Notice of Preparation and Initial Study

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

Prepared By:

Los Angeles World Airports

One World Way, Room 218
Los Angeles, CA 90045

with assistance from:

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

August 2016

This page left intentionally blank

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

Initial Study

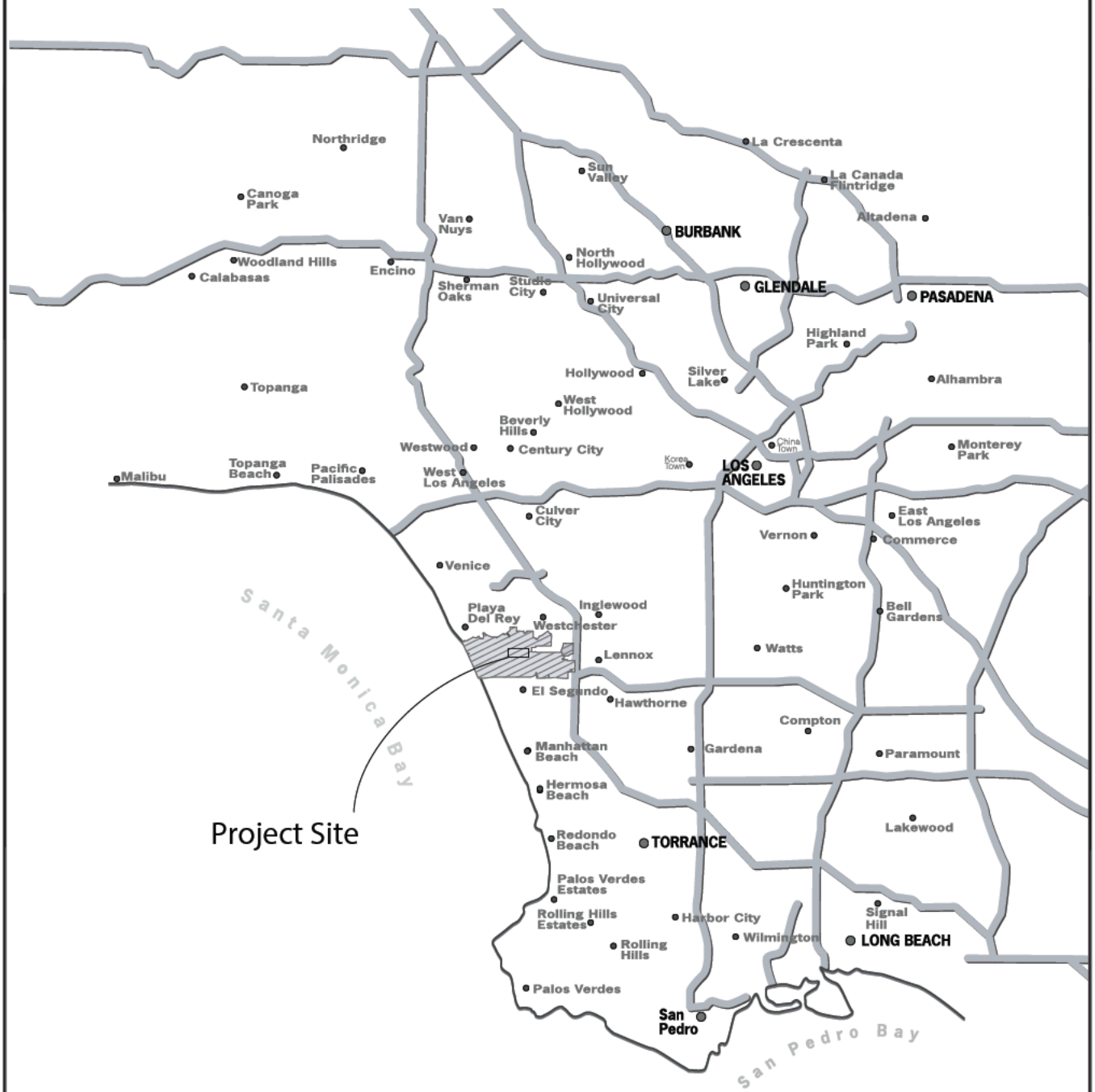
1.0 INTRODUCTION

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

2.0 PROJECT LOCATION AND SURROUNDING USES

Regional Setting

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



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

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

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

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

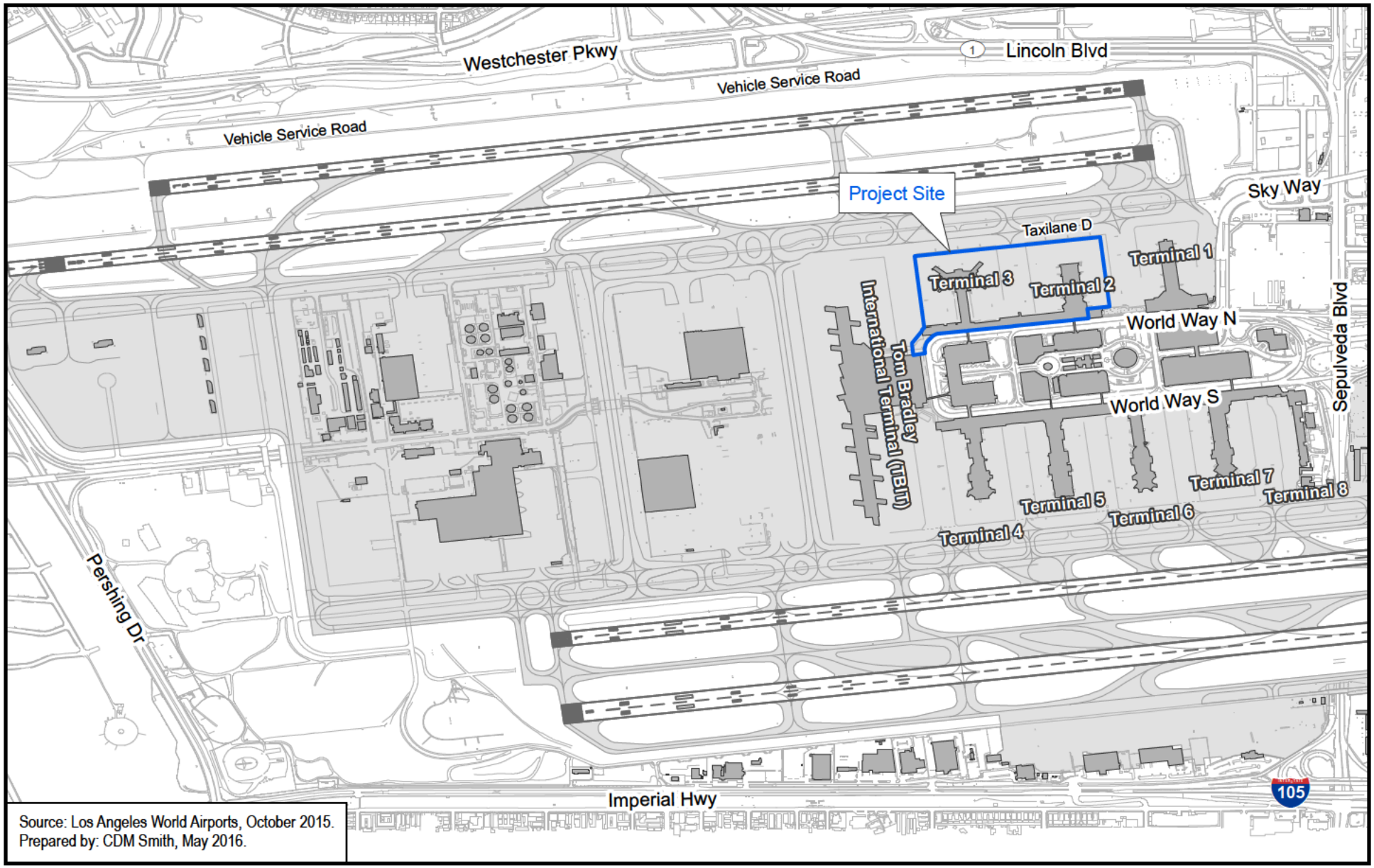
Local Setting and Land Uses

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

