 employees, on the overnight shift (Shift 3). It is not expected that an overnight shift would be required for the entire construction period.

The proposed project would be constructed in two phases. The first phase (Phase 1) includes demolition of the existing eastern portion of the Terminal 2 ticketing building, site utility work, and site preparation. Phase 2 includes construction of the building shell, and finish out of the space.

The proposed Terminal 1.5 facility would be a structure on grade at curbside, with the building envelope extending to the north under the apron for additional passenger processing and building support space. The total area of pavement to be replaced is approximately 54,200 SF and the area of ground surface to be disturbed is approximately 90,000 SF (approximately 2 acres). The depth of disturbed soil is anticipated to be 14 feet below the ground surface. The proposed project would require the excavation of approximately 53,500 cubic yards (cy) of soil. To the extent feasible and practical, existing pavement, such as asphalt and concrete, would be crushed on-site and reused as base material or as aggregate in the production of concrete to be poured/placed on-site. However, for purposes of calculating project impacts, it is conservatively assumed that the existing pavement and top layer of soil (approximately 3,000 cy) of fill would not be able to be reused and would, instead, be exported off-site. Project demolition and foundation preparation activities are anticipated to occur in Fiscal Year (FY) 2017. These activities would continue over the course of the year. The peak quantity of soils/pavement removal is anticipated to occur in in the second quarter of 2018, and would be in the range of 700 cy to 900 cy.

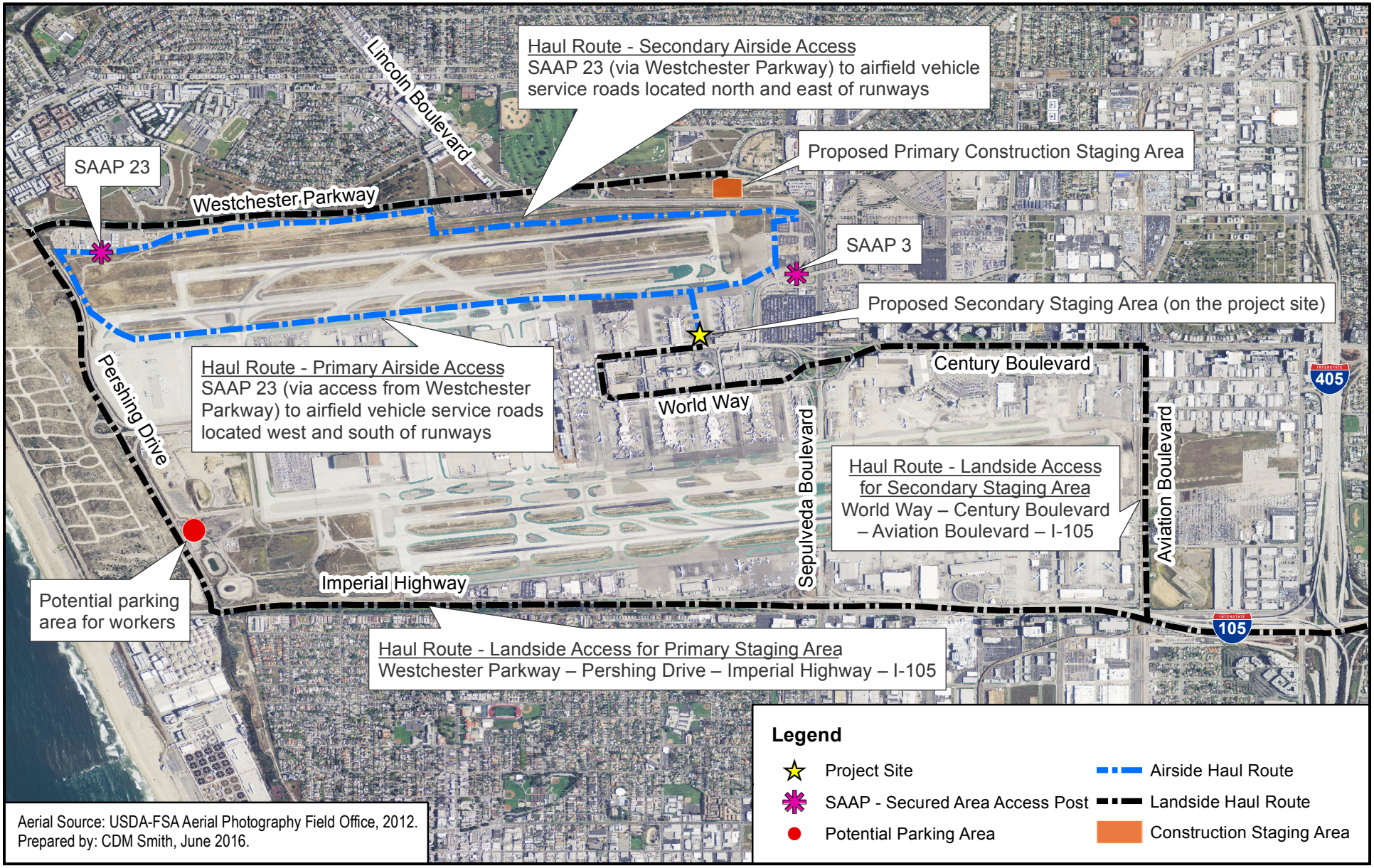
The LAX Terminal 1.5 Project would require construction access from both the landside and airside. No permanent lane or road closures either on-airport or off-airport would be required for construction. However, temporary lane closures in the CTA would be required periodically to facilitate some construction activities.

Terminals 1 and 2 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. In accordance with standard LAWA practice, a Construction Coordination Plan would be prepared for the proposed project that includes, but would not be limited to, the following:

- Phasing of some activities overnight when passenger activity is low;
- Separating passengers from construction activities with solid construction walls;
- Prohibiting construction activity that would be disruptive to aircraft movement; and
- Ensuring that no foreign object debris would be deposited on the aircraft apron.

Construction staging areas and haul routes that would be used for the proposed project are shown on **Figure 5**. Construction staging for the proposed project would be located on existing disturbed areas on airport property. Primary staging would occur within the northern area of the airport, on a portion of an existing LAWA-owned construction staging area along the south side of Westchester Parkway, east of the southern terminus of La Tijera Boulevard. The subject construction staging area is highly disturbed. The site was previously developed for residential and commercial uses, which were later removed. The vacated areas have been periodically used for construction staging and materials storage for other LAX development projects. Construction office trailers for the project would be located on and/or directly across from the primary construction staging area within the existing LAWA construction trailers complex at 6409 Westchester Parkway. For the purposes of this Initial Study, it is assumed that secondary construction staging would also occur directly at the project site on a limited/periodic basis. 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 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 [AOA]) 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 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. For the purposes of this Initial Study, it is assumed that secondary airside access to the AOA may be available and used 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 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 Terminal 1.5 Project

Construction Staging Areas and Haul Routes

Figure
5

As shown on Figure 5, 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, and then connect to I-105. Landside (i.e., public areas outside the AOA) access to and from the project site 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, connecting to I-105. 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 5, 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, would be submitted to LADOT.

Construction contractor parking would be located outside of the CTA, and would be primarily at the construction trailers/offices compound located at the construction staging area described above. 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 Terminal 1.5 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 and standard control measures including, but not limited to, the types described below.

LAWA has implemented a wide range of actions designed to reduce temporary, construction-related air pollutant emissions from its ongoing construction program to the maximum extent feasible and has established some of the most aggressive construction emissions reduction measures in Southern California, particularly with regard to requiring construction equipment and heavy duty trucks to be newer models that have low-emission engines or be equipped with emissions control devices. To achieve this commitment, LAWA has developed standard control measures which would be applied to the project as discussed in greater detail in Section III below. These measures are as follows. On-road haul trucks with a gross vehicle weight rating of at least 14,001 pounds would be required to comply with U.S. Environmental Protection Agency (USEPA) 2010 on-road emissions standards for particulate matter up to 10 micrometers in size (PM10) and nitrogen oxides (NOx). Contractors would be required to use compatible on-road haul trucks or the next cleanest burning vehicle available. All off-road diesel-powered construction equipment greater than 50 horsepower would be required to meet new USEPA Tier 4 (final) off-road emissions standards or the next cleanest equipment available. Other measures would be implemented to further reduce fugitive dust generation, avoid use of generators for electrical power, and minimize construction worker trips. An Independent Third-Party Monitor would evaluate compliance with these measures. The Third-Party Monitor as set forth in the Mitigation, Monitoring and Reporting Program would track, verify, and report on the use of clean construction equipment and other construction standard control measures, and would quantify emissions benefits.

The proposed project would also be required to use recycled building materials in the new building, and 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. Heating and cooling of the new Terminal 1.5 building 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 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. To conserve potable water, bathrooms in the new building 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 measures—namely, air quality, greenhouse gas emissions, solid waste, and water supply—are discussed in Attachment B. The relationship of these measures to potential project impacts are also identified in Attachment B.

6.0 NECESSARY APPROVALS

Actions required for the proposed project include, but may not be limited to, the following:

Federal

- U.S. Department of Transportation FAA - Approval of Form 7460-1 (Notice of Proposed Construction or Alteration) in consideration of Part 77 requirements

Local

- LAWA Board of Airport Commissioners - Adoption of the Mitigated Negative Declaration and project approval, including LAX Plan Compliance approval
- City Council of the City of Los Angeles – LAX Plan Compliance approval
- City of Los Angeles Department of Building and Safety - Grading, foundation, and building permits, and Haul Route Plan approval
- City of Los Angeles Department of Transportation – Approval of Work Traffic Control Plan
- City of Los Angeles Department of Cultural Affairs - Permit application clearance

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

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ATTACHMENT B
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 eastern portion of the LAX Central Terminal Area (CTA) 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 project would not contribute to, or detract from, scenic vistas from these residences due to its 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 proposed project 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 mitigation 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 a paved open area currently used as a passenger/employee paved park and construction lay down area. The Terminal 1.5 project site also includes the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. 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).[2] 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.[3] Vista del Mar,

[2] 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.

[3] 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.

the nearest City-designated scenic highway, is located approximately 2.2 miles west of the project site;[4] 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 2 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 mitigation is required.

The potential for implementation of 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 disturbed area within a busy international airport. The project site is a paved open area currently used as an outdoor space for passengers and employees; a portion of the site is currently being used as a construction lay down area. The Terminal 1.5 project site also includes the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Terminals 1 and 2 and the majority of the surrounding structures are utilitarian in appearance. However, several structures with notable architecture, including the Theme Building and former 1961 Airport Traffic Control Tower (ATCT), are located within the project area. Views of the CTA and the existing airfield are not scenic or of high quality visual character.

Implementation of the proposed project would modernize and improve the aesthetic quality of North Terminal Complex and the visual character of the entrance to the CTA. Further, construction activities at the proposed project site would be visually consistent with the current use 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 site and its surroundings. Impacts would be less than significant with the implementation of the proposed project and no mitigation 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 5.0, Project

[4] 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.

Description, the proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights are proposed to 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. Impacts related to light and glare would be less than significant with the implementation of the proposed project and no mitigation 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.[5] The proposed project would represent a continuation of the current airport-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 mitigation is required.

[5] 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.

III. AIR QUALITY. *Would the project:*

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

Less Than Significant Impact. The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is the regional agency responsible for air quality regulations within the SCAB including enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The SCAQMD, in association with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), is responsible for preparing the Air Quality Management Plan (AQMP) that details how the region intends to attain or maintain the state and federal ambient air quality standards.

The Final 2012 AQMP[6] describes the SCAQMD's plan to attain the federal standard for fine particulate matter less than or equal to 2.5 microns (μm) in diameter (PM2.5) by 2014 and to continue improving ozone (O_3) levels. A February 2015 Supplement to the 24-hour PM2.5 SIP[7] for the basin was adopted to demonstrate attainment of the standard by 2015. However, the basin remains in nonattainment for PM2.5.[8] AQMP emissions control measures include reducing PM2.5 and nitrogen oxides (NO_x) emissions from on- and off-road vehicle engines. In 2007, CARB adopted a regulation to reduce diesel particulate matter and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles. The Final 2012 AQMP identifies control measures for ozone presented in the Final 2007 AQMP,[9] which include requiring the use of cleaner (as compared to "baseline") on-road and off-road equipment. All construction equipment used for the proposed project, including both on-road trucks and off-road construction equipment, would operate in compliance with the state law and would be consistent with the Final 2012 AQMP. For example, as noted in Section III.b, the proposed project would require on-road trucks of a certain size to comply with USEPA 2010 on-road emissions standards for PM10 and NOx, and off-road diesel-powered construction equipment of a certain size to meet USEPA Tier 4 (final) off-road emission standards, subject to provisions spelled out in Section III.b below. Furthermore, all new facilities would meet the requirements of the 2013 California Green Building Standards Code (CALGreen) Tier 1, at a minimum. As noted in Section 5.0, Project Description, the proposed project includes energy efficiency measures. Specifically, the terminal would

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6 South Coast Air Quality Management District, Final 2012 Air Quality Management Plan, February 2013.

7 South Coast Air Quality Management District, Final Supplement to the 24-Hour PM2.5 State Implementation Plan for the South Coast Air Basin, February 2015.

8 Despite the current non-attainment status, air quality within the Basin has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. See the 2012 AQMP. As discussed in the AQMP, despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program. For example, PM10 levels have declined almost 50 percent since 1990, and PM2.5 levels have also declined 50 percent since measurements began in 1999. As shown in Chapters 2 and 5 of the AQMP, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour PM2.5 standard from 2011 forward is the Mira Loma station in Western Riverside County. Similar improvements are observed with ozone, although the rate of ozone decline has slowed in recent years. Similar trends are anticipated to occur under future cumulative projections as shown in greater detail on SCAQMD's website. See:
South Coast Air Quality Management District, Historic Ozone Air Quality Trends, Ozone, 1976-2014. Available: http://www.aqmd.gov/home/library/air-quality-data-studies/historic-ozone-air-quality-trends, accessed July 16, 2016.

9 South Coast Air Quality Management District, Final 2007 Air Quality Management Plan, June 2007.

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. The project would meet the goals of the AQMP related to energy efficiency and conservation and, therefore, would not conflict with, or obstruct implementation of, the AQMP. Therefore, impacts to the applicable SCAQMD plan (i.e., the 2012 AQMP) would be less than significant and no mitigation is required.

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

Less Than Significant Impact. The California Clean Air Act, signed into law in 1988, established the CAAQS; all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas.

The project site is located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for:

- Ozone (O_3), which is evaluated using surrogates volatile organic compounds (VOC) and oxides of nitrogen (NOx)
- Respirable particulate matter less than or equal to 2.5 µm in diameter (PM2.5)
- Respirable particulate matter less than or equal to 10 µm in diameter (PM10)[10]

Los Angeles County is designated as a state attainment or unclassified area for:

- Carbon monoxide (CO)
- Nitrogen dioxide (NO_2)
- Sulfur dioxide (SO_2)
- Sulfates
- Hydrogen sulfide
- Visibility reducing particles
- and Lead[11]

[10] California Air Resources Board, Area Designations Maps/State and National Homepage. Available: http://www.arb.ca.gov/desig/adm/adm htm, accessed May 17, 2016.

