2. PROJECT DESCRIPTION

The project description is intended, among other things, to serve as a general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and the supporting public services facilities. (State CEQA Guidelines Section 15124(c)). The proposed project's technical and engineering characteristics are detailed below in Section 2.4, *Project Characteristics*. The objectives, purpose, and economic characteristics of the proposed project are detailed in Section 2.3, *Project Objectives*, below.

The environmental and engineering characteristics of the proposed project specific to each environmental resource analyzed within this Draft EIR are further detailed in the individual subsections (i.e., Sections 4.1, 4.2, and 4.3) of Chapter 4, *Environmental Impact Analysis*. Supporting public services facilities associated with the proposed project are discussed in Appendix A, Notice of Preparation/Initial Study.

2.1 Project Overview

Los Angeles World Airports (LAWA) proposes a new Secured Area Access Post (SAAP) to provide a fully functional, secured access point onto the Airport Operations Area (AOA) on the west side of Los Angeles International Airport (LAX). The proposed new SAAP would be the sole full-access SAAP on World Way West and would replace SAAP 5, which was displaced in January 2016 by the Midfield Satellite Concourse (MSC) North Project, and SAAP 21, which was taken out of service by Phase 2 of the West Aircraft Maintenance Area (WAMA) Project in May 2017.[3,4,5] After SAAP 21 closed, access to the AOA continues to be provided by several other full-access SAAPs that are located around the AOA perimeter. The proposed new state-of-the-art SAAP along World Way West would accommodate all types of vehicles that require access to the AOA (construction, aircraft service vehicles, vendors, LAWA, etc.). Its elements would be the prototype for any future SAAPs and/or improvements to existing SAAPs at LAX.

The new SAAP facility would have a land footprint of approximately 1,200 feet by 150 feet, consisting primarily of paved areas with various pieces of equipment to control access (gates, traffic lights, signage, vehicle arrest systems, security fencing, etc.), vehicle inspection equipment (license plate readers, under-vehicle scanners, etc.), and facilities and shelter for inspection staff, including two canopy structures spanning the width of the first and last inspection stations, and two guard station buildings, one at each of the first and last inspection stations. Each guard house would be approximately 350 square feet (SF) and would include monitoring equipment and a restroom facility. Construction of the new SAAP would require the demolition and removal of the former Continental Airlines (CAL) General Office (GO) Building, which is vacant, and associated facilities. Demolition and construction of the proposed project is estimated to take approximately 13 months. Demolition and construction may not be continuous; it is

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3 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Midfield Satellite Concourse*, (SCH2013021020), June 2014. The MSC North Project consists of a satellite concourse west of the Tom Bradley International Terminal that will include up to 11 aircraft gates. Construction of the MSC North Project is underway and is projected to be completed in November 2019.

4 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) West Aircraft Maintenance Area Project*, (SCH20122091037), February 2014. The WAMA Project, located south of World Way West and east of Pershing Drive, includes new aircraft parking and maintenance facilities in the western portion of LAX. The first phase of the WAMA Project was completed in 2016. The second phase of the WAMA Project (construction of a second maintenance hangar) is projected to begin in 2017 and be completed by 2018.

5 After SAAP 21 was closed, some traffic that previously used SAAP 21 now utilizes other permanent AOA access points, and other traffic is being redirected to a temporary AOA access point located off of Maintenance Way, southwest of the proposed project site. The temporary SAAP only provides access to LAWA personnel and tenants; no construction vehicle access is provided. Development of the temporary AOA access point at LAX occurred independently of (i.e., was not related to) the proposed project. Previously, the tenant operated the location as a gate for their leasehold. If the proposed project were constructed, it is expected that the temporary AOA access point would revert back to tenant control.

estimated that demolition and construction would occur in the timeframe between the fourth quarter of 2017 and the first quarter of 2019.

The proposed project would relocate activities associated with a former SAAP located on World Way West (i.e., SAAP21) to a new location less than half a mile to the east. The new SAAP would incorporate state-of-the-art technologies for vehicle screening. The proposed project would affect the location and process by which vehicles accessing the AOA are screened, but would not result in an increase in the number or type of vehicles that would utilize the new facility. Operations at the new SAAP would be the same as at the former SAAP (SAAP 21), which is the SAAP that was most recently in operation in proximity to the proposed project site.[6]

The proposed project would relocate existing security access posts at LAX; the project would not affect the number of passengers served by the airport or the number or type of aircraft operations. Moreover, the proposed new SAAP would not have any adverse effect on passenger activity, aircraft activity, or aircraft movements.

The proposed project would only affect vehicles accessing the AOA. The project would not increase existing passenger capacity or the number of aircraft operations at LAX.

2.2 Project Location

As shown in **Figure 2-1**, the project site is located within the City of Los Angeles, at LAX on LAWA property. The project site is located within the 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 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. Access to the west side of the airport is via Imperial Highway and off Pershing Drive.

The 4.1-acre project site is located within the western portion of LAX parallel to and south of World Way West (see **Figure 2-2**). The project site includes paved areas currently used for vehicle parking and the former CAL GO Building, which was formerly the general office building for Continental Airlines' Corporate Headquarters, and is now vacant. In addition to the CAL GO Building, the original Continental Airlines facility at LAX included a maintenance base with six aircraft hangars and apron areas, a Training Center building, operations offices, shop buildings, commissary and in-flight kitchen facilities, and supporting infrastructure.[7]