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

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

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



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

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

3.0 EXISTING FACILITIES

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

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

4.0 PROJECT DESCRIPTION

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

Terminal 2 Concourse

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

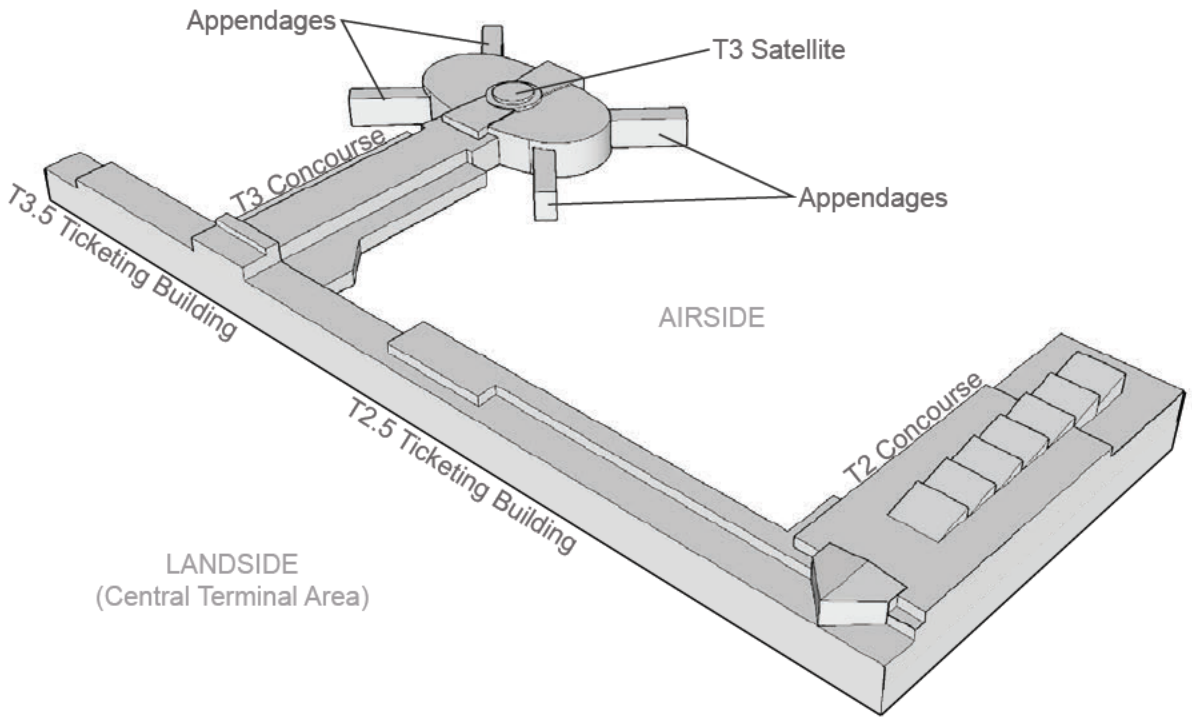
[2] The sterile corridors lead from the arrivals gate to the FIS area and may be secured with access control solutions that include automatic alarms, closed-circuit television (CCTV) cameras and staffed personnel, and directional signage. U.S. Customs and Border Protection (CBP) maintains sterility to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