[11] California Air Resources Board, Area Designations Maps/State and National Homepage. Available: http://www.arb.ca.gov/desig/adm/adm htm, accessed May 17, 2016.

Significance Thresholds

The SCAQMD publishes thresholds of significance for criteria pollutants.[12] If the proposed project were to result in emissions that would exceed the significance criteria, then a significant impact would occur under existing and cumulative conditions. **Table 2** summarizes the mass daily thresholds for construction and operation.

Table 2
SCAQMD Mass Daily Pollutant Emission CEQA Thresholds of Significance

Pollutant	Construction	Operation
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD 2015.

Methodology

Peak daily emissions from construction equipment, haul trucks, and construction worker commuting trips; fugitive VOCs from architectural coatings; and fugitive dust from soil handling, grading, and paved road dust were calculated. The emissions estimates assume compliance with existing SCAQMD regulations. Specifically, the analysis assumes compliance with SCAQMD Rule 403 for controlling fugitive dust, and use of ultra-low sulfur diesel fuel. Per the requirements of Rule 403, watering twice daily was assumed, which would reduce emissions of PM10 and PM2.5 by 55 percent.

The California Emissions Estimator Model (CalEEMod), Version 2013.2.2, is a statewide land use emissions computer model that estimates construction and operational emissions from a variety of land use projects.[13] However, the model does not have default data on airport terminal construction projects. Therefore, CalEEMod was used by assuming airport terminal building construction was similar for most construction activities to General Office Building construction, and CalEEMod defaults were used for General Office Building construction with one notable exception. The surface area for architectural coating was assumed to be different (i.e., less) for an airport terminal since the terminal typically has more areas devoted to non-office, large open areas such as ticketing and baggage claim, meaning that substantially less coating is used for a terminal than a general office building. The wall

[12] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, March 2015.
[13] California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod) Homepage. Available: http://www.caleemod.com/, accessed December 21, 2015.

and ceiling surface areas were calculated from drawings provided by LAWA for Terminal 1.5. Based on these construction plans and review of similar construction plans at other terminals, it was conservatively assumed that 50 percent of the wall plus ceiling area would be coated and the other 50 percent would be covered with non-coated paneling or glass. The analysis does not estimate lead emissions because no major sources of lead would occur at the site. Refer to Appendix A of this Initial Study for the detailed model results.

Operations (i.e., number of passengers or aircraft operations) would not change as a result of the proposed project; therefore, operational emissions were not calculated.

Estimated Project Emissions

Table 3 summarizes maximum daily emissions that would occur from project-related construction activities based on the methodology and assumptions described above.

Table 3
Construction Emissions Summary – Criteria Pollutants

	Maximum Daily Emissions (pounds per day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Maximum Daily Emissions	44	36	30	<1	8	5
SCAQMD Construction Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CDM Smith 2016.

As shown in Table 3, assuming compliance with SCAQMD regulations pertaining to fugitive dust control and diesel fuel, construction emissions would not violate an air quality standard or contribute substantially to an existing or projected air quality standard. Therefore, impacts related to air quality standards would be less than significant and no mitigation is required.

Standard Control Measures

As shown above, impacts related to air quality standards would be less than significant; therefore, no mitigation measures are required. Nevertheless, LAWA would implement the following standard control measure, which would serve to reduce construction-related emissions associated with the proposed project. This measure was selected from a list of standard control measures developed by LAWA for projects at LAX.

- **LAX-AQ-1. Construction-Related Air Quality Standard Control Measures.**

  Table 4 includes specific measures to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction.

Table 4 Construction-Related Air Quality Standard Control Measures		
Measure Number	**Measure**	**Type of Measure**
1a	Post a publicly visible sign(s) with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Fugitive Dust
1b	Prior to final occupancy, the contractor shall demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Fugitive Dust
1c	All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading.	Fugitive Dust
1d	Prohibit idling or queuing of diesel-fueled vehicles and equipment in excess of five minutes. This requirement will be included in specifications for any LAX projects requiring on-site construction. Exemptions may be granted for safety-related and operational reasons, as defined by CARB or as approved by LAWA.	*On-Road Mobile* Off-Road Mobile
1e	All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM (PM2.5), and secondarily, to reduce emissions of NOx. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). (It is unlikely that this measure will apply to equipment with Tier 4 engines.) The emission control devices utilized in construction equipment shall be verified or certified by CARB or USEPA for use in on-road or off-road vehicles or engines. For multi-year construction projects, a reassessment shall be conducted annually to determine what constitutes a best available emissions control device.	~~Off-Road~~ Mobile *and Stationary*
1f	Pave all construction access roads at least 100 feet onto the site from the main road.	Fugitive Dust
1g	To the extent feasible, have construction employees' work/commute during off-peak hours.	On-Road Mobile
1h	Make access available for on-site lunch trucks during construction, as feasible and consistent with requirements pertaining to airport security, to minimize off-site worker vehicle trips.	On-Road Mobile
1i	Utilize on-site rock crushing facility during construction, when feasible, to reuse rock/concrete and minimize off-site truck haul trips.	Stationary Point Source Controls
1j	Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct	Stationary Point

Table 4 Construction-Related Air Quality Standard Control Measures		
Measure Number	**Measure**	**Type of Measure**
	hookup or a tie in to electricity from power poles. If diesel- or gasoline-fueled generators are necessary, generators using "clean burning diesel" fuel and exhaust emission controls shall be utilized.	Source Controls
1k	Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.	Mobile and Stationary
1l	Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Mobile and Stationary
1m	The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.	Administrative
1n	Locate rock-crushing operations and construction material stockpiles for all LAX-related construction in areas away from LAX-adjacent residents, to the extent possible, to reduce impacts from emissions of fugitive dust.	Stationary Point Source Controls
1o	On-road medium-duty and larger diesel-powered trucks used on LAX construction projects with a gross vehicle weight rating of at least 14,001 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM10 and NOx. Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Control Measure 1q below.	On-Road Mobile
1p	All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 4 (final) off-road emissions standards. Contractor requirements to utilize Tier 4 (final) equipment or next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure 1q below.	Off-Road Mobile
1q	The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Standard Control Measures 1o and 1p above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that: o The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures 1o and 1p as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these measures, but that vehicle or equipment is not available	On-Road Mobile Off-Road Mobile

Table 4 Construction-Related Air Quality Standard Control Measures		
Measure Number	**Measure**	**Type of Measure**
	for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 1o and 1p at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure 1q) to circumvent the intent of Measures 1o and 1p. o Documentation of good faith efforts and due diligence regarding the above exceptions shall include written record(s) of inquiries (i.e., phone log[s]) to at least three (3) leasing/rental companies that provide construction-related on-road trucks of the type specified in Measure 1o above (i.e., medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds) or diesel-powered off-road construction equipment such as the types to be used by the Contractor, documenting the availability/unavailability of the required types of trucks/equipment.	

Table 4
Construction-Related Air Quality Standard Control Measures

Measure Number	Measure	Type of Measure

LAWA will, from time-to-time, conduct independent research and verification of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.

In any of the situations described above, the Contractor/ Subcontractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table A for Off-Road Equipment and Table B for On-Road Equipment.

Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet Occupational Safety and Health Act (OSHA) standards.

Table A

Off-Road Compliance Step Down Schedule*

Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)
1	Tier 4 interim	N/A**
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3
5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 3	Uncontrolled
8	Tier 2	Uncontrolled
9	Tier 1	Level 2

** Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.

Equipment less than Tier 1, Level 2 shall not be permitted.

Table 4
Construction-Related Air Quality Standard Control Measures

Measure Number	Measure	Type of Measure

Table B

On-Road Compliance Step Down Schedule*

Compliance Alternative	Engine Model Year	CARB-verified DECS (VDECS)
1	2007	N/A**
2	2004	Level 3
3	1998	Level 3
4	2004	Uncontrolled
5	1998	Uncontrolled

** 2007 Model Year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.

Equipment with a model year earlier than Model Year 1998 shall not be permitted.

* How to use Table A and Table B: For example, if Compliance Alternative #1 is required by this policy but Contractor cannot obtain an off-road vehicle that meets the Tier 4 interim standard (Compliance Alternative #1 in Table A) and meets one of the above exceptions, then Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #2) which is a Tier 3 engine standard equipped with a Level 3 VDECS. Should Contractor not be able to supply a vehicle with a Tier 3 engine equipped with a Level 3 VDECS in accordance with Compliance Alternative #2 and has satisfied the requirements of one of the above exceptions as to Contractor's ability to obtain a vehicle meeting Compliance Alternative #2, Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #3), and so on. If Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. Contractor must demonstrate that it has satisfied one of the exceptions listed above before it can use a subsequent Compliance Alternative. The goal of this requirement is to ensure that Contractor has exercised due diligence in supplying the cleanest fleet available.

Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.

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)?

Less Than Significant Impact. Cumulative impacts occur when the impact of one project, when added to other past, present, or probable future projects, could cause a significant impact. In other words, although the impacts of an individual project may be less than significant, the combined impacts from the proposed project in conjunction with other projects could cause a significant impact. According to the SCAQMD,[14] projects that do not exceed the significance thresholds are generally not considered to result in a cumulatively considerable contribution to a significant air quality impact, as noted in Section III.b. As shown in Table 3, emissions of all criteria pollutants from construction activities, including the nonattainment pollutants (PM10, PM2.5, and O_3 precursors [NO_x and VOC]), would be less than the SCAQMD significance thresholds. Therefore, the contribution of the proposed project to cumulative emissions of these pollutants would not be cumulatively considerable.

The proposed project would not affect operations; therefore, there would be no cumulative impacts related to project operation.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Construction activities would result in emissions of criteria pollutants and toxic air contaminants (TACs). Impacts to sensitive receptors associated with construction-related criteria pollutant emissions were evaluated using SCAQMD's localized significance thresholds (LSTs). TACs are discussed separately. The closest sensitive receptors (i.e., hospitals, K-12 schools, residences, and day care centers) are the residential areas within the community of Westchester to the north and hotels located along Century Boulevard.

Criteria Pollutants

The SCAQMD developed thresholds for local air quality impacts from construction activities.[15] LSTs are only applicable to the following criteria pollutants: NO_x, CO, PM10, and PM2.5. LSTs are analogous to National Ambient Air Quality Standards (NAAQS) and CAAQS; pollutant levels below LSTs would not necessarily be expected to violate the NAAQS or CAAQS. LSTs consider ambient concentrations of pollutants for each source receptor area and distances to the nearest sensitive receptor.

As indicated in Section 5.0, approximately 2 acres of area would be disturbed. As with the analysis of criteria pollutants described in Section III.b above, the LST analysis assumes compliance with existing SCAQMD regulations. Specifically, the analysis assumes compliance with SCAQMD Rule 403 for controlling fugitive dust, and use of ultra-low sulfur diesel fuel. Per the requirements of Rule 403, watering twice daily was assumed, which would reduce emissions of PM10 and PM2.5 by 55 percent. **Table 5** summarizes the on-site emissions, which include fugitive dust and off-road construction equipment, and allowable emissions for a 2-acre project located in the Southwest Coastal

[14] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003.

[15] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, July 2008.

Los Angeles County Source-Receptor Area. LSTs consider ambient concentrations of pollutants for each source receptor area and distances to the nearest sensitive receptor. The closest receptor (i.e., Concourse Hotel on Century Boulevard) from the project site boundary is located at a distance of approximately 550 meters (1,800 feet); therefore, the LST thresholds for 500 meters were used.

Table 5
Construction LST Analysis

	Maximum On-Site Daily Emissions (pounds per day)			
	NOx	**CO**	**PM10**	**PM2.5**
Maximum On-Site Daily Emissions	36	30	8	5
Construction LST	233	7,950	148	81
Significant Impact?	No	No	No	No

Source: CDM Smith 2016.

Anticipated maximum daily on-site emissions would be below the applicable LSTs. Therefore, localized construction peak daily emissions would be less than significant.

Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be diesel particulate matter (DPM) emitted from heavy-duty diesel powered equipment. DPM is the engine exhaust particulate matter from diesel engines and equipment and is a component of PM10 and PM2.5. As noted above, the project site is located within a busy international airport. The closest sensitive receptors to the project site are the residential areas 4,120 feet to the north within the community of Westchester and the Concourse Hotel on Century Boulevard approximately 1,800 feet to the east. The LSTs do not include a threshold for DPM. However, as shown in Table 5, PM10 and PM2.5 emissions would be substantially lower than the respective LST thresholds. Since DPM emissions are a component of PM10 and PM2.5, DPM emissions would be similarly low, and would be typical for urban environments in the study area. Based on the emission levels and the distances to sensitive receptors, impacts from TACs would be less than significant.

Summary of Impacts

In summary, maximum daily construction emissions would be below the applicable LSTs and DPM emissions would be low and at a notable distance from sensitive receptors. Therefore, implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant and no mitigation is required.

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

Less Than Significant Impact. 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 10 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 4,120 feet to the north within the community of Westchester and the Concourse Hotel on Century Boulevard approximately 1,800 feet to the east), odors from construction-related diesel exhaust would not affect a substantial number of people. Operation of the new T1.5 facility 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 impact would be less than significant and no mitigation is required.

Although impacts related to odors would be less than significant, as identified in Section III.b above, LAWA would implement a number of measures to address construction-related emissions associated with the proposed project. Some of these measures, in particular, Measure 2g, which would encourage the use of grid-based electric power over the use of diesel- or gasoline fueled generators, and Measure 1p, which would require off-road diesel-powered construction equipment of a certain size to meet USEPA Tier 4 (final) emission standards, would serve to reduce construction-related odors associated with project construction.

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 planned construction staging area (illustrated in Figure 5), is on a portion of an existing LAWA-owned construction staging area along the south side of Westchester Parkway, east of the southern terminus of La Tijera Boulevard. The subject construction staging area is highly disturbed. The site was previously developed for residential and commercial uses, which were later removed. The vacated areas have been periodically used for construction staging and materials storage for other LAX development projects.

The planned construction staging area is devoid of sensitive 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 or the construction staging 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 at or adjacent to the project site or construction staging area. The closest riparian/wetland area is within Argo Channel, approximately 2,200 feet north of the project site and 200 feet south of the proposed construction staging area on the other side of Lincoln Boulevard. 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 or construction staging area. A few non-native, ornamental trees are located near the perimeter of the construction staging area; these trees would not be removed or otherwise adversely affected by the proposed construction staging activities. 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[16] (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 or construction staging 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 or proposed construction staging 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 2 miles to the west of the project site. The Dunes area is well removed from the project site and would not 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 mitigation is required.

V. CULTURAL RESOURCES. *Would the project:*

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

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

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 Tom Bradley International Terminal (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:[17]

- Hangar One (listed on National Register of Historic Places - “National Register”) 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 of Historical Resources – “California Register”) in the center of the CTA.
- WWII Munitions Storage Bunker (eligible for National Register) near the western boundary of LAX.

[17] 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.

- Intermediate Terminal Complex (eligible for the California Register) 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 B of this Initial Study.

Terminals 1 and 2

The existing Terminal 1 was constructed in 1984. Terminal 2 was originally constructed in 1961 but was demolished and completely reconstructed in place in 1988. Neither Terminal 1 nor Terminal 2 are eligible for historic listing and these terminals are not considered historical resources as defined in State CEQA Guidelines §15064.5.