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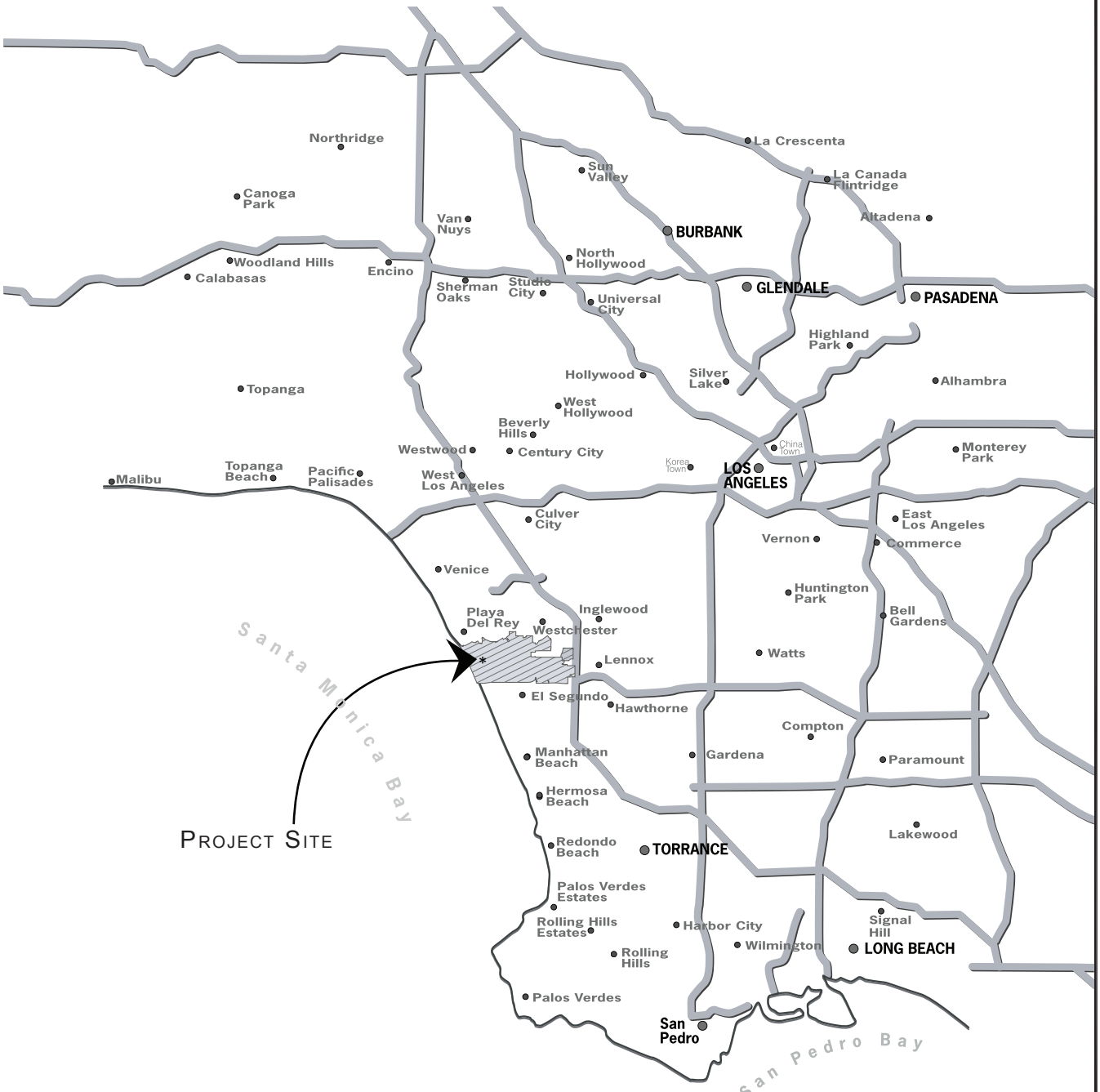
[6] Tomcheck, Pat, Los Angeles World Airports, Electronic Mail Message to Angelica Espiritu, Los Angeles World Airports, *Subject: New SAAP Traffic Volume*, January 10, 2017.

[7] PCR Services Corporation, *Draft Historic Resources Assessment Report: Continental Airlines Facilities, 7300 Maintenance Road (APN: 4129-026-903) and 7300 World Way West (APN: 4129-026-903), Los Angeles, Los Angeles County, California*, September 2013.



Source: CDM Smith, October 2016.
Prepared by: CDM Smith, May 2017.

LAX Secured Area Access Post Project	Regional Location Map	Figure 2-1

Source: Los Angeles World Airports, July 2016.
Prepared by: CDM Smith, May 2017.

LAX Secured Area Access Post Project	Project Location Map	Figure 2-2

The land use setting around the project site is characterized by airport operations and aircraft maintenance facilities. Existing adjacent uses include: the LAX Fuel Farm and LAWA administrative offices/vehicle parking to the north and northwest, respectively; a remain overnight (RON) aircraft parking area to the east; the American Airlines (AA) Operations Support Facility (OSF), AA Engineering Building, United Airlines Maintenance Hangar, and Los Angeles Fire Department (LAFD) Fire Station 80/Aircraft Rescue and Fire Fighting Facility (ARFF) to the south; and the former CAL Training Building (vacant) to the west. 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.[8,9]

2.3 Project Objectives

2.3.1 Background

LAWA proposes the construction of a new SAAP to provide a fully functional, secured access point onto the AOA on the west side of LAX. A new SAAP is needed on the west side to replace SAAP 5, which was displaced by the MSC North Project, and SAAP 21, which was taken out of service by Phase 2 of the WAMA Project. The proposed SAAP would be the sole full-access SAAP on World Way West and would provide much-needed access to the north and south airfields, and to ongoing construction projects on the west side of the airport.[10] Vehicles accessing the AOA from the west side of the airport would travel to the north and south airfields as well as to the terminal area. In order to provide for safe and efficient access to all these locations, a site that is centrally located between the north and south airfields is desirable. A central location would reduce total vehicle miles traveled by vehicles accessing the AOA by providing direct access that minimizes the need for the vehicles to double-back to reach their intended destination. A central location on the AOA would also result in less travel on AOA service roadways and around airfield facilities, and would minimize the number of vehicles crossing active taxiways.

LAWA is also seeking to reuse the project site for an airfield-related use. LAX is a geographically constrained facility, bound by the Los Angeles/El Segundo Dunes and the Pacific Ocean on the west, and fully developed urban uses on the south, east, and north, including the City of El Segundo to the south, the unincorporated area of Lennox to the southeast, the City of Inglewood to the east-northeast, and the Westchester community of the City of Los Angeles to the north. As a consequence of these constraints, LAWA must fully utilize all available areas of the airport in a manner that supports its aviation mission. The project site is occupied by the former CAL GO Building, which is vacant.[11] The building is uninhabitable, and has been largely unoccupied since approximately 1995, with the exception of one office, which was occupied until 2001.[12] After 2001, the building was completely vacated by personnel. A small portion of the building (the west entrance addition), contains security system electronic infrastructure; no staff occupy this area. The CAL GO Building contains hazardous building materials, including asbestos containing materials (ACM), lead containing surfaces (LCS), mold, and other hazardous substances.[13]

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8 City of Los Angeles, Department of City Planning, *LAX Plan,* adopted December 14, 2004, last amended May 24, 2013. Available: http://planning.lacity.org/complan/specplan/pdf/LAXPLAN_AMENDED20130524_FINAL(SECURED).pdf.