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

Table 1: Total Building Area

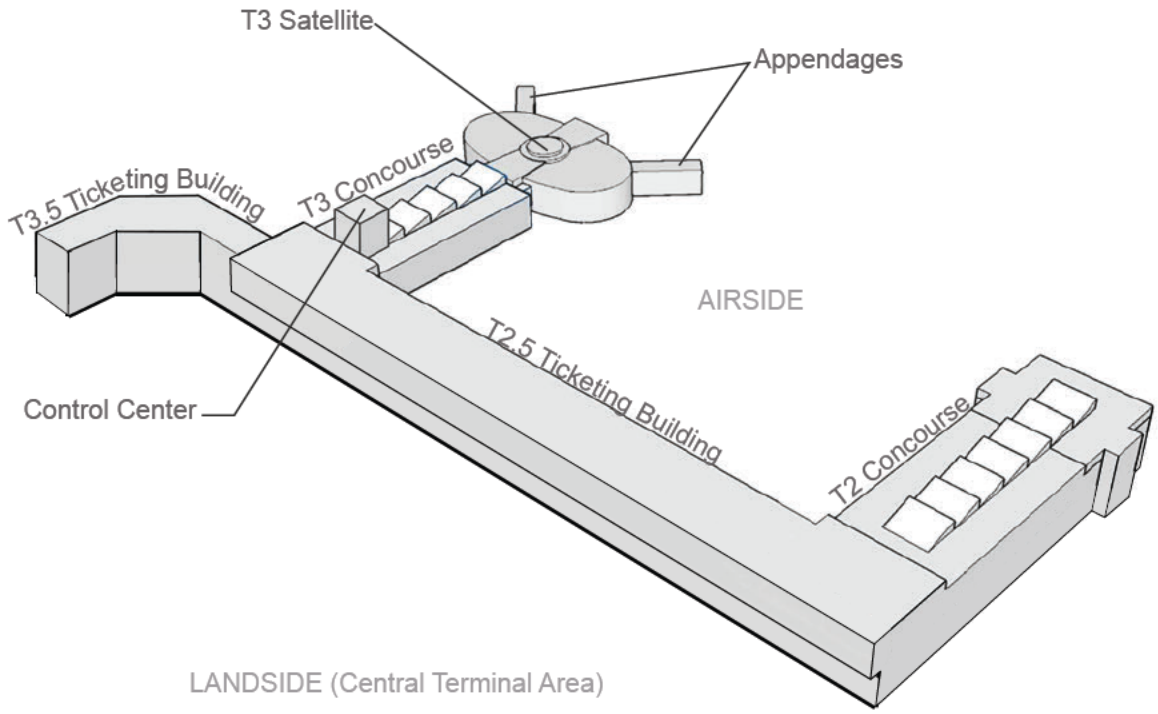
Facility		Existing Area (sf)	Existing Area Renovation (sf)	Existing Area Demolition (sf)	Existing Area Rebuild (sf)	New Construction (sf)	Total Area (sf)
T2.5 Ticketing Building	Mechanical Space	0	0	0	0	40,000	40,000
	Office Level	2,725	0	-2,725	2,725	142,275	145,000
	SSCP/Office	40,123	0	-40,123	40,123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