Theme Building

The nearest identified historical resource at LAX to the proposed LAX Terminal 1.5 Project site is the Theme Building. The Theme Building is situated at the center of the CTA and lies directly south of the Terminal 1.5 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 Terminal 6. 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;[18] 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 and retains its historic axial relationship with the Theme Building. It

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

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 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 (Terminal 4) is no longer extant. Only one of the six original terminal sign towers, that at Terminal 6, remains intact and in situ. The Terminal 6 sign tower is approximately 900 feet south of the proposed project site. The Terminal 6 sign tower is not eligible for the National Register or California Register but it does appear 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 1 and 2

The proposed project would involve demolition of the eastern end of the Terminal 2 ticketing building and a small portion of the exterior area (Skycap area) at Terminal 1. Neither Terminal 1 nor Terminal 2 were found eligible for historic listing and these terminals are not considered historical resources as defined in State CEQA Guidelines §15064.5.

Theme Building

The proposed project site is located directly north of the Theme Building, 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 new construction associated with the proposed project would take place north of World Way and would be physically separated from the Theme Building.

New construction associated with the proposed project would occupy a paved open area between Terminal 1 and Terminal 2. At approximately 100 feet above the Arrivals level grade, the new structure would be approximately 10 to 15 feet taller than the highest portion of Terminal 2, which is approximately 87 feet high as measured from the Arrivals level, and be two floors taller than Terminal 1, which is approximately 67 feet high as measured from the Arrivals level. Because the new construction would occupy what is currently an undeveloped location in the CTA, it would obscure some distant views to the Theme Building looking south from Lincoln Boulevard and Westchester Parkway. Views to the Theme Building from these roadways are brief and intermittent under the existing condition. The undeveloped piece of land between Terminals 1 and 2 allows only a narrow gap between terminal buildings through which the Theme Building can be viewed, and the clearest view is only possible from a specific vantage point looking between the two terminal buildings. Even this existing view is partially obscured by the double-decked World Way structure and, in some locations along Lincoln Boulevard and Westchester Parkway, intervening topography and vegetation. The combination

of terminal buildings, the World Way structure and interior parking structures further obscure views to the Theme Building from other northern vantage points looking south. For these reasons, the loss of views to the Theme Building from the north would be only incrementally worsened and the overall effect would not reduce the integrity or significance of the Theme Building. As a result, the proposed project would not result in a significant impact to the Theme Building.

1961 ATCT and Terminal 6 Sign Tower

The 1961 ATCT and the sign tower for Terminal 6 – the two additional resources within the CTA identified as historical resources per State CEQA Guidelines §15064.5 – are located approximately 1,200 and 900 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 result would not reduce the integrity or significance the 1961 ATCT or the Terminal 6 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 significance of a historical resource as defined in the State CEQA Guidelines § 15064.5 and no mitigation is required.

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

Potentially Significant Unless Mitigation Incorporated. The potential for the proposed project to affect archaeological resources is evaluated below.

Impacts

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.[19] 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 is expected to occur, which would further limit the potential for project implementation to encounter archaeological resources because deep excavations may encounter previously undisturbed soils conducive to retaining undiscovered archaeological resources. Shallow excavations are likely to be conducted in previously disturbed soils that are likely not conducive to retaining undiscovered archaeological resources because resources in these soils may have been destroyed or displace from prior disturbances (e.g., rough grading or trenching, terminal/apron construction). Nonetheless, the potential exists for the destruction of previously unidentified archaeological resources during construction which would result in a potentially significant impact to archaeological resources.

[19] 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.

Mitigation Measures

The following standard control measures are proposed *as mitigation measures* to reduce potentially significant impacts to archaeological resources.

- **LAX-AR-1. Conformance with LAWA's Archaeological Treatment Plan.**

  Prior to initiation of any project-related grading or excavation activities, LAWA shall retain an on-site Cultural Resource Monitor (CRM), as defined in LAWA's Archaeological Treatment Plan (ATP),[20] who will determine if the proposed project is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable cultural resources, and therefore do not require monitoring). LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for previously unidentified archaeological resources that are encountered during construction. Monitoring will be subject to the provisions identified below.

  Monitoring Requirements

  In accordance with the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans that provide details about the extent and depth of project-related grading and other development-related data, such as geotechnical investigations that include soils borings and delineation of subsurface strata types. Such detailed information regarding excavation plans and subsurface investigations will be completed and made available prior to the start of grading and construction. If the CRM determines, based on the detailed plans and data, that all or specific portions of the proposed project area warrant archaeological monitoring during grading activities, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist and the requirements of the ATP, which stipulates that ground-disturbing activity in areas designated as having a high potential for subsurface archaeological deposits will be monitored full time, and such activities in areas designated as potentially containing redeposited fill or having been disturbed will be monitored periodically or suspended entirely as determined by the consulting archaeologist and LAWA. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.

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

Identification, Evaluation, and Recovery

In accordance with State CEQA Guidelines Section 15126.4(b)(1), should archaeological resources that are either historical resources or unique archaeological resources be discovered, preservation in place is the preferred manner for mitigating impacts to archaeological sites. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods established in the ATP including, but not limited to, methods pertaining to surface recordation, shovel test excavations, test unit excavations, laboratory analysis, reporting, and curation. If potentially significant resources are identified, the monitoring archaeologist shall be empowered to halt construction activities within 25 to 50 feet of the identified resource. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor including, but not limited to, notification of the NAHC and, based on the recommendations from NAHC, retention of a Native American monitor from a list of suitable candidates supplied by NAHC. If human remains are found, LAWA shall comply with the State Health and Safety Code *Section 7050.5* ~~and the provisions of CEQA Guidelines Section 15064.5(e)~~ regarding the appropriate treatment of those remains as outlined in the ATP, which requires notification of the Los Angeles County Coroner's Office, notification of the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American, immediately halting field work or grading in any area reasonably suspected to overlie adjacent human remains, cordoning off the site, and proper treatment and burial.

Reporting and Curation

Reporting shall be completed in conformance with the guidelines set forth by the Office of Historic Preservation for Archaeological Research Management Reports and requirements established in the ATP pertaining to the contents of the Archaeological/Cultural Monitor Report. Proper curation and archiving of artifacts shall be conducted in accordance with industry and federal standards and as outlined in the ATP.

- **LAX-AR-2. Archaeological Resources Construction Personnel Briefing.**

  Prior to initiation of grading activities, ~~construction personnel will receive a briefing by~~ *LAWA shall require* the consulting archaeologist *to provide construction personnel with a briefing* in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.

With implementation of these standard control measures *(mitigation measures)*, potentially significant impacts to archaeological resources would be reduced to a level that is less than significant.

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

Potentially Significant Unless Mitigation Incorporated. The potential for the proposed project to affect paleontological resources is evaluated below.

Impacts

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 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.[21] Moreover, LAWA's Paleontological Management Treatment Plan (PMTP)[22] 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

Mitigation Measures

The following standard control measures are proposed *as mitigation measures* to reduce potentially significant impacts to paleontological resources.

- **LAX-PR-1. Conformance with LAWA's Paleontological Management Treatment Plan.**

  Prior to initiation of grading activities, LAWA ~~will~~ *shall* retain a professional paleontologist, as defined in LAWA's *Paleontological Management Treatment Plan (*PMTP*)*[23], who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable paleontological resources, and therefore do not warrant monitoring). If the project site is determined to exhibit a high potential for ~~subsurface~~ *paleontological* resources, paleontological monitoring ~~will~~ *shall* be conducted by a professional paleontologist. If the project site is determined to exhibit a low potential for subsurface

[21] 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.

[22] 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.

[23] *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.*

deposits, excavation need not be monitored as per the PMTP.

Monitoring Requirements

In accordance with the PMTP, *LAWA shall supply* the paleontological monitor (PM) ~~will be supplied~~ with a construction schedule and any construction, grading, excavation and/or shoring plans prior to the initiation of ground-disturbing activities. ~~The PM will~~ *LAWA shall* also ~~be~~ provide~~d~~ *the PM* access to geotechnical studies completed for the project that contain information indicating subsurface strata types, which can help delineate the areal extent and depth of previously disturbed areas as distinguished from undisturbed areas. Emphasis in identifying construction areas that warrant monitoring ~~will~~ *shall* be placed on the specific portions of the project area identified as exhibiting a high potential for subsurface resources, based on the location of known paleontological localities and/or resources and the identification of areas in which no known disturbances have occurred. The identification of areas to be monitored ~~will~~ *shall* be made by the on-site PM *or PM designee* in consultation with the appropriate LAWA representative, construction supervisor, and/or geologist, and in accordance with the requirements of the PMTP. Areas of low potential for subsurface paleontological deposits, as documented by technical sources to be underlain by fill materials, or areas that exhibit a high degree of previous disturbance, based on soil testing ~~need~~ *shall* not be monitored. If excavation activities are scheduled to go below the documented level of fill materials, paleontological monitoring ~~will~~ *shall* be initiated when formational sediments are expected to be reached by earthmoving activities.

Identification, Evaluation, and Recovery

~~Identification, evaluation, and recovery of~~ *The PM or PM designee shall identify, evaluate, and recover* paleontological resources ~~shall be conducted~~ in accordance with the ~~methods established in~~ *relevant provisions of* the PMTP including, but not limited to, monitoring parameters and specifications, safety issues, paleontological resource collection, fossil preparation and curation procedures, fossil donation protocols, and reporting.

- **LAX-PR-2. Paleontological Resources Construction Personnel Briefing.** Prior to initiation of grading activities, *LAWA shall require the PM or PM designee to brief* construction personnel ~~will be briefed by the consulting paleontologist~~ in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

With implementation of these standard control measures *(mitigation measures)*, potentially significant impacts associated with paleontological resources would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the 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. Nevertheless, the potential exists for

encountering human remains, including human remains that are Native American in origin. Disturbance of human remains, including Native American remains, would be a significant impact.

Standard Control Measures *(Mitigation Measures)* LAX-AR-1, Conformance with LAWA's Archaeological Treatment Plan, and LAX-AR-2, Archaeological Resources Construction Personnel Briefing, presented in Section IV.b above, are proposed to reduce potentially significant impacts to human remains. In accordance with Standard Control Measure *(Mitigation Measure)* LAX-AR-1, if human remains are encountered, all grading and excavation activities in the vicinity would cease immediately and the appropriate authorities would be notified. In addition, LAWA would comply with the State Health and Safety Code and the State CEQA Guidelines (§15064.5(e)) regarding the appropriate treatment of those remains as outlined in the ATP. Standard Control Measure *(Mitigation Measure)* LAX-AR-2 would require that construction personnel will receive a briefing in the identification of archaeological resources.

With implementation of Standard Control Measures *(Mitigation Measures)* LAX-AR-1 and LAX-AR-2, potential impacts associated with human remains would be reduced to a level that is less than significant and no further mitigation is required.

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 Unless Mitigation Incorporated. The potential for the proposed project to affect Tribal cultural resources is evaluated below.

Impacts

There are no Tribal cultural resources, as defined in Public Resources Code §21074, known to LAWA on the project site or the planned construction staging area, or in their immediate vicinity. Both the project site and the planned construction staging area are highly disturbed. In accordance with Public Resources Code §21080.3.1(b), LAWA has conducted 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 (NAHC). Letters were sent to six Native American tribes identified by NAHC providing formal notification of LAWA's determination to undertake the proposed project and identifying the opportunity for consultation. A response was received from one Native American tribe. That response did not identify any specific Tribal cultural resources

that may be affected by the proposed project. Per the mutual agreement of LAWA and the tribe in a telephone conversation and via electronic mail, formal consultation pursuant to Public Resources Code §21080.3.1(b) concluded. Based on existing information about cultural resources, and the results of the tribal consultation process, LAWA has determined that the proposed project would not cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code §21074. Nonetheless, the potential exists for construction activities to encounter Tribal cultural resources, including human remains that are Native American in origin. This would result in a potentially significant impact to Tribal cultural resources.

Mitigation Measures

Standard Control Measures *(Mitigation Measures)* LAX-AR-1, Conformance with LAWA's Archaeological Treatment Plan, and LAX-AR-2, Archaeological Resources Construction Personnel Briefing, presented in Section IV.b above, are proposed to reduce potentially significant impacts to cultural resources, including Tribal cultural resources. In accordance with these measures, the project site would be subject to the ATP, including requirements pertaining to archaeological monitoring, and construction personnel would receive a briefing in the identification of archaeological resources. Moreover, if human remains of Native American origin are encountered, all grading and excavation activities in the vicinity would cease immediately and the appropriate authorities would be notified, including the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American. Human remains would receive proper treatment and burial.

With implementation of Standard Control Measures *(Mitigation Measures)* LAX-AR-1 and LAX-AR-2, potential impacts associated to Tribal cultural resources would be reduced to a level that is less than significant.

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.[24] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near the eastern portion of the project site. However, evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently

[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.

or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately 3 miles east of the project site.[25]

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 new Terminal 1.5 facility would provide terminal space that supplements the facilities in Terminals 1 and 2 and would not increase overall passenger capacity or affect aircraft operations at LAX. 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 mitigation 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 generally greater than 90 feet; the depth to groundwater at monitoring wells located east of the Terminal 1.5 project site within Park One (formerly Allied Signal) ranges from 89 to 98 feet.[26] These groundwater depths indicate that the site has a very low susceptibility to liquefaction.[27] 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.[28]

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

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[25] 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.

[26] Amec Foster Wheeler Environment & Infrastructure, Inc., 2015 Annual Groundwater Monitoring Report, Former Honeywell Sepulveda Site, 9851 Sepulveda Boulevard, Los Angeles, California, SLIC File No. 0346, April 15, 2015. Available: http://geotracker.waterboards.ca.gov/esi/uploads/geo_report/6553826510/SL184101393.PDF, accessed October 5, 2015.

[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.

[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.

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.[29]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[30] flow liquefaction, and ground lurching.[31] 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[32] 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.[33] 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 would not increase overall passenger capacity or affect aircraft operations at LAX and, therefore, would not increase exposure of people or structures to substantial adverse risks or exacerbate risks associated with seismic-related ground failure. Impacts associated with seismic-related ground failure, including liquefaction, would be less than significant with the implementation of the proposed project, and no mitigation 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.[34] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event.

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[29] 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.

[30] 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.

[31] 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.

[32] Public Resources Code §§2690-2699.6.

[33] 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.

[34] 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.

Therefore, no impacts resulting from landslides would occur with the implementation of the proposed project, and no mitigation 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 almost entirely of impervious surfaces, the only exception being pockets of ornamental landscaping. 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, proposed project impacts related to soil erosion would be less than significant and no mitigation 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.[35] 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.[36] 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 impact would be less than significant with the implementation of the proposed project and no mitigation 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 beneath the eastern portion of LAX

[35] 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.

[36] 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.

may also be susceptible, due to their higher content of clay and silt.[37] The new structure/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 impact would be less than significant with the implementation of the proposed project and no mitigation 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 mitigation 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?

Less Than 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. With the exception of activities at Gate 10 at Terminal 1, which would be removed from service, existing operations in Terminal 1 and Terminal 2 would not change with the addition of Terminal 1.5. As noted in Section 5.0, Project Description, aircraft arrivals and departures that currently occur at Gate 10 would be rescheduled or reassigned to other nearby gates. The redistribution of aircraft operations from Gate 10 to nearby gates would not result in any material changes to overall aircraft operations at LAX. Therefore, operational emissions were not evaluated.