9 City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 4, 2004, last amended June 14, 2016. Available: http://clkrep.lacity.org/onlinedocs/2013/13-0285-s3_ORD_184348_6-15-16.pdf.

10 After SAAP 21 was closed, some traffic that previously used SAAP 21 now utilizes other permanent AOA access points, and other traffic is being redirected to a temporary AOA access point located off of Maintenance Way, southwest of the proposed project site. The temporary SAAP only provides access to LAWA personnel and tenants; no construction vehicle access is provided. Development of the temporary AOA access point at LAX occurred independently of (i.e., was not related to) the proposed project.

11 PCR Services Corporation, *Draft Historic Resources Assessment Report: Continental Airlines Facilities, 7300 Maintenance Road (APN: 4129-026-903) and 7300 World Way West (APN: 4129-026-903), Los Angeles, Los Angeles County, California*, September 2013.

12 Tomcheck, Pat, Los Angeles World Airports, Electronic Mail Message to Robin Ijams, CDM Smith, *Subject: Continental General Office Building – last occupancy,* January 26, 2017.

13 Ninyo & Moore, *Hazardous Building Material Survey, Continental Airlines General Office Building, Chelsea Kitchen Basement, and Training Buildings, Los Angeles International Airport, 7270, 7300, and 7320 World Way West, Los Angeles,*

Building systems have exceeded their useful life span, and the lack of proper ongoing maintenance over the last two decades has left the CAL GO Building in a state of substantial disrepair. Furthermore, as the CAL GO Building is an older steel frame design (i.e., prior to the Northridge earthquake of 1994), the structural system has numerous inadequacies that do not meet current building codes.

2.3.2 Objectives

The specific objectives of the proposed project are to:

- Provide a new fully functional SAAP on World Way West to replace SAAP 5 and SAAP 21, which were taken out of service by recent construction projects on the west side of LAX;
- Allow for a new SAAP at a location that is generally central to the western portion of the AOA to provide a more direct path of travel to the north and south airfields, as well as airside access to the terminal area;
- Locate and design a new SAAP to provide access that connects with the existing AOA vehicle service road system in a manner that supports safe and efficient vehicle movement within the AOA, consistent with the mission of LAX Airfield Operations;[14]
- Provide a state-of-the-art SAAP to serve as a prototype for any future SAAPs and/or improvements to existing SAAPs at LAX;
- Effectively reuse the project site -- which currently contains a building that is uninhabitable due to age (does not comply with current building codes), disrepair, and the presence of hazardous material -- for an AOA-related use that fulfills LAWA's strategic goal of innovating to enhance security, efficiency, and effectiveness;[15] and
- Redevelop the project site in a manner that is consistent with LAWA's Design and Construction Handbook, specifically the definition of sustainability as the "triple bottom line" consisting of social, economic, and environmental considerations.[16]

2.4 Project Characteristics

SAAP Facility

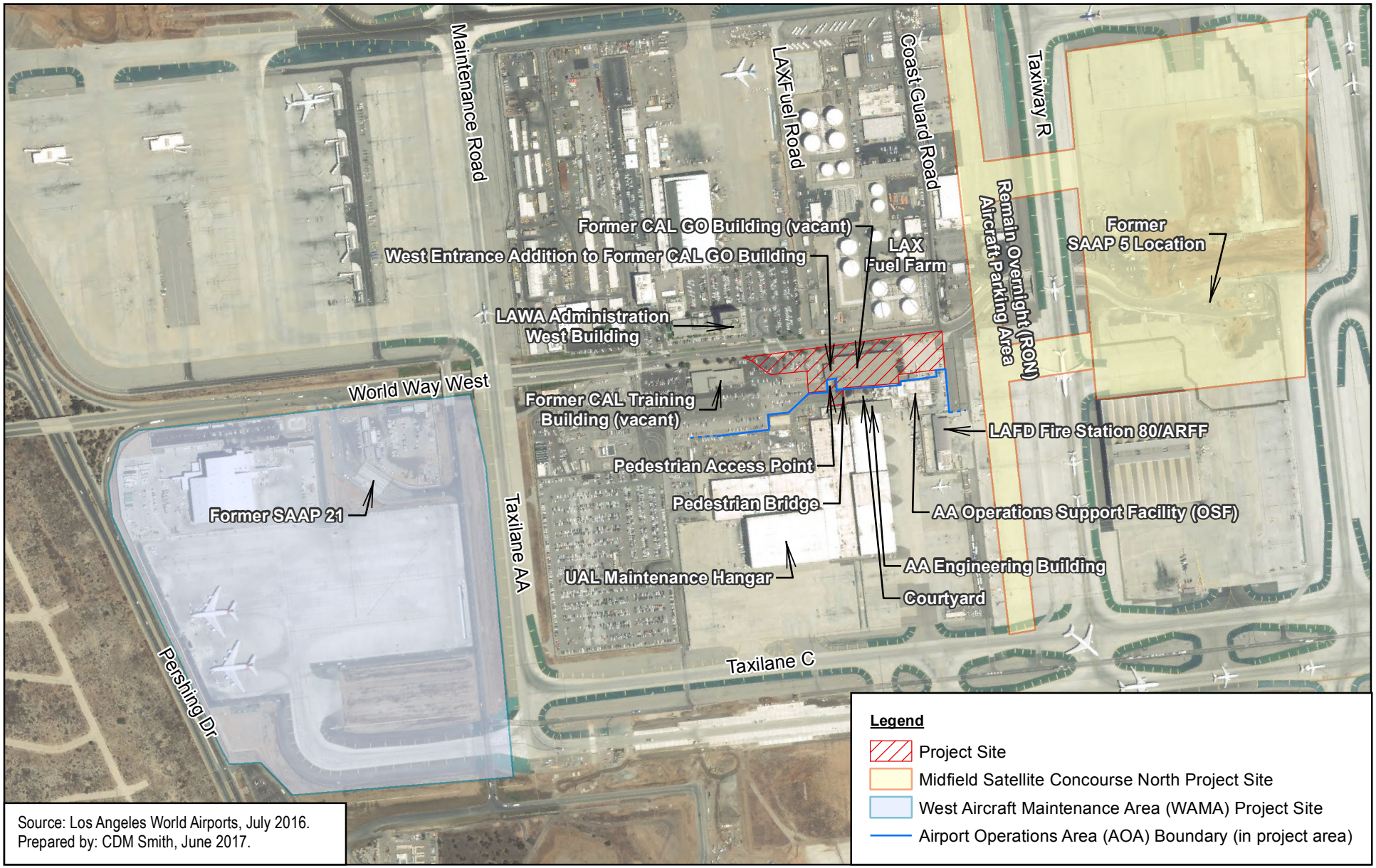
The proposed project is the construction of a new SAAP on the west side of LAX that would accommodate all types of vehicles that require access to the AOA (construction, aircraft service vehicles, vendors, LAWA, etc.). The new SAAP would be located parallel to and south of World Way West, near where the road will terminate at Coast Guard Road once the MSC North Project is completed (see Figure 2-2). Facilities and land uses surrounding the project site are shown on **Figure 2-3.** A graphic rendering and the layout of the proposed SAAP are provided in **Figure 2-4** and **Figure 2-5**, respectively. The new SAAP facility would have a land footprint of approximately 1,200 feet by 150 feet, consisting primarily of paved areas with various pieces of equipment to control access (gates, traffic lights, signage, vehicle arrest systems, security fencing, etc.), vehicle inspection equipment (license plate readers, under-vehicle scanners, etc.), and facilities and shelter for inspection staff, including two canopy structures spanning the width of the first and last inspection station, and two guard station buildings, one at each of the first and last inspection stations. Each guard house would be approximately 350 SF and would include monitoring equipment and a single