Notes: sf – square feet



EXISTING

PROPOSED



T#: Terminal #

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

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

Terminal 3 Concourse and Satellite

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

T2.5 Ticketing Building

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

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

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

T3.5 Ticketing Building

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

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

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

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

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

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

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

Construction

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

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

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

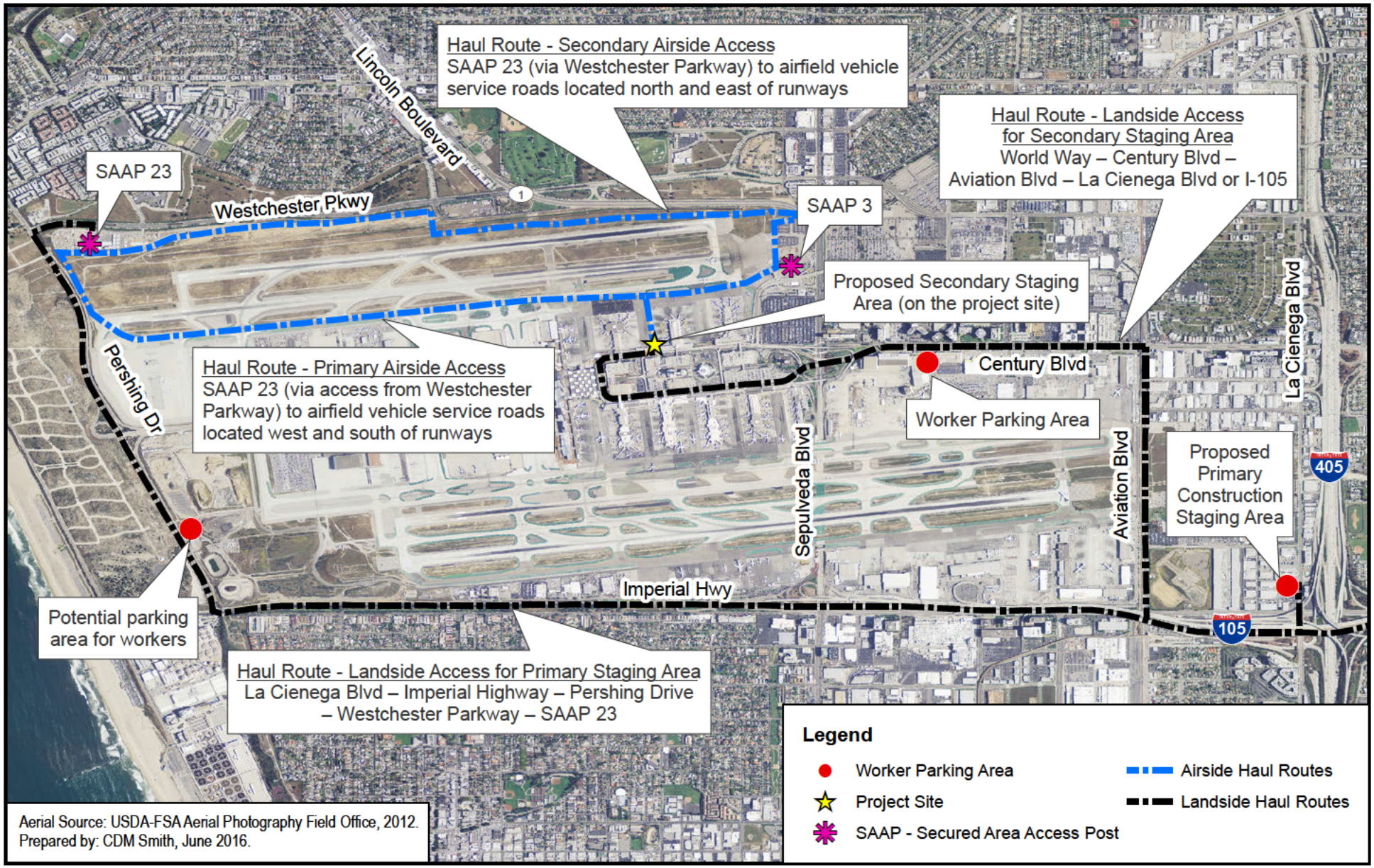
feet. The proposed project would require the excavation of approximately 134,400 cubic yards (cy) of cut/fill soil.

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

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

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

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



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

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

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

LAWA Design and Construction Practices

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

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

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

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

Operation

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

5.0 NECESSARY APPROVALS

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

Federal

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

Regional

- South Coast Air Quality Management District

Local

- LAWA Board of Airport Commissioners
- Los Angeles City Council

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

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

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

Documents Incorporated by Reference

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

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

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

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

This page left intentionally blank

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY	**COUNCIL DISTRICT**	**DATE**
Los Angeles World Airports (LAWA)	Council District 11	August 11, 2016

RESPONSIBLE AGENCIES
South Coast Air Quality Management District

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

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

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

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

ENVIRONMENTAL SETTING:

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

PROJECT LOCATION

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

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

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

On the basis of this initial evaluation:

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

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

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

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

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

	City Planner
SIGNATURE	**TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

☞ **BACKGROUND**

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

PROPONENT ADDRESS

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

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

PROPOSAL NAME (If Applicable)*

LAX Terminals 2 and 3 Modernization Project

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state or city-designated scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA **Guidelines** §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA **Guidelines** §15064.5?	☒	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal or dedicated cemeteries?	☒	☐	☐	☐
e. Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: • Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or • A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
subdivision (c) of Public Resource Code §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe?				
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
existing facilities, the construction of which could cause significant environmental effects?				
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

(See Attachment A)

ATTACHMENT A
EXPLANATION OF CHECKLIST DETERMINATION

I. AESTHETICS. *Would the project*:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

site and its surroundings. Potential impacts would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

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

II. AGRICULTURE AND FORESTRY RESOURCES. *Would the project:*

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

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

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

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

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

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

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

related uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract.