Significance Thresholds

Section 15064.7 of the State CEQA Guidelines defines a threshold of significance as an identifiable quantitative, qualitative or performance level of a particular environmental effect, compliance with which determines the level of impact significance. CEQA gives wide latitude to lead agencies in determining what impacts are significant and does not prescribe thresholds of significance, analytical methodologies, or specific mitigation measures. CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and

[37] 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.

publish thresholds of significance to use in determining the significance of environmental effects. However, neither the SCAQMD nor the City of Los Angeles have yet established project-level specific quantitative significance thresholds for GHG emissions. In the amendments to the State CEQA Guidelines that went into effect on March 18, 2010, the Governor's Office of Planning and Research (OPR) encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. However, the City of Los Angeles has not yet developed a Greenhouse Gas Reduction Plan meeting the requirements set forth in the latest OPR guidelines.

On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. For industrial projects where SCAQMD is the lead agency, the SCAQMD's adopted threshold is 10,000 metric tons of carbon dioxide equivalent per year ($MTCO_2eq/yr$). Selection of 10,000 $MTCO_2eq/yr$ as the threshold of significance for industrial projects was based largely on the GHG emissions associated with the natural gas consumption characteristics of numerous facilities evaluated by the SCAQMD. Selection of that threshold for industrial projects also took into consideration that industrial facilities typically containing stationary source equipment are largely permitted or regulated by the SCAQMD, consequently providing some ability to directly address GHG emissions. At this time, this adopted threshold applies to only industrial projects where the SCAQMD is the lead agency.

SCAQMD staff included preliminary recommendations related to thresholds for residential and commercial development in the supporting documentation for the interim threshold for industrial projects described above; however, the SCAQMD Board did not adopt those other thresholds. Staff recommended that 3,000 $MTCO_2e/yr$ be used by lead agencies as a screening level threshold for residential and commercial developments, including industrial parks, warehouses, etc. The 3,000 $MTCO_2e/yr$ threshold took into consideration an approach set forth in a white paper prepared by the California Air Pollution Control Officers Association (CAPCOA) in January 2008 titled *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.*[38] This white paper identified a threshold of 900 $MTCO_2e/yr$, which would capture 90 percent of all development projects, which should translate into at least 90 percent of GHG emissions for the residential and commercial sectors. Using that basic construct, SCAQMD identified a screening level significance threshold of 3,000 $MTCO_2e/yr$ as capturing 90 percent of all GHG emissions for the Southern California region (i.e., South Coast Air Basin). Although LAX is in the South Coast Air Basin and has certain aspects that may be analogous to a commercial development or industrial/office park, the overall GHG emission characteristics of LAX are substantially different from those uses. Given the unique GHG-related nature of LAX, and the fact that this threshold has not been adopted by SCAQMD, the use of the 3,000 $MTCO_2e/yr$ threshold included as a preliminary recommendation by SCAQMD staff, or any other such mass emissions threshold, was determined by LAWA to be unsuitable for the Terminal 1.5 GHG impacts analysis.

Subsequent to the SCAQMD Board adopting an interim threshold in 2008, SCAQMD staff, as part of the SCAQMD's GHG CEQA Significance Threshold Stakeholder Working Group, continued to

[38] California Air Pollution Control Officers Association (CAPCOA), CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008. Available: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf, accessed July 12, 2016.

investigate potential options for establishing a GHG threshold for residential and commercial projects. In the Working Group Meeting on September 28, 2010, staff reiterated its recommendation for use of 3,000 $MTCO_2e$/yr as a numerical screening threshold for residential/commercial projects, and also explored the option of using performance standards as an efficiency-based threshold to assess the potential for significant GHG impacts. The SCAQMD identified a per capita GHG emissions level based on the AB 32 goal for statewide reductions in GHG emissions. Since the goal of AB 32 is to return to 1990 GHG emission levels by 2020, the basis for this threshold is the statewide emission inventory for 1990 based on "land use" related sectors divided by the statewide service population, which includes population and employment numbers. The GHG threshold recommended by SCAQMD staff in the September 2010 meeting is 4.8 $MTCO_2e$ per service population (i.e., individual resident or employee) per year (4.8 MT/SP/YR). The rationale behind this threshold was to take the statewide 1990 GHG emissions estimates related to transportation, electric power generation, commercial and residential land uses, and recycling and waste, which total approximately 295,530 $MTCO_2e$/yr and divide that number by the amount of statewide growth projected to occur by 2020, which includes a resident population of approximately 44 million and employment of approximately 17 million. Based on this equation, a GHG emission level of no more than 4.8 $MTCO_2e$ per capita per year in 2020 would produce GHG emissions no greater than the total amount that occurred in 1990, which is consistent with the state policy objective of reducing GHG emissions projected for 2020 down to 1990 levels. The use of a service population comprised of residents and employees as the basis for calculating per capita emissions is not applicable to the GHG emissions associated with a major airport. Approximately 30 percent of the total GHG emissions at LAX are associated with aircraft operations and approximately 70 percent of the total GHG emissions are associated with on-airport and off-airport vehicle travel.[39] The number of employees at LAX has essentially no relationship to the amount of aircraft-related GHG emissions at LAX and the majority of vehicle-related GHG emissions at LAX relate to passenger travel, not employee travel. There are no residents at LAX. Application of the 4.8 MT/SP/YR threshold, which is tied to residents and employees, would not provide a valid or meaningful basis for characterizing the significance of GHG impacts associated with the proposed project.

As noted above, SCAQMD has adopted an interim CEQA GHG significance threshold for industrial projects where SCAQMD is the lead agency of 10,000 $MTCO_2e$/yr. Although sources of GHG emissions associated with the proposed project are different from the sources considered by SCAQMD in adopting this threshold, this threshold remains the only threshold adopted by SCAQMD for the purpose of evaluating GHG impacts. As a result, for the purposes of this analysis, the adopted 10,000 $MTCO_2e$/yr threshold was used.

Estimated GHG Emissions

GHG emissions for the proposed project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, a statewide land use emissions computer model that

[39] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.6 – Greenhouse Gases, January 2013. Available: http://www.lawa.org/LAXSPAS/Reports.aspx.

estimates construction and operational emissions from a variety of land use projects.[40] **Table 6** summarizes emissions from the proposed project improvements.

Table 6
Greenhouse Gas Emissions Summary from Proposed Project

Year	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
2017	286	<1	<1	287
2018	586	<1	<1	587
2019	90	<1	<1	91
Total	961	<1	<1	964

Key:
CH_4 = methane CO_2e = carbon dioxide equivalent
CO_2 = carbon dioxide N_2O = nitrous oxide

Source: CDM Smith 2016.

The SCAQMD recommends that construction emissions be amortized over the project lifetime (i.e. 30 years) and then be added to operational emissions so that GHG emission reduction measures also capture construction.[41] Because there would be no operational emissions associated with the proposed project, only construction emissions were compared against the threshold. The annual GHG emissions are well below the 10,000 $MTCO_2e$/yr threshold, even without amortizing.

The proposed project would comply with CALGreen Tier 1 standards; however, the emission estimates above do not reflect energy efficiency measures that would be implemented in accordance with these standards. Actual emissions may be lower than calculated, as sustainable design features to reduce energy and electricity use would be implemented.

As GHG emissions from the proposed project would be less than the SCAQMD adopted significance threshold, the impact would be less than significant and no mitigation is required.

Standard Control Measures

As shown above, impacts related to GHG would be less than significant; therefore, no mitigation measures are required. Nevertheless, LAWA would implement Standard Control Measure LAX-AQ-1, Construction-Related Air Quality Standard Control Measures, which would serve to reduce construction-related GHG emissions associated with the proposed project. Theis measure is listed in Section III.b above.

[40] California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod) Homepage. Available: http://www.caleemod.com/, accessed December 21, 2015.

[41] South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

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

Less Than Significant Impact. The California Air Resources Board (CARB) is responsible for the coordination and administration of federal and state air pollution control programs in California. Various statewide initiatives have been enacted to reduce the state's contribution to GHG emissions and to develop climate change adaptation strategies. Key plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG are briefly identified below.

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 all of California: by 2010, 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 to reduce California GHG emissions to 40 percent below 1990 levels by 2030. The order aligns California's GHG reduction targets with the United Nations Climate Change Conference in Paris.

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.[42] The 2012-2035 RTP/SCS aimed to reduce emissions from transportation sources to comply with SB 375 and meet the State's GHG emission reduction targets, improve public health, and reduce air emissions. On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS.[43] The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

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).[44] 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 LA).[45] 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.

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

[43] 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.

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

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

Executive Directive No. 10

In July 2007, Mayor Antonio Villaraigosa issued Executive Directive No. 10[46] 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.

LAWA Sustainability Plan

LAWA's Sustainability Plan,[47] 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.

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[46] 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.

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

LAWA has also developed Sustainable Airport Planning, Design and Construction Guidelines for Implementation on All Airport Projects (LAWA Guidelines).[48] 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.

GHG Impacts

As discussed in Section 5.0, 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 Terminal 1.5 building 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-

[48] 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.

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. As discussed in Section VII.a above, GHG emissions that would occur from construction of the proposed project would be less than the SCAQMD-adopted thresholds of significance. As a result, GHG emissions from 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 state GHG emission reduction goals.

In summary, the proposed project would comply with City plans, policies, and regulations pertaining to GHG emissions, and would be below SCAQMD-adopted thresholds of significance. As a result, 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 impact would be less than significant and no mitigation 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 material 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 the eastern portion of Terminal 2 ticketing building. In accordance with LAWA standard practices for development projects at LAX, 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, 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 impact would be less than significant with the implementation of the proposed project and no mitigation 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 Section 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 mitigation 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.[49] The database review was supplemented by information on sites with known contamination that have been identified by LAWA.

In 2006, soil contamination by total petroleum hydrocarbons (TPH) was detected in the Terminal 1 apron area along the subsurface fuel hydrant system. The highest concentrations were found to the north/northwest of the end of the concourse, as well as to the east. No action is currently required for

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

this site. The natural groundwater flow in the West Coast Sub-basin is generally to the west toward the Pacific Ocean; however, an apparent groundwater ridge exists on the western edge of the LAX property causing groundwater to flow toward the east/southeast.[50] Due to the direction of groundwater flow, and the distance of known contamination from the project site, contamination from the Terminal 1 apron area is not expected to be encountered during construction of the proposed project.

Contamination (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 Terminal 2 apron, the southerly/southwesterly portion of the estimated area of contamination extends beneath the northwest portion of the Terminal 2 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 Terminal 2 is approximately 105 feet.[51] Portions of the groundwater plumes appear to be defined. 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 March 2015, an estimated 500 gallons of jet fuel was released from the Terminal 1 Valve Vault, located to the north of Terminal 2. 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. Due to the distance of the Terminal 2 Fuel Hydrant Facility site from the Terminal 1.5 site (approximately 400 feet northwest), and given that construction of the proposed project is not expected to involve dewatering, contamination from the LAWA Terminal 2 Fuel Hydrant Facility/Terminal 1 Valve Vault site would not be encountered during construction of the proposed project.

The Park One (former Honeywell/Allied Signal Aerospace) site is located to the east to Terminal 1. The site is located immediately northeast of the CTA at the northwest corner of Century Boulevard and Sepulveda Boulevard, in an area currently used for privately-operated airport parking. Ongoing remediation efforts at the site have consisted of soil vapor extraction (SVE) to remove VOCs using a granular activated carbon system. Groundwater contamination investigation is ongoing to further delineate the lateral and vertical extent of VOCs and 1,4-dioxane in groundwater downgradient (east) of the site. As indicated above, groundwater moves east in this area; therefore, contamination from Park One does not pose a hazard to the proposed project site (located to the west).

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[50] 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.

[51] 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.

In 2014, a 4,000-gallon diesel fuel tank located near Gate 10 (formerly Gate "2") at Terminal 1 was abandoned "in-place" by LAWA per Los Angeles Fire Department regulations. The location of the abandoned fuel tank is within the northeastern boundary of the Terminal 1.5 project site. LAWA conducted preliminary shallow soil testing beneath the tank for potential fuel leakage. No evidence of diesel hydrocarbons above regulatory action levels was identified beneath the tank. However, evidence of soils contaminated with jet fuel was identified at depth below the general location of the abandoned tank, which may have been from historical activities associated with the hydrant fuel system. The proposed project would involve excavation in the area of the abandoned fuel tank. As part of the proposed project, the abandoned tank would be removed and disposed of in accordance with all applicable state and local regulations. Although no contamination associated with the abandoned diesel fuel tank has been identified, due to historical hydrant fueling activities in this area, contaminated soils may be encountered during construction.

Releases of 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 USTs. 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 OSHA and 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 impact would be less than significant and no mitigation 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[52] 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. 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.

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 facility. 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, 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 mitigation 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 mitigation 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 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. As discussed in Section

[52] 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/.

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; 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.

Following completion of construction, the proposed project would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby enhancing vehicular flow past Terminal 1 and through the CTA. As such, the proposed project would improve access for emergency vehicles and would improve emergency response and evacuation within the CTA. Therefore, 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, following completion of construction, long-term impacts would be beneficial; no mitigation 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.[53] Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires and no mitigation 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

[53] 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.

by the City of Los Angeles outlines requirements for providing LID strategies for new development and redevelopment projects.[54]

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 predominantly paved, with the only exception being pockets of ornamental landscaping. 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-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 predominantly paved, with the only exception being pockets of ornamental landscaping. The proposed project and associated facilities 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, based on the extent of 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, impacts related to water quality would be less than significant with the implementation of the proposed project and no mitigation 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 notably increase the amount of impervious surface on the project site and, as noted above, compliance with the City's LID Ordinance requirements could 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 mitigation is required.

[54] 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.

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, with the only exception being pockets of ornamental landscaping. 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, impacts to water quality would be less than significant with the implementation of the proposed project and no mitigation 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.[55,56] 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 mitigation 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 Section IX.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[57] 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 mitigation is required.

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[55] 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.

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

[57] 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.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is approximately 2.3 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.[58] 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 mitigation is required.

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 mitigation 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[59] and LAX Specific Plan,[60] 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

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[58] 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.

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

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

- 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 Terminals 1 and 2 at LAX. Terminal 1.5 would include passenger and baggage screening, ticketing, and baggage claim facilities, a secure connection between existing Terminals 1 and 2, and office and support space. In addition, LAX Terminal 1.5 would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2. 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, 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 mitigation 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 2 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 or construction staging 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 mitigation 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,[61] 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 mitigation 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?

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

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[62] or the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[63] 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 mitigation is required.

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 development of a new passenger processing facility between Terminals 1 and 2. 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.

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.[64]

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

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

[63] 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.

[64] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, 2006.

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. 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 1,800 feet to the east, and residential development approximately 4,120 feet to the north in Westchester. Based on a noise attenuation rate of 4.5 dBA per doubling of distance, the noise levels from construction activities within the project site would be approximately 62.7 dBA L_{eq} at the Concourse Hotel on Century Boulevard and 57.3 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,[65] 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.[66] The noise level from construction activity within the project site (62.7 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. 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. Project-related construction activities would not approach the number of trips required to result in a three-fold increase on any area roads. 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. Impacts associated with construction roadway noise would be less than significant.