California, May 18, 2016.

14 City of Los Angeles, Los Angeles World Airports, *Airfield Operations Mission Statement*, 2017. Available: https://www.lawa.org/airops.aspx?id=850, accessed May 18, 2017.

15 City of Los Angeles, Los Angeles World Airports, *Aerogramme: LAWA Unveils New Strategic Plan,* November 2016. Available: https://www.lawa.org/uploadedFiles/LAX/pdf/Aero_Newsletter_201611.pdf, accessed May 18, 2017.

16 City of Los Angeles, Los Angeles World Airports, 2016 Design and Construction Handbook: Environmental – Sustainability, July 2016. Available: http://www.lawa.org/uploadedFiles/LAXDev/DCH/Environmental/Sustainability%20CALGreen%20LEED.pdf.

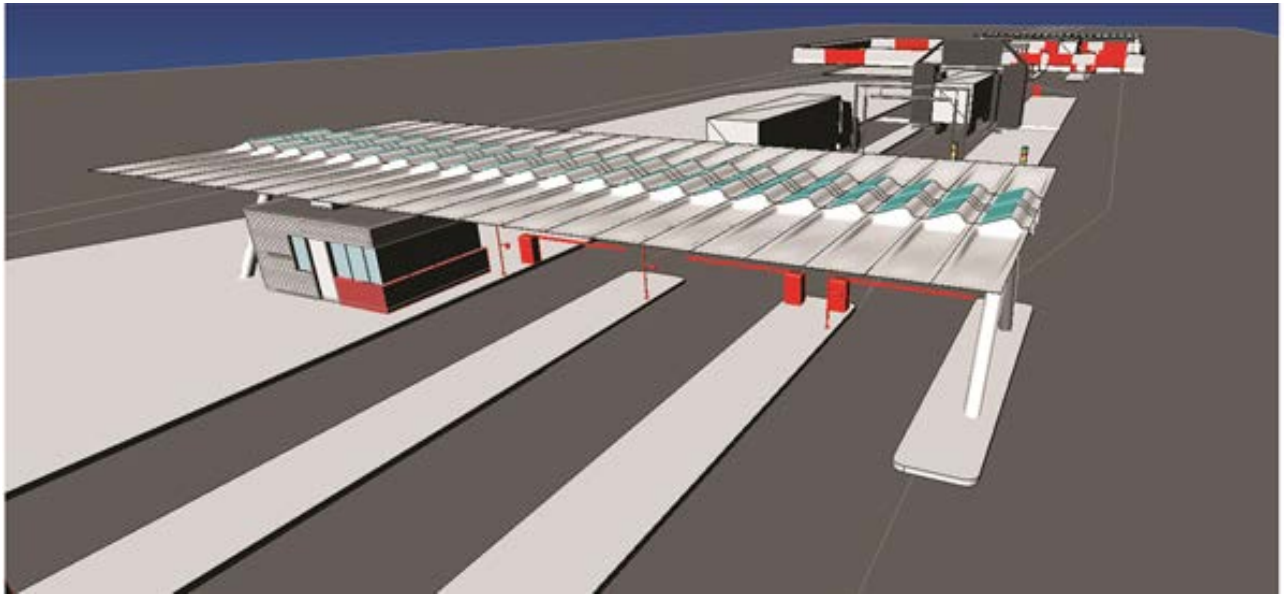


Source: Los Angeles World Airports, July 2016.
Prepared by: CDM Smith, June 2017.

LAX Secured Area Access Post Project

Project Site and Surrounding Land Uses

Figure
2-3

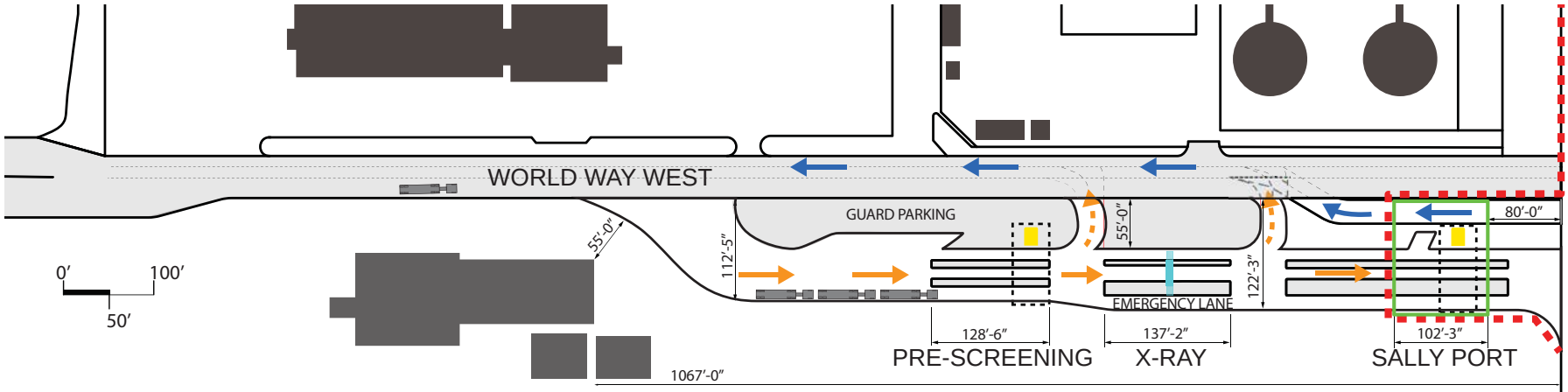


Source: Los Angeles World Airports, July 2015.
Prepared by: CDM Smith, May 2017.