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

III. AIR QUALITY. *Would the project:*

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

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

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM10, PM2.5, and O_3 precursors [NOx and VOC]) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d. Expose sensitive receptors to substantial pollutant concentrations?

a-d. Potentially Significant Impact.

Construction

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

Operation

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

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

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

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

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

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

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

Less Than Significant Impact.

Construction

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

Operation

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

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

IV. BIOLOGICAL RESOURCES. *Would the project:*

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

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

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

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

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

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

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

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

There are no wildlife movement corridors or native trees at or adjacent to the project site, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

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

There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes the project site, the proposed construction staging area, or the proposed construction contractor parking area. The Dunes Specific Plan Area (i.e., Los Angeles/El Segundo Dunes), a designated Los Angeles County Significant Ecological Area, is located in the western portion of LAX, approximately 1.5 miles to the west of the project site. The Dunes area is well removed from the project site and would not

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

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

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

V. CULTURAL RESOURCES. *Would the project:*

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

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

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

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

Historical Resources at LAX

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

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

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

Terminals 2 and 3

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

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

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

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

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

Theme Building

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

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

1961 ATCT

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

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

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

Terminal 6 Sign Tower

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

Impacts to Historic Resources

Terminals 2 and 3

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

Theme Building

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

1961 ATCT and Terminal 6 Sign Tower

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

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

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

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

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

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

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

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

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

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

fossils were found at depths ranging from 13 to 70 feet. The deposits within which these resources occur were found to underlie the entire LAX area and surrounding vicinity.[13] Moreover, LAWA's Paleontological Management Treatment Plan[14] indicates that excavation activities at a depth greater than six feet in previously undisturbed soils have the potential to expose and damage potentially important fossils. As discussed for archaeological resources above, the project site is a previously disturbed area and the need for, and/or likelihood of, substantial excavation of native soils is low. Therefore, the likelihood of encountering paleontological resources during site development is considered to be very low. However, similar to archeological resources, the potential exists for the destruction of previously unidentified paleontological resources during construction, which would result in a potentially significant impact to paleontological resources. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

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

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

Potentially Significant Impact. The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the Gabrieliño. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity. If human remains are encountered, all grading and excavation activities in the vicinity would cease immediately and the appropriate LAWA authority would be notified. Therefore, the likelihood of encountering human remains during site development is considered to be very low. However, similar to archeological resources, the potential exists for the destruction of previously unidentified burial resources during construction, which would result in a potentially significant impact. Therefore, the EIR for the proposed project will evaluate whether construction of the proposed project would disturb any human remains, including those interred outside of formal or dedicated cemeteries.

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

---

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

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

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

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

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

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

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

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

Therefore, no further evaluation is required.

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

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

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

ii. Strong seismic ground shaking?

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

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

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

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

modernization would improve the quality of service provided to T2 and T3 passengers, and is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project. Therefore, implementation of the proposed project would not increase exposure of people or structures to risks or exacerbate risks associated with rupture of a known earthquake fault or strong seismic ground shaking. As such, potential impacts to people or structures to substantial adverse effects resulting from rupture of a known earthquake fault or strong seismic ground shaking would be less than significant with the implementation of the proposed project and no further evaluation is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. Liquefaction potential is greatest where the groundwater levels are shallow and where submerged loose, fine sands occur within a depth of about 50 feet or less. The depth to groundwater at LAX is approximately 100 feet; the depth to groundwater at monitoring wells located nearest the project site, near the northwest end of T2, is 105 feet to 106 feet.[17] These groundwater depths indicate that the site has a very low susceptibility to liquefaction.[18] Perched groundwater has been noted at several locations and these areas could be subject to liquefaction; however, the overall potential for liquefaction at LAX is considered low.[19]

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

---

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

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

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

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

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

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[23] to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes. The CDC's Seismic Hazard Zone Mapping Program charts areas prone to liquefaction and earthquake-induced landslides throughout California's principal urban and major growth areas. According to the Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified within the dunes area to the west of the proposed project site.[24] Given the flat topography of the project site, it would not be subject to slope instability and the potential instability within the dune area to the west would not pose a risk to the project site.

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

iv. Landslides?

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

---

[21] Lateral Spreading: Deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction, reducing the shear strength of the soil and causing failure and "spreading" of the slope.

[22] Ground Lurching: Ground lurching (and related lateral extension) is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of earthquake-induced ground shaking. Damage includes lateral movement of the slope in the direction of the slope face, ground cracks, slope bulging, and other deformations.

[23] Public Resources Code 2690-2699.6.

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

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

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

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

Less Than Significant Impact. The potential for soil erosion on the project site is low due to the level topography of the project site and the fact that the site consists entirely of impervious surfaces. The proposed project would result in the demolition of existing pavement, excavation, and use of fill during construction. LAWA would comply with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill. Compliance with these requirements would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). Therefore, potential impacts related to soil erosion would be less than significant and no further evaluation is required.