[65] 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.

[66] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, 2006.

Construction Equipment Vibration

Major construction within 200 feet and pile driving within 600 feet may result in potentially disruptive vibration to sensitive receptors.[67] 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 330 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. Impacts associated with groundborne vibration or groundborne noise would be less than significant.

Operational Noise

As indicated previously, implementation of the proposed project would not result in an increase in activity within LAX, or an increase in aircraft operations. Therefore, 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. Further, noise associated with automobile traffic during airport operations would not materially change with implementation of the proposed project. 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. As such, 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; 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. 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, impacts related to construction and operational noise would be less than significant and no mitigation is required.

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

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Implementation of the proposed project involves the development of a new passenger processing facility between Terminals 1 and 2. Although there would be a temporary increase in ambient noise levels during construction, operation of the proposed project would not increase overall passenger or aircraft operations at LAX. Therefore, implementation of the proposed project would not result in any impacts relative to the exposure of people residing or working in the project area to excessive noise from a project located within an airport land use plan and no mitigation 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 mitigation 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 would not increase overall passenger capacity or aircraft operations at LAX. The proposed project would marginally increase long-term employment opportunities at LAX through new concessions and passenger-serving jobs within the proposed Terminal 1.5 facility. 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 proposed project would not directly or indirectly induce substantial population growth directly or indirectly through extension of roads or other infrastructure and no mitigation 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 mitigation 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 1 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 LAX Terminal 1.5 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 a new 334,790 SF terminal on a site currently 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. 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. Further, the proposed project would improve traffic congestion that currently occurs in front and east of Terminal 1 during peak periods which would beneficially impact fire service response times. Therefore, impacts to fire protection services with the implementation of the proposed project would be less than significant and no mitigation 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 development of a new passenger processing facility between Terminals 1 and 2 which would provide additional space to help meet federal security requirements and would also relieve traffic congestion that currently occurs in front and east of Terminal 1 during peak periods. The proposed project would not increase overall passenger capacity or 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. Impacts would be less than significant and no mitigation is required.

c. Schools?

No Impact. Implementation of the proposed project involves the development of a new passenger processing facility between Terminals 1 and 2. The proposed project would not include residential development and would not increase overall passenger capacity or 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 mitigation is required.

d. Parks?

No Impact. Implementation of the proposed project involves the development of a new passenger processing facility between Terminals 1 and 2. The proposed project would not include residential development and would not increase overall passenger capacity or 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 mitigation 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 development of a new passenger processing facility between Terminals 1 and 2 which would provide additional space to help meet federal security requirements and would also relieve traffic congestion that currently occurs in front and east of Terminal 1 during peak periods. These improvements in passenger processing and the improved vehicle flow past Terminal 1 and through the CTA with implementation of the proposed project would be a beneficial impact on LAX, a public facility and no mitigation 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 would not increase overall passenger capacity at LAX or 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 mitigation 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. Less Than Significant Impact.

Construction Traffic Impacts

Construction of the proposed project would generate traffic associated with workers traveling to and from the construction employee parking areas and staging areas, and the associated shuttle trips between parking areas and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. A traffic impact analysis addressing the construction traffic impacts specific to the proposed project, as well as cumulative construction traffic impacts associated with other projects anticipated to be under construction concurrent with the proposed project, was prepared by Ricondo & Associates in June 2016. The results of the Ricondo & Associates analysis are summarized below and included in Appendix C of this Initial Study.

Methodology

Project-Related Impacts

Baseline conditions used in the analysis of project-related construction traffic impacts are defined as the existing conditions within the traffic study area at the time of the analysis. The baseline used for the construction traffic analysis relates to the facilities and general conditions that existed during a typical weekday in 2015 for the hours of 7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 5:00 p.m. Intersection turning movement volumes were collected at various dates from 2013 to 2015, representing the most current traffic counts completed by LAWA. These volumes were used as a basis for preparing the traffic analysis and assessing potential project-related traffic impacts.

For purposes of distributing traffic on the traffic study area roadway network, it was assumed that construction employee and delivery vehicle trips would originate from geographic locations in proportion to the distribution of regional population, and specific street routing assumptions would be generally consistent with those used in the traffic analyses for other previous LAX development projects and data from the most recent LAX Air Passenger Survey. It was estimated that approximately 21 percent of the construction-related traffic would access the airport from I-405 North, 23 percent from I-405 South, 32 percent from I-105 East, and 24 percent from local roadways. These route characteristics represent the roadways that a construction-related vehicle would use to access the traffic study area.

The anticipated routes utilized by construction-related vehicles were reviewed to identify the intersections likely to be used by vehicles accessing the construction employee parking/staging sites associated with the proposed project and the other concurrent construction project sites in the vicinity of LAX. Based on this review, 29 intersections were selected for analysis (listed in **Table 7** and **Table 8** below).

The hours of analysis were chosen based on off-airport commuter peak hours; specifically, hours at the start of the commuter peak periods were analyzed. The hours analyzed for the proposed project were:

- A.M. Peak Hour (7:00 a.m. to 8:00 a.m.)
- P.M. Peak Hour (4:00 p.m. to 5:00 p.m.)

The a.m. peak hour analyzed falls entirely within the morning commuter peak periods of 7:00 a.m. to 9:00 a.m., and the p.m. peak hour analyzed falls partially within the afternoon commuter peak period of 4:30 p.m. to 6:30 p.m., when background traffic is anticipated to be higher than adjacent hours. As noted above, the majority of project-related traffic is expected to occur during off-peak hours. By evaluating commuter peak hour conditions instead of project peak hour conditions, the analysis is considered to be conservative.

The peak construction period for the proposed project is anticipated to occur during April 2018. Construction employee and truck trips were estimated on an hourly basis over the typical busy day during the peak construction period. The typical busy day coincides with the peak period of construction, and therefore, construction employment. It is likely that this would occur over several days, or weeks, as construction of the proposed project is at its peak.

Cumulative Impacts

The methodology for evaluating cumulative impacts was based on an evaluation of past, present, and probable future projects in the vicinity of the airport, as described in XVIII.b below. For the cumulative traffic analysis, the future cumulative traffic condition includes growth in ambient background traffic and both airport and non-airport developments in the vicinity of the airport. Known airport and non-airport development projects in the airport vicinity that may contribute traffic to the traffic study area roadway system during the peak construction period for the proposed project were also considered. These trips would result from either the construction or the operation of those development projects. The list of related projects is constantly changing as projects rotate off the list and new projects are approved and added to the list. Given that approval, construction, and operation of local area development projects is a continuous process, the traffic associated with the construction and operation of many past and current local area developments are represented in the traffic volume data used as a basis for the traffic study. The development schedule and traffic characteristics of larger projects in close proximity to the traffic study area were reviewed and their effects were incorporated into the cumulative analysis.

Table 7
Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

Intersection			Baseline		Project Plus Baseline			
		Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Impact
1.	Aviation Boulevard and Century Boulevard	AM Peak Hour	0.522	A	0.523	A	0.001	--
		PM Peak Hour	0.736	C	0.737	C	0.001	--
2.	Imperial Highway and Aviation Boulevard	AM Peak Hour	0.628	B	0.630	B	0.002	--
		PM Peak Hour	0.577	A	0.578	A	0.001	--
3.	Aviation Boulevard and 111th Street	AM Peak Hour	0.475	A	0.475	A	0.000	--
		PM Peak Hour	0.423	A	0.424	A	0.001	--
4.	La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.722	C	0.722	C	0.000	--
		PM Peak Hour	0.802	D	0.802	D	0.000	--
5.	Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.727	C	0.727	C	0.000	--
		PM Peak Hour	0.645	B	0.645	B	0.000	--
6.	Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.824	D	0.824	D	0.000	--
		PM Peak Hour	0.608	B	0.608	B	0.000	--
7.	Imperial Highway and Douglas Street	AM Peak Hour	0.343	A	0.343	A	0.000	--
		PM Peak Hour	0.551	A	0.551	A	0.000	--
8.	Sepulveda Boulevard and Howard Hughes Pkwy.	AM Peak Hour	0.591	A	0.591	A	0.000	--
		PM Peak Hour	0.578	A	0.578	A	0.000	--
9.	Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.415	A	0.415	A	0.000	--
		PM Peak Hour	0.620	B	0.620	B	0.000	--

Table 7
Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

Intersection			Baseline		Project Plus Baseline			
		Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Impact
10.	Imperial Highway and Main Street	AM Peak Hour	0.542	A	0.551	A	0.009	--
		PM Peak Hour	0.554	A	0.561	A	0.007	--
11.	Imperial Highway and Pershing Drive	AM Peak Hour	0.375	A	0.384	A	0.009	--
		PM Peak Hour	0.441	A	0.448	A	0.007	--
12.	Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.826	D	0.831	D	0.005	--
		PM Peak Hour	1.183	F	1.183	F	0.000	--
13.	Imperial Highway and Nash Street	AM Peak Hour	0.540	A	0.543	A	0.003	--
		PM Peak Hour	0.337	A	0.337	A	0.000	--
14.	Imperial Highway and I-105 Ramp	AM Peak Hour	0.716	C	0.717	C	0.001	--
		PM Peak Hour	0.493	A	0.494	A	0.001	--
15.	Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.532	A	0.532	A	0.000	--
		PM Peak Hour	0.749	C	0.749	C	0.000	--
16.	La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.486	A	0.486	A	0.000	--
		PM Peak Hour	0.470	A	0.470	A	0.000	--
17.	La Cienega Boulevard and 111th Street	AM Peak Hour	0.314	A	0.314	A	0.000	--
		PM Peak Hour	0.264	A	0.264	A	0.000	--
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.799	C	0.799	C	0.000	--
		PM Peak Hour	0.671	B	0.671	B	0.000	--

Table 7
Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

	Intersection		Baseline		Project Plus Baseline			
		Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Impact
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.393	A	0.396	A	0.003	--
		PM Peak Hour	0.308	A	0.308	A	0.000	--
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.445	A	0.445	A	0.000	--
		PM Peak Hour	0.255	A	0.255	A	0.000	--
21.	Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.610	B	0.613	B	0.003	--
		PM Peak Hour	0.729	C	0.729	C	0.000	--
22.	Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.688	B	0.694	B	0.006	--
		PM Peak Hour	0.860	D	0.860	D	0.000	--
23.	Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.764	C	0.767	C	0.003	--
		PM Peak Hour	0.789	C	0.789	C	0.000	--
24.	Westchester Parkway and Pershing Drive	AM Peak Hour	0.414	A	0.421	A	0.007	--
		PM Peak Hour	0.247	A	0.267	A	0.020	--
25.	Sepulveda Boulevard and Westchester Parkway	AM Peak Hour	0.763	C	0.771	C	0.008	--
		PM Peak Hour	0.796	C	0.796	C	0.000	--
26.	Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.809	D	0.812	D	0.003	--
		PM Peak Hour	0.431	A	0.431	A	0.000	--
27.	Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.688	B	0.691	B	0.003	--
		PM Peak Hour	0.446	A	0.446	A	0.000	--
28.	Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.566	A	0.569	A	0.003	--

Table 7
Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

Intersection			Baseline		Project Plus Baseline			
		Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Impact
		PM Peak Hour	0.404	A	0.404	A	0.000	--
29.	La Cienega Boulevard and 104th Street	AM Peak Hour	0.327	A	0.327	A	0.000	--
		PM Peak Hour	0.359	A	0.359	A	0.000	--

Notes:

1/ The hours of analysis include the AM Peak Hour (7:00 AM - 8:00 AM), and the PM Peak Hour (4:00 PM - 5:00 PM.).
2/ Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6 and #15, which are not a part of the LADOT system.
3/ Level of Service range: A (excellent) to F (failure).
4/ -- Indicates "No Significant Impact"

Source: Ricondo & Associates, Inc., using TRAFFIX, April 2016.
Prepared by: Ricondo & Associates, Inc., June 2016.

Table 8
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

			Cumulative Peak (July 2019)									
			Baseline		Without Project		With Project[1/]		Cumulative Impact Determination		Cumulatively Considerable Determination	
			[A]		[B]		[C]		[C]-[A]		[C]-[B]	
	Intersection	Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
1.	Aviation Boulevard and Century Boulevard	AM Peak Hour	0.522	A	0.586	A	0.586	A	0.064	--	0.000	--
		PM Peak Hour	0.736	C	0.843	D	0.843	D	0.107	Yes	0.000	--
2.	Imperial Highway and Aviation Boulevard	AM Peak Hour	0.628	B	0.692	B	0.692	B	0.064	--	0.000	--
		PM Peak Hour	0.577	A	0.656	B	0.656	B	0.079	--	0.000	--
3.	Aviation Boulevard and 111th Street	AM Peak Hour	0.475	A	0.523	A	0.523	A	0.048	--	0.000	--
		PM Peak Hour	0.423	A	0.467	A	0.467	A	0.044	--	0.000	--
4.	La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.722	C	0.787	C	0.787	C	0.065	Yes	0.000	--
		PM Peak Hour	0.802	D	0.884	D	0.884	D	0.082	Yes	0.000	--
5.	Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.727	C	0.844	D	0.844	D	0.117	Yes	0.000	--
		PM Peak Hour	0.645	B	0.725	C	0.725	C	0.080	Yes	0.000	--
6.	Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.824	D	0.902	E	0.902	E	0.078	Yes	0.000	--
		PM Peak Hour	0.608	B	0.675	B	0.675	B	0.067	--	0.000	--
7.	Imperial Highway and Douglas Street	AM Peak Hour	0.343	A	0.398	A	0.398	A	0.055	--	0.000	--
		PM Peak Hour	0.551	A	0.625	B	0.625	B	0.074	--	0.000	--
8.	Sepulveda Boulevard and Howard Hughes Parkway	AM Peak Hour	0.591	A	0.688	B	0.688	B	0.097	--	0.000	--
		PM Peak Hour	0.578	A	0.644	B	0.644	B	0.066	--	0.000	--

Table 8
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

			Cumulative Peak (July 2019)									
			Baseline		Without Project		With Project[1/]		Cumulative Impact Determination		Cumulatively Considerable Determination	
			[A]		[B]		[C]		[C]-[A]		[C]-[B]	
	Intersection	Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
9.	Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.415	A	0.497	A	0.497	A	0.082	--	0.000	--
		PM Peak Hour	0.620	B	0.693	B	0.693	B	0.073	--	0.000	--
10.	Imperial Highway and Main Street	AM Peak Hour	0.542	A	1.075	F	1.081	F	0.539	Yes	0.006	--
		PM Peak Hour	0.554	A	0.777	C	0.780	C	0.226	Yes	0.003	--
11.	Imperial Highway and Pershing Drive	AM Peak Hour	0.375	A	0.461	A	0.464	A	0.089	--	0.003	--
		PM Peak Hour	0.441	A	0.671	B	0.674	B	0.233	--	0.003	--
12.	Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.826	D	0.927	E	0.928	E	0.102	Yes	0.001	--
		PM Peak Hour	1.183	F	1.305	F	1.305	F	0.122	Yes	0.000	--
13.	Imperial Highway and Nash Street	AM Peak Hour	0.540	A	0.594	A	0.595	A	0.055	--	0.001	--
		PM Peak Hour	0.337	A	0.393	A	0.393	A	0.056	--	0.000	--
14.	Imperial Highway and I-105 Ramp	AM Peak Hour	0.716	C	0.815	D	0.815	D	0.099	Yes	0.000	--
		PM Peak Hour	0.493	A	0.574	A	0.574	A	0.081	--	0.000	--
15.	Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.532	A	0.591	A	0.591	A	0.059	--	0.000	--
		PM Peak Hour	0.749	C	0.820	D	0.820	D	0.071	Yes	0.000	--
16.	La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.486	A	0.536	A	0.536	A	0.050	--	0.000	--
		PM Peak Hour	0.470	A	0.517	A	0.517	A	0.047	--	0.000	--