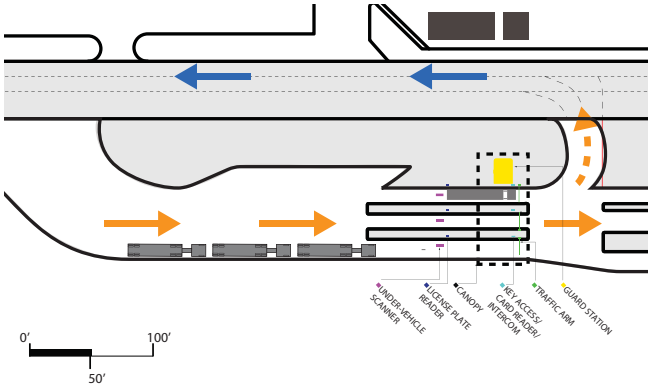
LAX Secured Area Access Post Project

Conceptual Rendering of Proposed SAAP

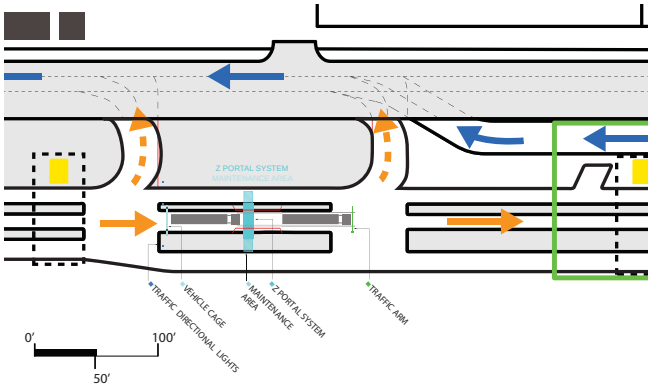
Figure
2-4



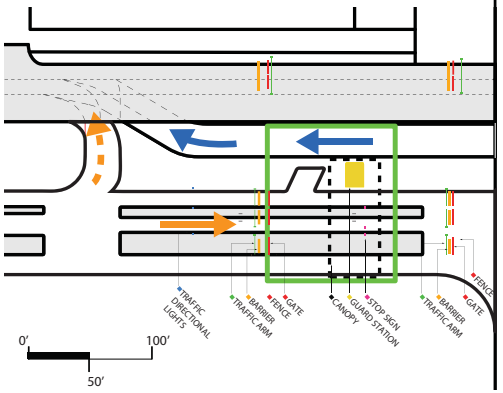
Proposed SAAP Layout



Station 1 – Pre-Screening



Station 2 – X-Ray Screening



Station 3 – Sally Port

LEGEND

- SAAP inbound traffic
- SAAP outbound traffic
- X-ray equipment
- Guard booth
- Exit for traffic denied access
- Canopy structure
- Sally port perimter

Source: Los Angeles World Airports, September 2015.
Prepared by: CDM Smith, May 2017.

LAX Secured Area Access Post Project	Proposed SAAP Layout	Figure 2-5

Americans with Disabilities Act (ADA)-compliant restroom. The guard houses would be single-story structures approximately 16 feet in height; the two canopies would be tall enough to provide 25 feet in clearance for trucks accessing the SAAP. New lighting associated with the proposed project would include security lighting on the new guard station buildings, canopy lighting, roadway lighting, and perimeter fence lighting along the last inspection station. Perimeter fence lighting would include either pole-mounted or fence-mounted LED fixtures matching existing foot-candle outputs. All external lights would be shielded and focused to avoid glare and prevent unnecessary light spillover. Power to the proposed project would be provided by the grid. An emergency generator would be located onsite to provide power in the event of a power failure or service interruption.

As shown in Figure 2-5, the proposed new SAAP would consist of three screening areas:

- Station 1 – Pre-Screening: card swipe; physical inspection of badges; guard and driver interactions; license plate reader; and cameras/scanners providing under-carriage, top view, and interior view of vehicles.
- Station 2 – X-ray Screening: selected vehicles would drive through an x-ray machine (back scatter technology would not require driver to exit the vehicle).
- Station 3 – Sally Port: the primary two functions of this station are to provide a secure gateway to the AOA and to allow LAWA Police Division (LAWAPD) officers to inspect vehicles within a controlled environment.