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

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement.[26] The Lakewood Formation also includes some silt and clay layers prone to settlement. However, foundation design features and construction methods can reduce the potential for excessive settlement at LAX, and the overall potential for damaging settlement is considered low.[27] Therefore, implementation of the proposed project would not adversely affect a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is required. See also Sections VI.a.iii and VI.a.iv above.

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

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

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

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

beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[28] The new building area that would be constructed as part of the proposed project could be subject to the effects of expansive soils. As project construction would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. The design and construction of the proposed project would comply with current UBC requirements and would not result in any structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

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

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

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

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

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

Operations

Existing Plans, Policies, and Regulations

State Plans and Policies

Executive Order S-3-05

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

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

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

Executive Order B-30-15

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

California Assembly Bill 32 (AB 32)

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

Regional Plans, Policies, and Regulations

SCAQMD Guidance

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

Regional Transportation Plan/Sustainable Communities Strategy

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

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

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

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

Green Building Standards

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

Local Plans, Policies, and Regulations

Green LA

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

Climate LA

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

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

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

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

Executive Directive No. 10

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

City of Los Angeles Green Building Code (LAGBC)

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

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

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

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

LAWA Sustainability Plan

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

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

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

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

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

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

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

Operational GHG Impacts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In summary, construction and operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials nor create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The potential impact would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

No Impact. As discussed in Sections VIII.a-b above, a minimal increase in the handling of hazardous materials would occur during construction and no increase is expected during operation of the proposed project. Moreover, there are no schools located or proposed within one-quarter mile of the project site. Therefore, no impacts related to the emitting of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur with the implementation of the proposed project and no further evaluation is required.

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

Less Than Significant Impact. An Environmental Data Resources (EDR) regulatory database review, pursuant to Government Code Section 65962.5, was performed for the central area of LAX, which includes the northern terminals, in November 2015.[36] The database review

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

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

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

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

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

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

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

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

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

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

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

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less Than Significant Impact. The project site is located within a public airport. Numerous safeguards are required by law to minimize the potential for, and the effects from, an accident if one were to occur. FAA's Airport Design Standards[38] establish, among other things, land use related guidelines to protect people and property on the ground, including establishment of safety zones that keep areas near runways free of objects that could interfere with aviation activities.

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

Section 12.50 of the Comprehensive Zoning Plan of the City of Los Angeles regulates building height limits and land uses within the Hazard Area established by the Planning and Zoning Code to protect aircraft approaching and departing from LAX from obstacles. In addition to the many safeguards required by law, LAWA and tenants of LAX maintain emergency response and evacuation plans that also serve to minimize the potential for and the effects of an accident.

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

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

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

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

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

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

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

Marshal, and Los Angeles Fire Code regulations;[39] therefore, any temporary lane closures are not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plans. In addition, LAWA would submit a Notice of Proposed Construction or Alteration to FAA in advance of construction as required by 14 CFR §77.9. Therefore, potential construction-related impacts related to emergency response plans or emergency evacuation plans would be less than significant with the implementation of the proposed project and no further evaluation is required.

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

No Impact. The project site is located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[40] Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires and no further evaluation is required.

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

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

Less Than Significant Impact. The agency with jurisdiction over water quality within the project area is the LARWQCB. The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the project site is within the region covered by NPDES Permit No. CAS004001 issued by the LARWQCB. As part of the storm water program associated with the NPDES Phase 1 Permit, LARWQCB adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to address storm water pollution from new development and redevelopment projects. A recent change to the permit puts primary emphasis on Low Impact Development (LID) practices over treatment control BMPs. The Stormwater LID Ordinance approved by the City of Los Angeles outlines requirements for providing LID strategies for new development and redevelopment projects.[41]

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

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

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

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

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

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

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

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

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

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

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

f. Otherwise substantially degrade water quality?

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

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

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

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

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

No Impact. Please see Sections IX.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[44] the project site is not within a boundary of an inundation area from a flood control basin, nor is it located within the downstream influence of any levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur with the implementation of the proposed project and no further evaluation is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is approximately 2 miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[45] Mudflows are not a risk as the project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by seiche, tsunami, or mudflow would occur with the implementation of the proposed project and no further evaluation is required.

---

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

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

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

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

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

a. Physically divide an established community?

No Impact. The project site is located entirely within the boundaries of a developed airport in an urbanized area and development of the project site within the airport would not disrupt or divide the physical arrangement of an established community. Therefore, no impacts resulting from physically dividing an established community would occur with the implementation of the proposed project and no further evaluation is required.

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

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

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

The proposed project represents near-term improvements that would improve the efficient operation and quality of passenger service in T2 and T3 at LAX. The proposed project is the modernization of existing T2 and T3 at LAX, including the addition of new facilities for passenger and baggage screening, ticketing, baggage claim, concessions, and airline lounges. The proposed project improvements are consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan. Therefore, the proposed project would not conflict with the applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Moreover,

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

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

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

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

No Impact. The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located approximately 1.5 miles to the west of the project site, opposite Pershing Drive. The proposed project would be located within an urbanized airport area within and adjacent to existing airport uses and would not affect the Dunes Specific Plan Area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan or other natural community conservation plan that includes the project site, the proposed construction staging area, or the proposed construction contractor parking area. Therefore, no impacts to, or conflict with, any habitat or natural community conservation plans would occur with the implementation of the proposed project and no further evaluation is required.