Table 8
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

			Cumulative Peak (July 2019)									
			Baseline		Without Project		With Project[1/]		Cumulative Impact Determination		Cumulatively Considerable Determination	
			[A]		[B]		[C]		[C]-[A]		[C]-[B]	
	Intersection	Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
17.	La Cienega Boulevard and 111th Street	AM Peak Hour	0.314	A	0.349	A	0.349	A	0.035	--	0.000	--
		PM Peak Hour	0.264	A	0.292	A	0.292	A	0.028	--	0.000	--
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.799	C	0.871	D	0.871	D	0.072	Yes	0.000	--
		PM Peak Hour	0.671	B	0.732	C	0.732	C	0.061	Yes	0.000	--
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.393	A	0.447	A	0.447	A	0.054	--	0.000	--
		PM Peak Hour	0.308	A	0.343	A	0.343	A	0.035	--	0.000	--
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.445	A	0.540	A	0.540	A	0.095	--	0.000	--
		PM Peak Hour	0.255	A	0.343	A	0.343	A	0.088	--	0.000	--
21.	Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.610	B	0.670	B	0.670	B	0.060	--	0.000	--
		PM Peak Hour	0.729	C	0.851	D	0.851	D	0.122	Yes	0.000	--
22.	Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.688	B	0.754	C	0.755	C	0.067	Yes	0.001	--
		PM Peak Hour	0.860	D	0.982	E	0.982	E	0.122	Yes	0.000	--
23.	Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.764	C	0.835	D	0.835	D	0.071	Yes	0.000	--
		PM Peak Hour	0.789	C	0.912	E	0.912	E	0.123	Yes	0.000	--
24.	Westchester Parkway and Pershing Drive	AM Peak Hour	0.414	A	0.565	A	0.574	A	0.160	--	0.009	--
		PM Peak Hour	0.247	A	0.497	A	0.506	A	0.259	--	0.009	--
25.	Sepulveda Boulevard and	AM Peak Hour	0.763	C	0.877	D	0.879	D	0.116	Yes	0.002	--

Table 8
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

			Cumulative Peak (July 2019)									
			Baseline		Without Project		With Project[1/]		Cumulative Impact Determination		Cumulatively Considerable Determination	
			[A]		[B]		[C]		[C]-[A]		[C]-[B]	
	Intersection	Peak Hour[1/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	V/C[2/]	LOS[3/]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
	Westchester Parkway	PM Peak Hour	0.796	C	0.928	E	0.928	E	0.132	Yes	0.000	--
26.	Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.809	D	0.884	D	0.884	D	0.075	Yes	0.000	--
		PM Peak Hour	0.431	A	0.520	A	0.520	A	0.089	--	0.000	--
27.	Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.688	B	0.752	C	0.752	C	0.064	Yes	0.000	--
		PM Peak Hour	0.446	A	0.537	A	0.537	A	0.091	--	0.000	--
28.	Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.566	A	0.620	B	0.621	B	0.055	--	0.001	--
		PM Peak Hour	0.404	A	0.491	A	0.491	A	0.087	--	0.000	--
29.	La Cienega Boulevard and 104th Street	AM Peak Hour	0.327	A	0.361	A	0.361	A	0.034	--	0.000	--
		PM Peak Hour	0.359	A	0.394	A	0.394	A	0.035	--	0.000	--

Notes:

1/ The hours of analysis include the AM Peak Hour (7:00 AM - 8:00 AM) and the PM Peak Hour (4:00 PM - 5:00 PM).

2/ Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6 and #15, which are not a part of the LADOT system

3/ Level of Service range: A (excellent) to F (failure).

4/ -- Indicates "No Significant Cumulative Impact", “No Cumulatively Considerable Contribution”

Source: Ricondo & Associates, Inc., using TRAFFIX, July 2016.

Prepared by: Ricondo & Associates, Inc., July 2016.

Development projects considered in the cumulative impacts analysis include LAX Master Plan projects as well as other capital improvement projects undertaken by LAWA and other local agencies. The development projects at and in the vicinity of LAX anticipated to be under construction concurrent with the proposed project construction (June 2017 through July 2019) are identified in **Table 9** in Section XVIII.b below. The specific cumulative projects of a nature that would contribute to cumulative construction traffic impacts are identified in Table 5 of Appendix C.

The cumulative construction projects that are anticipated to be under construction concurrently with the proposed project were evaluated to determine the estimated employee hours per month during construction. A similar analysis was conducted for the proposed project. By overlaying the construction assumptions, the overall cumulative peak in terms of construction trips was estimated to occur in July 2019,

The Bradley West Project EIR identifies several intersection improvements throughout the study area to mitigate potential future impacts. The timing of these improvements is based on future traffic activity levels, and is not known at this time. Though it is possible improvements would be in place prior to the peak cumulative traffic period (July 2019), for purposes of this study it has been conservatively assumed that these improvements would not be in place. Therefore, it is not anticipated that any transportation improvements would be implemented during the timeframe analyzed for this study that would alter traffic patterns or modify the intersection capacity assumptions in such a way that would affect the assessment of potential traffic impacts associated with the proposed project.

Cumulative traffic conditions were assessed for the period during the overall proposed project construction program when the cumulative traffic associated with other projects at/adjacent to LAX would be greatest. This peak cumulative period was estimated to occur during July 2019. Cumulative conditions were determined using a process that requires the development of the two sets of future cumulative traffic volume conditions:

- Cumulative Traffic (July 2019) Without Project. This scenario combines baseline traffic volumes with growth from all sources other than the proposed project to determine the overall peak cumulative traffic conditions during the construction period for the proposed project.
- Cumulative Traffic (July 2019) With Project. The project-related construction traffic volumes occurring during the peak cumulative period were added to the Cumulative Traffic (July 2019) "Without Project" traffic volumes. This traffic scenario is intended to represent the estimated total peak hour traffic volumes (consisting of background traffic, traffic related to ambient growth, traffic related to other projects, and proposed project construction traffic) that would use the traffic study area intersections during the overall cumulative peak in July 2019.

Impacts Analysis Methodology

The following steps were conducted to calculate intersection levels of service and identify impacts.

1. **Analyze Intersection and Roadway Levels of Service.** The levels of service on the traffic study area intersections and roadways were analyzed using TRAFFIX,[68] a commercially available traffic analysis software program designed for developing traffic forecasts and analyzing intersection and roadway capacities. Intersection level of service (LOS) was estimated using the Critical Movements Analysis (CMA) planning level methodology, as defined in Transportation Research Board Circular 212,[69] in accordance with the City of Los Angeles Department of Transportation's (LADOT) Traffic Study Policies and Procedures,[70] and the L.A. CEQA Thresholds Guide.[71] Intersection LOS was analyzed for the following conditions:

   - Baseline
   - Baseline Plus Peak Project Traffic
   - Future Cumulative Traffic (July 2019) Without Project
   - Future Cumulative Traffic (July 2019) With Project

2. **Identify Project Impacts.** Project-related impacts associated with construction of the proposed project were identified for intersections that were anticipated to be significantly affected according to the criteria established in the LADOT Traffic Study Policies and Procedures guidelines. Project-related impacts and cumulative impacts were determined by comparing the LOS results for the following:

   - Baseline Plus Peak Proposed Project Compared with Baseline: This comparison is utilized to isolate the potential impacts of the proposed project.
   - Cumulative Impacts: Cumulative impacts were determined using a two-step process. Initially, the "Cumulative Traffic (July 2019) With Project" condition was compared to the baseline condition to determine if a significant cumulative impact would occur relative to baseline conditions. An impact was deemed significant if it would exceed the allowable threshold of significance defined in the LADOT Traffic Study Policies and Procedures guidelines. If a cumulative impact was determined to be significant, then a second comparison of the "With Project" against the "Without Project" LOS conditions was made to determine if the Project's contribution to the significant cumulative impact is determined to be "cumulatively considerable" in accordance with the impact thresholds.

Significance Thresholds

The LAX Terminal 1.5 Project traffic study area intersections either fall entirely within the City of Los Angeles or share a boundary with the City of El Segundo or the City of Inglewood. The intersections which fall entirely within the City of Los Angeles were evaluated for potential traffic impacts using LADOT traffic impact significance criteria. Intersections lying on the boundary of

[68] Dowling Associates, TRAFFIX Version 7.7.

[69] Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

[70] City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

[71] City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

multiple jurisdictions were evaluated using the more conservative threshold of significance criteria; in all of these cases, the LADOT criteria were shown to have the most conservative thresholds.

- **City of El Segundo:** An impact is considered significant if the LOS is E or F, its final volume/capacity (v/c) ratio is 0.901 or greater, and the project-related increase in v/c is 0.020 or greater.
- **City of Inglewood:** An impact is considered significant if the LOS is F, its final volume/capacity (v/c) ratio is 1.001 or greater, and the project-related increase in v/c is 0.020 or greater.
- **City of Los Angeles:** In accordance with LADOT criteria defined in its Traffic Study Policy and Procedures, an impact is considered to be significant if one of the following thresholds is exceeded:
  - The LOS is C, its final v/c ratio is 0.701 to 0.80, and the project-related increase in v/c is 0.040 or greater, or
  - The LOS is D, its final v/c ratio is 0.801 to 0.90, and the project-related increase in v/c is 0.020 or greater, or
  - The LOS is E or F, its final v/c ratio is 0.901 or greater, and the project-related increase in v/c is 0.010 or greater.

The "final v/c ratio" as defined by LADOT consists of the future v/c ratio at an intersection that includes volume from the project, baseline, ambient background growth, and other development projects, but without proposed intersection traffic mitigation as potentially required by the project.

The "project-related increase" is defined as the change in the unmitigated LOS condition between the (a) future v/c "with" the project, baseline, ambient background growth (for the cumulative analysis), and other development project growth, and (b) the future v/c "without" the project, but with baseline, ambient background growth, and other development project growth.

For purposes of this analysis and in accordance with CEQA, proposed project impacts were determined by comparing the LOS results for the following conditions:

- Project Impacts: The direct impacts of the proposed project were determined by calculating the difference in LOS for the Baseline Plus Peak Project LOS and the Baseline LOS. This comparison is required to isolate the direct impacts of the proposed project. The difference in v/c is compared to the thresholds identified above to determine if the proposed project would result in a significant impact.
- Cumulative Impacts: The cumulative impacts analysis is intended to provide a comparison of future traffic conditions, consisting of traffic generated by all anticipated sources described previously in this document. Cumulative impacts were analyzed using a two-step process. Initially, the cumulative "With Project" LOS condition was compared with the baseline condition to determine if a cumulative impact would occur relative to the baseline. A cumulative impact was deemed significant if it exceeded the allowable threshold of

significance defined above. If a cumulative impact was determined to be significant, then a second comparison was conducted by calculating the difference in v/c for the "With Project" and "Without Project" levels of service to determine the proposed project's contribution. If the calculated differences in v/c exceed the threshold guidelines defined in this section, then it was determined that the proposed project component would represent a cumulatively considerable contribution.

Impacts

The results of the construction traffic analysis for the proposed project, based on the methodology described above, are provided in Tables 7 and 8. Specifically, Table 7 shows the impacts of the proposed project compared to baseline conditions and Table 8 shows cumulative impacts during the cumulative peak (July 2019) and identifies the contribution of the proposed project to cumulative conditions. As shown in Table 7, construction of the proposed project would not result in a significant impact on any of the study area intersections. Table 8 shows that 23 intersections would be significantly impacted during the cumulative peak construction period (July 2019); however, as shown in Table 8, the proposed project's contribution to such significant cumulative impacts would not be cumulatively considerable at any of the 23 intersections. More specifically, as shown by the change in V/C in the last column in Table 8, the proposed project would not contribute at all (change in V/C of 0.000) to impacts to 18 of the 23 significantly impacted intersections, and would only minimally contribute (change in V/C between 0.001 and 0.006) to impacts to the remaining 5 of the 23 significantly impacted intersections during the cumulative peak construction period (July 2019). As such, implementation of the proposed project would not result in a cumulatively considerable impact relative to construction traffic. Impacts on study area intersections from construction traffic would be less than significant and no mitigation is required.

Standard Control Measures

As shown above, impacts related to construction traffic would be less than significant; therefore, no mitigation measures are required. Nevertheless, LAWA would implement the following standard control measure, which would serve to reduce impacts on area intersections from construction traffic:

- **LAX-ST-1. Construction Traffic Management Plan**

Prior to initiation of construction, LAWA ~~will~~ *shall* require contractors to complete a construction traffic management plan (CTMP). The CTMP ~~will~~ *shall* include a description and illustrations of how the contractor will manage all construction related traffic during both peak and off-peak traffic periods. The CTMP ~~will~~ *shall* detail the haul routes, locations for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. The CTMP ~~will~~ *shall* require approval of the LAWA Construction and Logistics Management (CALM) Team prior to implementation. The CALM ~~team~~ *Team* approval process ~~will~~ *shall* include multiple reviews addressing technical, scheduling and safety-related issues. Depending on the complexity and/or anticipated impacts to traffic flow, detailed review meetings with the contractor may be required. Contractor compliance ~~will~~ *shall* be monitored throughout the project. LAWA ~~will~~ *shall* require contractors to implement and comply with the following CTMP measures to reduce

construction-related traffic impacts associated with projects at LAX, including:

a. Construction Deliveries

Construction deliveries requiring lane closures shall receive prior approval from the CALM Team. Construction notification of deliveries requiring lane closures shall be made in writing (a minimum of seventy two (72) hours in advance, *unless otherwise coordinated with the CALM Team prior to the required closure(s) when a 72-hour advance written notification is not feasible*) in order to allow for any modifications to approved traffic detour plans. Delivery permits from all applicable local agencies shall be obtained thirty (30) days prior to any delivery requiring a lane closure*, as feasible*. To the extent possible, construction deliveries within the CTA requiring lane closures shall be scheduled during overnight hours (1:00 a.m. to 9:00 a.m.) to minimize impacts to Airport operations.

b. Designated Truck Delivery Hours

To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 9:00 a.m. All deviations to these requirements shall be approved in writing by the CALM Team prior to actual site deliveries.

c. Construction Employee Shift Hours

To the extent possible, the beginning and ending times of work shifts that avoid peak commuter traffic periods (7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday) shall be established. (This measure may not apply to swing shifts.) To avoid peak commuter traffic, work periods may be extended to include weekend and multiple work shifts, when necessary.

d. Designated Truck Routes

For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries to the LAX area ~~will~~ *shall* be on designated routes only (freeways and non-residential streets).