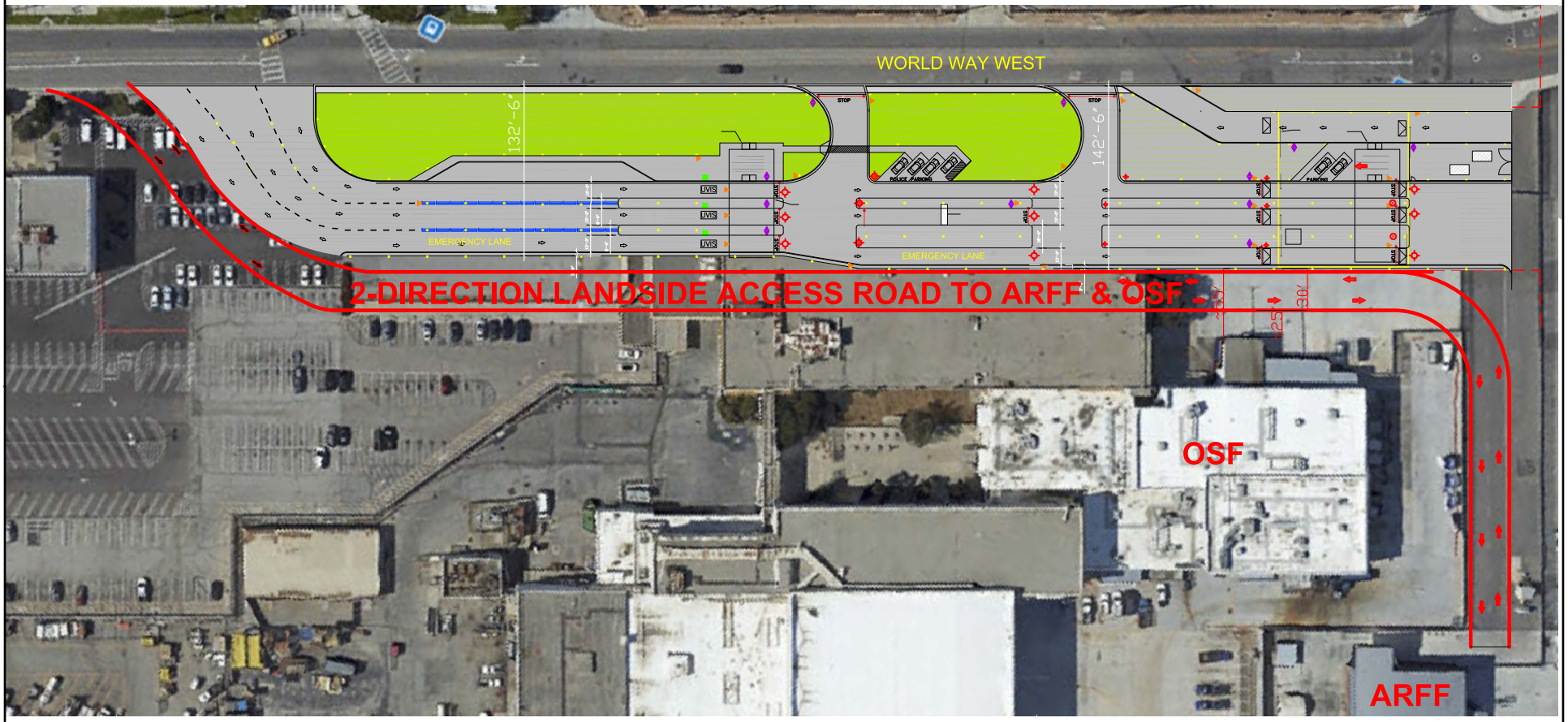
The proposed SAAP would include an independent emergency lane to provide dedicated access for emergency vehicles. The emergency lane would be intended to be used by LAWA and LAFD emergency vehicles. In addition, the proposed SAAP would include employee parking onsite. (LAWAPD personnel were transported to the former Post 21 by van.)

As described below, constructing the proposed new SAAP would require the removal of the former CAL GO Building and associated facilities. Some LAWA and tenant/visitor parking spaces in the parking lot south of World Way West would also be eliminated. Construction of the new SAAP would also eliminate the current landside access routes to the AA OSF and Fire Station 80/ARFF. Access to the AA OSF is currently provided via World Way West to a surface parking lot located to the east of the CAL GO Building. Under the proposed project, the current site of the parking lot would be occupied by the easterly portion of the SAAP. Access to Fire Station 80/ARFF is currently provided via World Way West to an access-controlled road located east of the AA OSF (the access road is located across World Way West and slightly to the east of Coast Guard Road). This access road would no longer be accessible from World Way West with implementation of the proposed project. Access to the AA OSF and Fire Station 80/ARFF would be maintained by providing a new access road along the south side of the new SAAP (see **Figure 2-6**). As proposed, the entrance to this new access road would be located off of World Way West, adjacent to the proposed SAAP access point.

Demolition of CAL GO Building and Associated Facilities

Construction of the new SAAP would require the demolition and removal of the former CAL GO Building (both the main building and the west entrance addition), the pedestrian bridge between the CAL GO Building and the AA Engineering Building, and pedestrian access point infrastructure. Activities associated with demolition of these facilities are described below.

The main CAL GO Building was constructed in 1963 and is a two-story structure with subterranean parking. Its footprint is approximately 310 feet by 164 feet, encompassing roughly 151,000 SF of floor area, including a basement garage. The 1974 west entrance addition to the main CAL GO Building is approximately 4,500 SF and is one-story plus a basement. In total, the building is approximately 155,500 SF. The CAL GO Building is steel-framed with metal



Source: Ricondo & Associates, April 2017.
Prepared by: CDM Smith, May 2017.

LAX Secured Area Access Post Project	Proposed Landside Access Road	Figure 2-6

stud-framed exterior walls on its west, south, and east sides, and a glass curtain wall on the north exterior side.[17,18] The CAL GO Building has been largely unoccupied since approximately 1995, with the exception of one office, which was occupied until 2001.[19] After 2001, the building was completely vacated by personnel. A small portion of the building (the west entrance addition), contains security system electronic infrastructure; no staff occupy this area. As described previously, the CAL GO Building contains hazardous building materials, including ACM, LCS, mold, and other hazardous substances. Building systems have exceeded their useful life span, and the lack of proper ongoing maintenance over the last two decades has left the CAL GO Building in a state of substantial disrepair. Furthermore, as the CAL GO Building is an older steel frame design (i.e., prior to the Northridge earthquake of 1994), the structural system has numerous inadequacies that do not meet current building codes.

Facilities to be demolished are the CAL GO Building, including the west entrance addition, and associated facilities. The associated facilities are the pedestrian bridge connecting the CAL GO Building to the AA Engineering Building and the pedestrian access facility at the southwest corner of the CAL GO Building, including the gates and canopy structures. Building and system modifications needed as a result of these demolitions would also be made during the demolition phase.

Prior to the initiation of demolition activities, abatement of hazardous building materials would be conducted to remove ACM, LCS, mold, and other hazardous materials inside the CAL GO Building. Abatement and disposal of hazardous building materials would be done in accordance with local, state, and federal regulations which govern the removal and disposal of hazardous building materials; see Initial Study Attachment A, Section VIII (Appendix A of this EIR) for a description of key regulations.

Demolition of the CAL GO Building would include removal of the building foundation and below grade footings, removal of utility infrastructure, and demolition of several retaining walls. Demolition would extend approximately 5 feet below the existing ground surface. Demolition of the CAL GO Building foundations and footings would require backfill of the void left by the demolition. In addition, the partial subterranean parking area would also be filled.