XI. MINERAL RESOURCES. *Would the project:*

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

No Impact. The project site is within the boundaries of the airport and surrounded by airport-related uses. There are no mineral resources on the project site,[48] nor is the site available for mineral resource extraction given the existing airport use. Therefore, no impacts related to the loss of availability of a known valued mineral resources would occur with the implementation of the proposed project and no further evaluation is required.

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

No Impact. The project site is not within an area delineated on the City of Los Angeles Mineral Resources map in the City of Los Angeles General Plan Conservation Element[49] or the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[50] Furthermore, the project site is disturbed and in an area that is not available for mineral resource extraction due to the existing airport use. Therefore, no impacts related to the availability of a locally important mineral resource recovery site would occur with the implementation of the proposed project and no further evaluation is required.

---

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

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

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

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

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

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

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

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

a-d. Less Than Significant Impact.

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

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

Construction Noise

Construction Equipment Noise

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

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

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

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

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

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

Construction Roadway Noise

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

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

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

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

Construction Equipment Vibration

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

Operational Noise

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

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

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

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

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

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

Summary of Impacts

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

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

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

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

No Impact. The project site is within a public airport and not located within the vicinity of a private airstrip. Therefore, no impact would occur relative to the exposure of people residing or working in the project area to excessive noise levels from a private airstrip with the implementation of the proposed project and no further evaluation is required.

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

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

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

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

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

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

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

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

a. Fire protection?

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

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

b. Police protection?

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

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

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

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

c. Schools?

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

d. Parks?

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

e. Other public facilities?

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

XV. RECREATION.

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

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

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

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

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

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

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

a-b. Potentially Significant Impact.

Construction Traffic Impacts

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

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

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

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

Operational Traffic Impacts

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

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

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

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

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

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

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

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

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

Runway Utilization and Efficiency

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

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

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

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

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

Taxiway Utilization and Efficiency

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

Based on the above, the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

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

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

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

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

e. Result in inadequate emergency access?

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

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

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

---

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

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

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

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

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

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

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

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

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

---

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

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

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

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

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

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

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

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

No Impact. As discussed in Sections XVII.a-b above, the proposed project would marginally increase employment but is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the project or otherwise affect wastewater generation. Implementation of the proposed project would not result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments and no further evaluation is required.

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

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

f-g. Less Than Significant Impact. Construction of the proposed project would result in demolition and excavation of existing concrete pavement, portions of T3, and the T2.5 and T3.5 ticketing buildings, which would generate approximately 511,000 cubic yards of materials that