Designated truck routes ~~are~~ *shall be* limited to:

- Aviation Boulevard (Imperial Highway to Manchester Boulevard)
- Manchester Boulevard (Aviation Boulevard to I-405)
- Florence Avenue (Aviation Boulevard to I-405);
- La Cienega Boulevard (north of Imperial Highway);
- Pershing Drive (Westchester Parkway to Imperial Highway);
- Westchester Parkway (Pershing Drive to Sepulveda Boulevard)
- Century Boulevard (Sepulveda Boulevard to Aviation Boulevard)

- Sepulveda Boulevard (Westchester Parkway to Imperial Highway)
- Imperial Highway (Pershing Drive to I-405);
- I-405; and
- I-105

e. Closure Restrictions of Existing Roadways

Other than short time periods during nighttime construction, existing roadways ~~will~~ *shall* remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function.

f. Stockpile Locations

All stockpile locations ~~must~~ *shall* be pre-approved by LAWA and its CALM Team. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption to adjacent public streets.

g. Construction Employee Parking Locations

If parking for construction employees is not located on, or in proximity to, the work site, shuttle buses to transport employees to the construction areas shall be provided. The shuttle buses shall operate from the designated employee parking area to the work site. Shuttle buses shall comply with all applicable California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) rules and regulations, and LAWA's Alternative Fuel Policy. All employees, including those of subcontractors and suppliers at all tiers, shall park in the designated parking locations and not on city streets, or in nearby neighborhoods. All construction personnel ~~will~~ *shall* be required to attend an airport project-specific orientation meeting that will cover where to park, where staging areas are located, construction policies, etc.

Operational Traffic Impacts

A qualitative analysis was prepared to assess any changes in traffic and curbside conditions within the CTA and the off-airport roadway network in the vicinity of LAX as a result of the proposed project. As discussed in Section 5.0, Project Description, the proposed project is the construction of Terminal 1.5 as a new passenger processing facility to supplement the existing processing of passengers, improve passenger quality of service and provide additional space for Transportation Security Administration (TSA) passenger and baggage screening. Terminal 1.5 is proposed to be constructed between the existing Terminal 1 and Terminal 2 and would include passenger and baggage screening, ticketing and baggage claim facilities, and office and support space. Terminal 1.5 would also provide a secure walkway connecting Terminals 1 and 2 so that passengers moving between terminals would not have to exit the secured area.

As discussed in Section 5.0, the proposed project would not affect the number or type of existing aircraft operations at Terminals 1 and 2. The proposed project does not include any additional passenger gates and would not increase overall passenger capacity at the existing terminal facilities. Therefore, the proposed project would not result in an increase in the number of passengers that would reach the curbside facilities in front of Terminals 1 and 2, including the portion of the curb located between the

two terminals in the area that would front Terminal 1.5. In addition, the proposed project would not result in any physical changes to the existing vehicular access or curbside at Terminals 1 and 2. However, with implementation of the proposed project, passengers accessing Terminal 1.5 would be encouraged to utilize the curbside located directly in front of Terminal 1.5, increasing curbside utilization in this area, and reducing congestion in front of Terminals 1 and 2.

Because the proposed project would not affect the number or type of existing aircraft operations at Terminals 1 and 2, and would not result in any increase of the number of passengers that would reach the curbside facilities at Terminals 1 and 2, including the portion of the curb that is located directly in front of Terminal 1.5, the project would not result in any significant impacts on traffic within the CTA. Following completion of construction, the proposed project would provide an additional passenger processing facility and would encourage more active utilization of the entirety of the existing curb between Terminals 1 and 2, including the portion of the curb that is located directly in front of Terminal 1.5. By spreading out passenger activity along the entire length of the curb, vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods would be reduced. This would have the potential benefit of reducing vehicle queues on the approaches to the World Way North and Sky Way intersection due to the improved vehicular flow past Terminal 1 and through the CTA. As such, implementation of the proposed project would likely result in a beneficial impact to traffic flow within the CTA.

It is also anticipated that passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project, and therefore, the proposed project would not result in a significant impact on the off-airport roadway network in the immediate vicinity of LAX.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

No Impact. Construction of the Terminal 1.5 facility would require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service (see Figure 3a). The proposed project, including the removal of Gate 10, would not increase airport capacity or affect the routing of aircraft in the air to and from LAX. No change in air traffic patterns would occur and no change in safety risks would result. Therefore, no impact would occur and no mitigation is required.

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 is not anticipated to 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 unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations; 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; moreover, the project would occur at an existing airport, which is a compatible use.

As described in Section XVI.a-b above, the proposed project would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby potentially enhancing vehicular flow past Terminal 1 and through the CTA. Therefore, implementation of the proposed project would have a potentially beneficial impact regarding roadway safety. The project would not increase hazards due to a design feature or incompatible use. This impact would be beneficial and no mitigation 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. As discussed under Sections VIII.g and XVI.d above, following completion of construction, utilization of the departure and arrival curbs and roadways immediately adjacent to the proposed Terminal 1.5 project site is expected to improve, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby potentially enhancing vehicular flow past Terminal 1 and through the CTA. This would improve access for emergency vehicles and would improve emergency response and evacuation within the CTA. Therefore, the proposed project would not result inadequate emergency access. Impacts would be less than significant and, following completion of construction, long-term impacts would be beneficial; no mitigation 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.[72] 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 mitigation is required.

[72] 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)[73] 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 (UWMP) that indicates that water supplies in the city will be sufficient to meet projected demands through 2035.[74] The proposed project improvements would not increase overall passenger capacity at LAX. 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 building to the existing fire, water, sanitary sewer, and domestic water systems, the new 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 beneath the proposed project site. The basement of the proposed Terminal 1.5 facility has been designed to be set back from the COS by approximately 25 feet, thereby avoiding 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 mitigation 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 materially 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,[75] 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 proposed project would result in the construction of new stormwater drainage facilities at the project site.

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[73] 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.

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

[75] 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.

Construction-related impacts from modifications to the existing storm drain system on-site, such as short-term air pollutant emissions, noise, and erosion/sedimentation, would be less than significant, as described in the relevant sections above. Impacts on stormwater drainage facilities would be less than significant with the implementation of the proposed project and no mitigation 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 Section 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.[76] As discussed in Section XVII.a-b above, during operation, the proposed project would marginally increase employment but would not increase the overall passenger capacity at LAX or otherwise affect water demand. Construction and operation of the proposed project would not require new or expanded water supply entitlements. Therefore, impacts on the City's water supply would be less than significant with the implementation of the proposed project and no mitigation is required.

Although not required to reduce significant impacts, as discussed in Section 5.0, Project Description, the proposed project would meet the requirements of CALGreen Tier 1, at a minimum. To conserve potable water, bathrooms in the new building 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 Section XVII.a-b above, the proposed project would marginally increase employment but would not increase overall passenger capacity at LAX 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 mitigation 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 excavation and demolition of existing concrete pavement and the eastern portion of the ticketing building at Terminal 2, which would generate approximately 3,000 cubic yards of materials that 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.,

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

concrete and asphalt from construction and demolition activities). The total remaining permitted inert[77] (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.[78] Therefore, there is no anticipated shortfall in disposal capacity for inert waste within Los Angeles County and impacts to landfills would be less than significant.

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 Terminal 1.5 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.[79] 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.[80] 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. 00003 percent) when compared to the current capacity available at the Sunshine Canyon Landfill. Operation of the proposed project would marginally increase employment but would not increase overall passenger capacity at LAX 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, impacts related to solid waste disposal would be less than significant with the implementation of the proposed project and no mitigation is required.

Although not required to reduce significant impacts, as discussed in Section 5.0, 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 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.

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

[78] 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.

[79] 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.

[80] 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.

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 Unless Mitigation Incorporated. As discussed under Response IV.a-f, the proposed project is located on a disturbed site 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, native trees, or wildlife movement corridors at the project site or within the construction staging 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 mitigation 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 Section V.b-e, 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. In addition, the potential exists for encountering human remains or Tribal cultural resources. With the implementation of the standard control measures *(mitigation measures)* identified in Section V.b-e, potential impacts to archaeological and paleontological resources would be mitigated to a level that is less than significant.

As described under Section V.a, neither Terminal 1 nor Terminal 2 were found eligible for historic listing and these terminals are not considered historic resources for the purposes of CEQA. Further, the proposed project would not demolish, relocate, convert, rehabilitate, or reduce the integrity or significance of the three historic resources located within the proposed project vicinity: the Theme Building, the 1961 ATCT, or the Terminal 6 sign tower. The proposed project would not cause a substantial adverse change in significance of a historical resource as defined in the State CEQA Guidelines §15064.5 and no mitigation 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).

Less Than 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."[81] Section 15130(b) of the State CEQA Guidelines sets forth two approaches for analyzing cumulative impacts:

[81] State CEQA Guidelines, Title 14, California Code of Regulations, Section 15355, "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 9**, 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 LAX Terminal 1.5 Project are indicated in **bold** type.

Table 9
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.
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

Table 9 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
			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 16), 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.
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.

Table 9 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
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 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,

Table 9 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
			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 [Proposed Project]**	June 2017 – July 2019	Proposed Project - Attachment A of this Initial Study provides a detailed description of the Terminal 1.5 Project.
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 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

Table 9 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
			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**	April 2017 – Sep 2023	Improvements to Terminals 2 and 3, consisting of upgrading the Terminal 2 concourse, including construction of additional floor area; 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 between Terminals 2 and 3.
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 Optimization (SoCal Project)	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 flight paths and altitudes in certain areas, but would not result in any ground

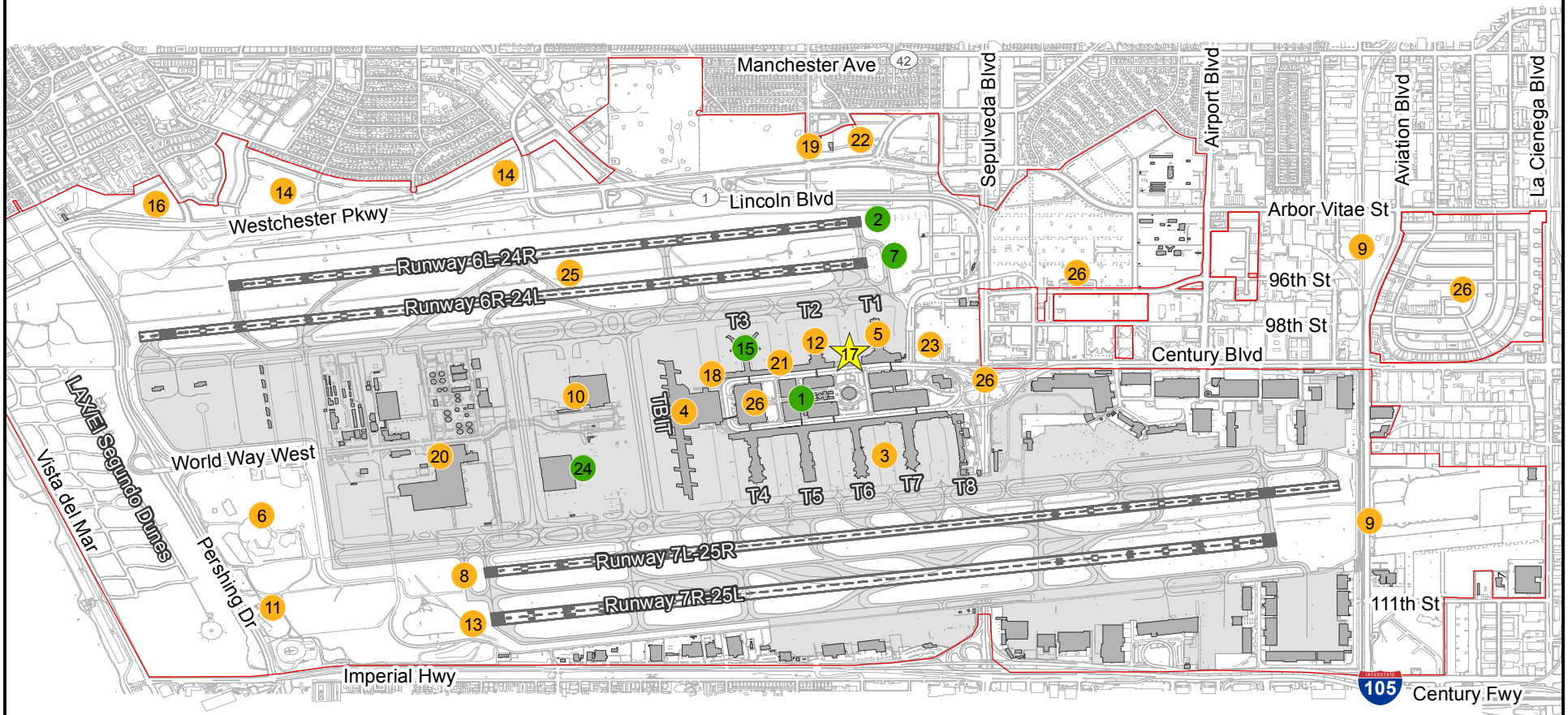
Table 9 Development Projects At/Adjacent to LAX			
	Project	**Dates**	**Description**
			disturbance or increase the number of aircraft operations within the Southern California airspace. FAA published a draft EA for the proposed SoCal Metroplex project in 2015.
25	**North Airfield Improvements**	July 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:

1) Projects shown in **bold** are anticipated to be under construction concurrent with the LAX Terminal 1.5 Project.

Sources: LAWA, Ricondo & Associates, Inc., 2016.

Figure 6 illustrates the location of the projects in Table 9 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 9.



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

LAX Terminal 1.5 Project	Development Projects At/Adjacent to LAX	Figure 6

Cumulative Construction Impacts

It is anticipated (based on current project schedules) that construction of many of the projects identified in Table 9 located at/adjacent to LAX would overlap with construction of the proposed project, which is estimated to begin in June 2017 and take approximately 26 months to complete, ending in July 2019. Projects anticipated to be under construction concurrent with the LAX Terminal 1.5 Project are identified in Table 9 and Figure 6. Potential cumulative impacts could occur during construction of the proposed project due to the proximity of the other projects and/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. 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.

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.

Air Quality

As discussed under Section III.c, according to the SCAQMD,[82] projects that do not exceed the SCAQMD's significance thresholds are generally not considered to be cumulatively significant. As shown in Table 3, emissions of the all criteria pollutants from construction activities, including the nonattainment pollutants (PM10, PM2.5, and O_3 precursors [NO_x and VOC]), would be less than the SCAQMD significance thresholds. Therefore, the contribution of the proposed project to cumulative air quality emissions of these pollutants would not be cumulatively considerable.

The greatest potential for TAC emissions during construction would be diesel particulate matter (DPM) emitted from heavy-duty diesel powered equipment. DPM is the engine exhaust particulate matter from diesel engines and equipment and is a component of PM10 and PM2.5. The LSTs do not

[82] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003.

include a threshold for DPM. However, as shown in Table 5, PM10 and PM2.5 emissions would be substantially lower than the respective LST thresholds. Since DPM emissions are a component of PM10 and PM2.5, DPM emissions would be similarly low, and would be typical for urban environments in the study area. Therefore, the contribution of the proposed project to cumulative TAC emissions would not be cumulatively considerable.