As noted above, adjoining the southeast portion of the CAL GO Building is the smaller AA OSF structure (see Figure 2-3). The CAL GO Building and adjoining AA OSF structure are separated by a seismic joint all the way through the underground garage and basement, making the two structures seismically and structurally independent. The partition separating the spaces between the two structures is an interior partition wall, and removal of the CAL GO Building would expose this interior wall to the elements, thus requiring that this wall be modified to be a finished exterior wall. A new exterior wall skin would be constructed to make the AA OSF structure secure, weather tight, and whole. The existing basement floor of the AA OSF structure is approximately 5 feet below the projected finish grade. When the CAL GO Building is demolished, this condition would require construction of a new retaining wall along a portion of the existing OSF structure north wall. The new retaining wall would tie into existing retaining walls that would remain along the east and west sides of the AA OSF basement. The new wall would be constructed with a waterproofing system to maintain a dry environment in the existing basement. Demolition of the CAL GO Building would be planned and undertaken in a manner to ensure occupancy and operation of the AA OSF during and after demolition.

At the west end of the CAL GO Building is a pedestrian bridge that spans across the AA OSF exterior courtyard to the AA Engineering Building to the south (see Figure 2-3). The bridge structure is steel-framed with a bare metal roof deck. This bridge provided access between the CAL GO Building and the AA Engineering Building before it was sealed off on both ends. As part of the proposed project, the pedestrian bridge would be demolished. Following demolition of the pedestrian bridge, a new exterior infill wall would be constructed at the existing AA Engineering Building

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17 City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (SCH 2015021014), Appendix J, LAX Preservation Plan, September 2016.

18 Ninyo & Moore, *Hazardous Building Material Survey, Continental Airlines General Office Building, Chelsea Kitchen Basement, and Training Buildings, Los Angeles International Airport, 7270, 7300, and 7320 World Way West, Los Angeles, California*, May 18, 2016.

19 Tomcheck, Pat, Los Angeles World Airports, Electronic Mail Message to Robin Ijams, CDM Smith, *Subject: Continental General Office Building – last occupancy*, January 26, 2017.

exterior wall, and the existing AA OSF courtyard finish pavement surfaces would be repaired where bridge foundations are removed. Demolition of the pedestrian bridge would be planned and undertaken in a manner to ensure occupancy and operation of the AA Engineering Building during and after demolition.

At the southwest corner of the west entrance addition of the CAL GO Building is a pedestrian access point used by AA and United Airlines employees to access the AA Engineering Building and United Airlines Maintenance Hangar (see Figure 2-3). The pedestrian access gate includes two ACAMS-controlled turnstiles gates, one turnstile exit gate, and one pedestrian ADA-compliant swing gate (all currently under lease to, and operated by, United Airlines). The turnstiles and pedestrian gate are shaded by two freestanding canopy roof structures. All infrastructure related to the pedestrian access point, including the canopy structures, would be demolished.

The CAL GO Building west entrance addition currently houses security system electronic infrastructure, which supports operation of the existing pedestrian point mentioned above as well as a vehicle access point. While the vehicle access point would remain, all infrastructure related to the pedestrian access point would be demolished (as described above). The electronic infrastructure that supports the vehicle access gate would be disconnected and relocated to an area within the AA Engineering Building. This would not require any additional building area to be added to the AA Engineering Building.

Demolition would also include removal of existing concrete walks, asphalt pavement, curbs and gutters, retaining walls, trees, and planter areas surrounding the CAL GO Building. Removal of landscaping would result in the removal of approximately 45 non-native ornamental trees located around the perimeter of the CAL GO Building and within the surface parking area to the west.

Demolition is projected to commence in late 2017. All demolition activities would occur on the landside (i.e., publicly-accessible areas outside the AOA).

2.5 Construction Schedule and Activities

The primary consideration in planning for proposed project construction activities is to maintain safe and uninterrupted operation of the airport, including airfield operations and aircraft maintenance activities. Demolition and construction of the proposed project is estimated to take approximately 13 months. Demolition and construction may not be continuous; it is estimated that demolition and construction would occur in the timeframe between the fourth quarter of 2017 and the first quarter of 2019. Work would occur between 6:00 am and 3:30 pm; work hours would be written into the construction specifications. At peak construction, approximately 40 construction personnel would be onsite.

Development of the proposed SAAP would occur on a portion of LAX that is currently paved/developed, with small areas of ornamental landscaping. The total area of ground surface to be disturbed would be approximately 23,000 square yards, extending down to a maximum depth of approximately 5 to 8 feet. Approximately 33,000 cubic yards of soil/pavement would be removed from the project site; the peak daily amount of soil/pavement to be removed would be approximately 370 cubic yards. Non-hazardous construction and demolition debris generated at the site would be recycled or salvaged to achieve a 65 percent diversion in construction waste. Transport of hazardous building materials associated with demolition of the CAL GO Building and any contaminated soils (if encountered and requiring disposal) would be performed by licensed hazardous waste haulers. Disposal would comply with applicable local, state, and federal regulations governing disposal of hazardous materials, including transport by a licensed waste hauler and disposal at a properly certified facility.

If it is feasible and practical, existing pavement, such as asphalt and concrete, would be crushed at a location on airport property and reused as base material or as aggregate in the production of concrete to be poured/placed onsite.

The construction staging area and haul route for the proposed project are shown on **Figure 2-7**. As shown, the proposed construction staging area is located immediately west of the project site, within the parking lot around the former CAL Training Building, which is now vacant. During the demolition activities, as well as during construction of the new SAAP, all construction activities would occur on the landside and no on-airport entry would be required.

Source: Los Angeles World Airports, July 2016.
Prepared by: CDM Smith, May 2017.