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

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

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

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

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

---

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

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

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

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

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

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

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

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

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

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

Table 2
Development Projects At/Adjacent to LAX

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

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

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

Table 2
Development Projects At/Adjacent to LAX

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

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

Table 2
Development Projects At/Adjacent to LAX

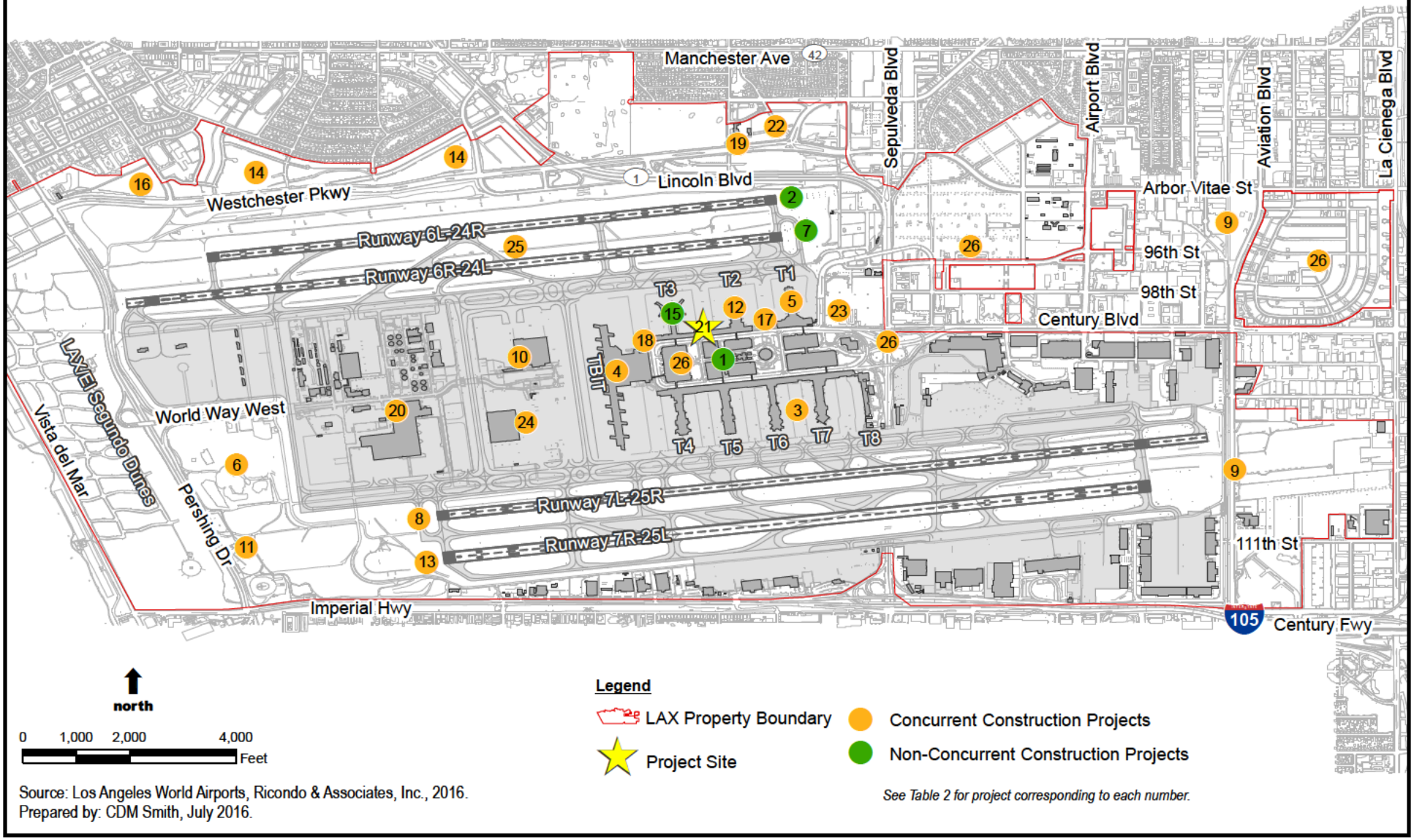
	Project	Dates	Description
18	**Terminal 3 Connector**	Oct 2017 – Sep 2019	The Terminal 3 connector would provide a passenger connection between TBIT and Terminal 3 on the north side, similar to the Terminal 4 connector.
19	**Canine Facility**	Jan 2018 – Jan 2019	New canine facility for the Airport Police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

Table 2
Development Projects At/Adjacent to LAX

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

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

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



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

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

Cumulative Construction Impacts

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

Aesthetics

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

Agricultural and Forestry Resources

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

Air Quality

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

Biological Resources

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

Cultural Resources

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

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

Geology and Soils

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

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

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

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

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

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

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

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

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

Hydrology and Water Quality

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

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

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

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

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

Land Use and Planning

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

Mineral Resources

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

Noise

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

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

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

Population and Housing

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

Public Services

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

Recreation

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

Traffic

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

Utilities and Service Systems

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

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

Cumulative Operation Impacts

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

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

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

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

REFERENCES

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

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

Documents Incorporated by Reference

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.

City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, (SCH 1997061047), Section 4.9.2 – Paleontological Resources, April 2004.

City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, (SCH 1997061047), 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, (SCH 1997061047), Technical Report 12, Earth/Geology, April 2004.

City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study, (SCH 1997061047), Section 4.5 – Cultural Resources, January 2013.

City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study, (SCH 1997061047), Appendix J2, Road Traffic Noise, January 2013.

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.

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

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.

Other Documents Referenced

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.City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, (SCH 1997061047), Section 4.9.1 – Historic/Architectural and Archaeological/Cultural Resources, April 2004.

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.

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

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.

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

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

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

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

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

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

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.

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

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.

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.

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.

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.

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.

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.

City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, as adopted January 20, 2016. Available: http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf.

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

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

City of Los Angeles, Los Angeles World Airports, 2015 LAX Landside Access Modernization Program Draft EIR Notice of Preparation/Initial Study. Available: http://connectinglax.com/files/LAX.LAMP.Initial.Study_2015.pdf.

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.

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.

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

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/.

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

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.

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

DOCUMENT PREPARERS

Lead Agency
City of Los Angeles
Los Angeles World Airports
One World Way, Room 218
Los Angeles, California 90045

Angelica Espiritu, Project Manager
Evelyn Quintanilla, Project Supervisor

Initial Study Preparation
CDM Smith Inc.
111 Academy, Suite 150
Irvine, California 92617

Dorothy Meyer, Project Manager
Anthony Skidmore, AICP, CEQA Specialist/Technical Review
Juan Ramirez, Planner

JBG Environmental Consulting
4368 Niagara Avenue
San Diego, CA 92107

Julie Gaa, Environmental Planner

Ricondo & Associates, Inc.
1917 Palomar Oaks Way, Suite 350
Carlsbad, California 92008

Joseph Huy, Senior Vice President
Francois Bijotat, Managing Consultant
Joe Birge, Director
Kevin Markwell, Senior Consultant

Historic Resources Group, LLC
12 South Fair Oaks Avenue, Suite 200
Pasadena, California 91105

Paul Travis, AICP, Principal

This page left intentionally blank