The use of diesel equipment during construction would generate near-field odors that are considered to be a nuisance. Construction activities associated with the proposed project and other cumulative projects would use heavy diesel equipment and, therefore, would emit near-field odors. Due to the temporary nature of construction activities and the distance of the project site and immediately surrounding sites from sensitive receptors, odors from construction-related diesel exhaust would not affect a substantial number of people. Therefore, the contribution of the proposed project to cumulative impacts related to odors would not be cumulatively considerable.

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.

Cultural Resources

The geographic scope of cumulative impacts related to cultural 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 three historic resources located within the vicinity of the proposed project: the Theme Building, the 1961 ATCT, and the Terminal 6 sign tower. In addition to the T1.5 Project, there are several other projects occurring or proposed within the Central Terminal Area, such as the Terminal 1 Improvements, Terminals 2 and 3 Modernization Project, and the Landside Access Modernization Program, that would also be in the general vicinity of those historic resources. Implementation of the T1.5 Project would not demolish, relocate, convert, rehabilitate, or reduce the integrity or significance of any of those building; therefore, the contribution of the proposed project to cumulative impacts related to historic resources would not be cumulatively considerable.

The project site and surrounding areas are within a highly disturbed area that has long been, and is currently being, used for airport uses. There are no known archaeological or Tribal cultural resources on the project site, inclusive of the on-site construction area and the construction staging area. LAWA has developed an ATP, which applies to all projects at LAX. Compliance with the ATP would ensure that known cultural resources and any previously unidentified cultural resources, including Tribal cultural resources, located at LAX that may be exposed during ground-disturbing construction activities are treated in compliance with Section 106 of the National Historic Preservation Act, CEQA, and the environmental guidelines of local agencies regarding the treatment of unexpected archaeological discoveries, including human remains. With implementation of standard control measures, the contribution of the proposed project

to cumulative impacts related to archaeological or Tribal cultural resources, including human remains, would not be cumulatively considerable.

As the project site and surrounding areas are in a previously disturbed area and the need for, and/or likelihood of, substantial excavation of native soils is low, the likelihood of encountering paleontological resources during construction is considered to be very low. LAWA has developed a PMTP, which applies to all projects at LAX. Compliance with the PMTP would ensure that any previously unidentified paleontological resources located at LAX that may be exposed during ground-disturbing construction activities are treated in compliance with CEQA and the environmental guidelines of local agencies regarding the treatment of unexpected paleontological discoveries. With implementation of standard control measures, the contribution of the proposed project to cumulative impacts related to paleontological resources would not be cumulatively considerable.

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 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.

Greenhouse Gas Emissions

By its very nature, climate change is a cumulative phenomenon and is not possible to link a single project to specific climatological changes; therefore the GHG emission analysis completed in Section VII, Greenhouse Gas Emissions, is a cumulative analysis. As indicated therein, construction-related GHG emissions associated with the proposed project would be less than the SCAQMD-adopted thresholds of significance. Moreover, the proposed project would not conflict with Assembly Bill 32, the purpose of which is to reduce statewide GHG emissions to 1990 levels by 2020, or with City plans, policies, and regulations pertaining to GHG emissions. Therefore, the contribution of the proposed project to cumulative impacts related to greenhouse gas emissions would not be cumulatively considerable.

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.

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.

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.

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.

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.

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 notably increase the amount of impervious surface on the project site and compliance with the City's LID Ordinance requirements could 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.

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.

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.

Implementation of the proposed project involves the development of a new passenger processing facility between Terminals 1 and 2. Although there would be a temporary increase in ambient noise levels during construction, operation of the proposed project would not 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.

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.

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

Potential cumulative construction traffic impacts are addressed under Section XVI.a-b. As discussed therein, the proposed project would not result in a significant impact on any of the study area intersections. Twenty-three intersections would be significantly impacted during the cumulative peak construction period (July 2019); however, the proposed project's contribution to such significant cumulative impacts would not be cumulatively considerable at any of the 23 intersections. More specifically, the proposed project would not contribute at all (change in V/C of 0.000) to impacts to 18 of the 23 significantly impacted intersections, and would only minimally contribute (change in V/C between 0.001 and 0.006) to impacts to the remaining 5 of the 23 significantly impacted intersections during the cumulative peak construction period (July 2019). As such, implementation of the proposed project would not result in a cumulatively considerable impact relative to construction traffic.

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.

Cumulative Operation Impacts

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. The redistribution of aircraft operations from Gate 10 to nearby gates would not result in any material change to overall aircraft operations at LAX. The proposed project would provide a new passenger processing facility but would not increase overall existing passenger capacity, substantially affect aircraft operations, or substantially

increase long-term employment opportunities at LAX. Operation of the new passenger processing facility would not result in any significant project-specific or cumulative impacts.

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

Less Than Significant Impact. Based on the analyses in Sections III (Air Quality), VI (Geology and Soils), VII (Greenhouse Gas Emissions), 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), XVI, (Transportation/Traffic), and XVII (Utilities and Service Systems), above, implementation of the proposed project would not have any environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the impact would be less than significant and no mitigation is required.

ATTACHMENT C

COMMENTS AND RESPONSES ON THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

1.0 INTRODUCTION

In accordance with CEQA, the City of Los Angeles as Lead Agency, completed a Draft Initial Study/Proposed Mitigated Negative Declaration (hereafter referred to as the Draft IS/MND) to address and disclose the potential environmental impacts associated with the proposed LAX Terminal 1.5 Project ("proposed project"). The purpose of the Draft IS/MND was to determine if the proposed project may have a significant effect on the environment that cannot be mitigated or avoided, and to serve as an informational document for the public and the decision-makers.

A Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project was posted at the office of the Los Angeles City Clerk on July 18, 2016 and the office of the Los Angeles County Clerk on July 21, 2016. In addition, in accordance with State CEQA Guidelines Section 15072, the Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project was mailed to approximately 245 organizations and individuals potentially affected by or interested in the proposed project. A notice regarding the project was published in the Los Angeles Times on July 21, 2016. Copies of the Draft IS/MND were available for review at the following libraries: (1) Westchester-Loyola Village Branch Library: 7114 West Manchester Avenue, Los Angeles, California 90045; (2) Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, California 90094; (3) El Segundo Library: 111 West Mariposa Avenue, El Segundo, California 90245; and (4) Culver City Library, 4975 Overland Avenue, Culver City, California 90230. In addition, copies of the Draft IS/MND were available at Los Angeles World Airports (LAWA): One World Way, Room 218, Los Angeles, California 90045, and online at LAWA's website (www.ourlax.org) under "Current Projects."

In accordance with State CEQA Guidelines Section 15073, a 20-day comment period for the Draft IS/MND began on July 21, 2016 and ended on August 10, 2016. LAWA received seven comment letters on the Draft IS/MND during the review period; one of these was a comment form received via electronic mail. A list of commenters is provided below.

Commenter	Organization	Date
DiAnna Watson, IGR/CEQA Branch Chief	State of California Department of Transportation, District 7	August 2, 2016
Jillian Wong, Program Supervisor	South Coast Air Quality Management District	August 10, 2016
Richard Bruckner, Director of Planning and Bruce Durbin, Supervising Regional Planner	County of Los Angeles Airport Land Use Commission	July 28, 2016
Greg Carpenter, City Manager	City of El Segundo	August 4, 2016
Burl J. (Jay) Pershall, Jr., Senior Advisor	Phillips 66	July 22, 2016
Kenny Garon	Shell Pipeline Company LP	August 9, 2016
Edward G. Keating		July 22, 2016

The majority of the comment letters did not raise any issues regarding the environmental effects of the proposed project or the content of the Draft IS/MND; no response to these letters is necessary. Responses to three of the letters, one from the State of California Department of Transportation (Caltrans) District 7, one from the South Coast Air Quality Management District (SCAQMD), and one from Edward G. Keating, are provided in Section 2.0 below. No changes to the Draft IS/MND analysis findings were made in response to these comments nor was new evidence presented to warrant a change in the Draft IS/MND. Copies of the comment letters and a record of the comment form received via electronic mail are provided in Appendix E.

2.0 RESPONSES TO SUBSTANTIVE COMMENTS ON THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Comment from Caltrans District 7

Caltrans District 7 had the following comment:

> As a reminder, any transporting of heavy construction equipment and/or materials which require 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.

Response:

The comment pertaining to the requirement for a Caltrans transportation permit for transport of oversized-transport vehicles is noted. Contractor specifications will require all applicable permits to be acquired, including Caltrans permits for oversized-transport vehicles.

Moreover, as discussed in Section XVI.a-b of the Terminal 1.5 Project Initial Study, LAWA would implement standard construction traffic control measures contained in LAX-ST-1, Construction Traffic Management Plan, which would serve to reduce impacts to area transportation facilities during construction of the proposed project. Regarding Caltrans' recommendation that large size truck trips be limited to off-peak commute periods, Section b of LAX-ST-1, Designated Truck Delivery Hours, already includes specifications for limiting, to the extent possible, truck deliveries to off-peak hours:

b. Designated Truck Delivery Hours

To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 9:00 a.m. All deviations to these requirements shall be approved in writing by the LAWA Construction and Logistics Management (CALM) Team prior to actual site deliveries.

Comment from SCAQMD

SCAQMD had the following comment:

> Although, the Lead Agency determined that regional and localized construction emissions were less than significant, the Air Quality Analysis did not quantify emissions from the portable aggregate crushing phase. SCAQMD staff recommends incorporating emissions from the engine as well as the aggregate crushing and screening into the analysis. Should the Lead Agency determine after revising the air quality analysis that project construction air quality impacts exceed the SCAQMD recommended regional daily significance thresholds, the SCAQMD staff recommends mitigation measures be incorporated into the project description and air quality analysis in the Final CEQA document to reduce those impacts below significant levels.

Response:

SCAQMD recommends incorporating emissions from aggregate crushing and screening into the air quality analysis for the LAX Terminal 1.5 Project. Aggregate crushing and screening was discussed in the Draft IS/MND. As stated in Section 5.0, *Project Description*, of the Draft IS/MND, subsection Construction, an estimated 3,000 cubic yards (cy) of existing pavement may be crushed and reused onsite as aggregate or base material. (For purposes of this discussion, use of an aggregate crusher located at LAX is referred to as "onsite" crushing even though the crusher would not be located on the proposed project site.) However, for the purposes of the Draft IS/MND, it was conservatively assumed that all demolished material would be exported offsite. The determination as to whether demolished pavement materials would be crushed and reused onsite or exported offsite would be made by LAWA, in consultation with the selected construction contractor, based on feasibility and logistical considerations applicable at that time, including, but not limited to, the availability and location of a suitable site at LAX for the placement of a crusher, with sufficient grid-based electrical power to operate the crusher, and with sufficient space for the stockpiling of demolished pavement rubble to be processed, and of processed material.

In response to the SCAQMD comment, emissions that would result if aggregate crushing were to occur at LAX (instead of the aggregate being exported offsite) were examined and are compared with hauling emissions in **Table 10**; see Appendix A-2 for detailed calculations. Pollutants for which emissions were calculated include:

- Carbon monoxide (CO)
- Reactive organic gas (ROG)

- Nitrogen dioxide (NO_2)
- Sulfur dioxide (SO_2)
- Respirable particulate matter less than or equal to 10 µm in diameter (PM10)
- Carbon Dioxide Equivalent (CO_2E)

Table 10
Comparison of Aggregate Crushing Emissions and Aggregate Hauling Emissions

Source	Total Pollutant Emissions (pounds) for Reusable Material[1]					
	Carbon Monoxide (CO)	Reactive Organic Gas (ROG)	Nitrogen Dioxide (NO_2)	Sulfur Dioxide (SO_2)	Respirable Particulate Matter (PM10)	Carbon Dioxide Equivalent (CO_2E)
Aggregate Crushing Emissions[2]	21.22	2.06	5.82	0.02	5.86	3,609.22
Hauling Emissions	22.26	1.78	27.89	0.08	2.15	7,620.44
Difference Between Crushing and Hauling	-1.05	0.28	-22.08	-0.05	3.71	-4,011.22

Notes:

[1] Results may not add due to rounding.

[2] Aggregate crushing emissions include operation of associated loading equipment.

Source: CDM Smith 2016.

As shown in the table, with the exception of PM10 and ROG, emissions due to aggregate crushing would be considerably lower than emissions due to hauling. ROG and NO_2 are both studied as precursor pollutants to ozone, thus the significant decrease (79 percent) in NO_2 that would occur with onsite crushing would more than offset the minor (16 percent) increase in ROG in terms of ozone generation. Additionally, while there would be an increase in PM10 emissions were aggregate to be crushed at the airport instead of transported offsite, LAWA has Emission Reduction Credits (ERCs) specifically to offset aggregate crusher-related PM10 emissions (ERC AQ010699, AQ012812, AQ010438, and AQ010629). For these reasons, the assumption in the Draft IS/MND that pavement removed from the project site would be hauled offsite rather than crushed onsite was a conservative assumption for the purposes of identifying air quality and greenhouse gas emissions. Moreover, under either scenario (i.e., onsite crushing or offsite hauling), project emissions would be well below SCAQMD thresholds of significance for all pollutants.

For these reasons, the air quality analysis in the Draft IS/MND does not need to be revised to incorporate emissions from aggregate crushing, and no mitigation measures are required.

Comment from Edward G. Keating

Mr. Keating had the following comment:

> I am, however, concerned about the planned elimination of Gate 10 in Terminal 1. Whereas Page A-16 of the draft report blithely suggests that aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates, I question that assumption. Terminal 1, it seems to me, is already operating at or near capacity. Eliminating a gate at Terminal 1 risks resulting in more delays as aircraft wait for gates and-or diminished service by Southwest Airlines at LAX. A possible mitigation would be to assign Southwest an additional gate or gates in Terminal 2. With the secure connector between the terminals, perhaps Terminals 1 and 2 could evolve into operating as a coordinated entity, akin to how United Airlines operates Terminals 7 and 8. We would not want a diminution or disruption of the service Southwest Airlines provides to customers at LAX.

Response:

Southwest Airlines is not currently operating at or near the capacity of Terminal 1. Several gates at the terminal are currently out of service at any one time due to an ongoing construction project.[83] Moreover, prior to the current construction, Southwest Airlines operated out of only 12 of the 15 gates that were operating at Terminal 1 prior to construction.[84] Even with the elimination of Gate 10 in Terminal 1, Southwest Airlines would have sufficient gates to accommodate its planned operations with no impacts or disruption to the level of service it provides to customers at LAX.[85]

[83] City of Los Angeles, Los Angeles World Airports, Final Negative Declaration for Southwest Airlines, Los Angeles International Airport (LAX) Terminal 1 Modernization Project, April 2014, pages A-33, A-34. Available: http://www.lawa.org/ourLAX/Currentprojects.aspx?id=9380.

[84] City of Los Angeles, Los Angeles World Airports, Final Negative Declaration for Southwest Airlines, Los Angeles International Airport (LAX) Terminal 1 Modernization Project, April 2014, page A-5. Available: http://www.lawa.org/ourLAX/Currentprojects.aspx?id=9380.

[85] City of Los Angeles, Los Angeles World Airports, Final Negative Declaration for Southwest Airlines, Los Angeles International Airport (LAX) Terminal 1 Modernization Project, April 2014, pages A-8, A-17, A-27. Available: http://www.lawa.org/ourLAX/Currentprojects.aspx?id=9380.

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

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