LAX Secured Area Access Post Project	Proposed Construction Staging Area and Haul Route	Figure 2-7

The haul route on public roads to and from the project site would extend from the driveway at World Way West to south on Pershing Drive, to east on Imperial Highway, and then connecting to I-105. No lane or road closures of public roadways would be required for construction. Demolition/construction activities for the proposed project would not affect airport/aircraft operations. The project site is not located adjacent to any areas used by aircraft or ground support equipment. Moreover, as noted above, all construction activities would be planned and undertaken in a manner that would ensure the occupancy and operation of the AA OSF and AA Engineering Building during and after demolition of the CAL GO Building. Construction staging areas would be coordinated by LAWA's Construction and Logistics Management (CALM) Team. The CALM Team helps monitor and coordinate the construction logistics of development projects at LAX in the interest of avoiding conflicts between ongoing airport operations and construction activities. In accordance with standard LAWA practice, construction would be coordinated with the LAWA CALM Team to ensure that occupancy and operation of adjacent and surrounding facilities, including the AA Engineering Building, AA OSF, United Airlines Maintenance Hangar, Fire Station 80/ARFF, LAX Fuel Farm, and LAWA administrative offices, would be maintained throughout demolition and construction activities. [20]

As required by the Los Angeles Department of Building and Safety, LAWA would submit a Haul Route Form and Haul Route Map, as shown on Figure 2-7, identifying routes to be used by trucks to export 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 the construction area and identifying construction traffic would be submitted to LADOT.[21]

LAWA Design and Construction Practices

The proposed new SAAP 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, at a minimum, LAGBC Tier 1 conformance through environmentally-sensitive features including, but not limited to, the types described below. [22,23]

Non-hazardous construction and demolition debris generated at the site would be recycled or salvaged to achieve a 65 percent diversion in construction waste, as required to achieve LAGBC Tier 1 conformance.[24] The SAAP would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the SAAP's heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency without sacrificing occupant comfort. Where possible, the facility would incorporate coated glass that minimizes heat gain as well as building materials and furnishings made of recycled content. During construction, low-emitting paints, adhesives, and sealants would be used to the extent feasible. To conserve potable water, the restrooms in the new SAAP would be designed with low- or ultra-low-flow systems, and recycled water would be used for construction-related dust control and construction equipment washing when feasible. The relationship of these features and practices to potential project impacts is identified in Attachment A of the Initial Study (included in Appendix A of this Draft EIR).

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20 City of Los Angeles, Los Angeles World Airports, *Design and Construction Handbook: Coordination and Logistics Management (CALM) – CALM Review Procedures*, June 2016. Available: http://www.lawa.org/uploadedFiles/LAXDev/DCH/Construction/CALM%20Review%20Procedures%20TIAP%20Process%20July%202016.pdf.

21 City of Los Angeles, Department of Transportation, *LADOT Homepage: Transportation Impact Studies, B-Permits, & CCTC.* Available: http://ladot.lacity.org/contact-us/transportation-impact-studies-b-permits-cttc.

22 City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, *Green Building Code*, as amended.

23 24 California Code of Regulations, Part 11, California Building Standards Commission, *2016 California Green Building Standards Code (CALGreen)*.

24 City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, *Green Building Code*, as amended, Appendix A5, Table A5.601 Non Residential Buildings: Green Building Standards Code Tier 1 and Tier 2 Reference Table.

In addition to the measures identified above, LAWA has implemented a wide range of actions designed to reduce temporary, construction-related air pollutant and greenhouse gas emissions from its ongoing construction program and has established aggressive construction emissions reduction measures, 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.[25] To achieve this commitment, LAWA has developed standard control measures which would be applied to the project, as discussed in greater detail in the Initial Study (Appendix A of this Draft EIR). For example, on-road haul trucks with a gross vehicle weight rating of at least 14,001 pounds would 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. Off-road diesel-powered construction equipment greater than 50 horsepower would 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 and minimize use of portable generators for electrical power in favor of grid power where available. An independent Third-Party Monitor would track, verify, and report on the use of clean construction equipment and would quantify emissions benefits.

The impacts of the proposed project on the majority of the resource areas addressed by these measures— air quality, greenhouse gas emissions, solid waste, and water supply—would be less than significant, as discussed in the Initial Study. The ability of these practices to further reduce these less-than-significant project impacts is also identified in the Initial Study. The energy implications of the proposed project, including its design and construction practices, are addressed in Section 6.5 of this Draft EIR, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy pursuant to State CEQA Guidelines Appendix F.

2.6 Intended Use of this EIR

Implementation of the proposed project would require approvals from and consultation with federal, state, and regional/local agencies. The EIR will be used by the agencies identified below in connection with permits and approvals necessary for the construction and operation of the proposed project. Federal, state, and regional/local agency actions required for the construction and operation of the proposed project may include, but are not limited to, those described below. This EIR may also be used in connection with other federal, state, or regional/local approvals, permits, or actions that may be deemed necessary for the proposed project, but which are not specifically identified below.

This Draft EIR will be used primarily to (1) inform decision-makers and the public about the potentially significant environmental effects of the proposed project and the ways to avoid or reduce the significant environmental effects to the extent feasible; (2) demonstrate to the public that the environment is being protected; and (3) ensure that the planning and decision-making processes reflect an understanding of the environmental effects of the proposed project.

In addition to use of this EIR by LAWA and the City of Los Angeles City Council and Planning Commission, the proposed project requires various federal, state, and local agency approvals. CEQA requires that all state and local agencies consider the environmental consequences of projects over which they have discretionary authority. These agencies may use this EIR in their respective decision-making and approval processes, and federal agencies may use information in this EIR when conducting NEPA reviews. A list of federal, state, and local permits and approvals that may be needed to implement the proposed project includes, but is not necessarily limited to, the following:

[25] City of Los Angeles, Los Angeles World Airports, *Los Angeles World Airports Sustainability Report 2015*. Available: http://www.laxsustainability.org/documents/Sustainability_Report_2015.pdf, accessed August 25, 2016.

2.6.1 Federal Actions

- U.S. Department of Transportation FAA - Approval of Form 7460-1 (Notice of Proposed Construction or Alteration) in consideration of Part 77 requirements.[26]

2.6.2 Regional Actions

- South Coast Air Quality Management District (SCAQMD) - Review of any permits required under the Clean Air Act for stationary sources (i.e., emergency generator).

2.6.3 Local Actions

- LAWA Board of Airport Commissioners – Project approval;
- City Council of the City of Los Angeles;
- Preparation of a project-specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan for approval by the City of Los Angeles Bureau of Sanitation, Watershed Protection Division;
- City of Los Angeles Fire Department approval – Approval related to ARFF access road;
- City of Los Angeles Department of Cultural Affairs - Permit application clearance;
- City of Los Angeles Department of Transportation - Approval of Work Traffic Control Plan;
- City of Los Angeles Department of Building and Safety – Grading, foundation, and building permits and Haul Route Plan approval; and
- City of Los Angeles Department of Public Works – Permits for infrastructure improvements, as needed.

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

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