

APPENDIX E

Comment Letters on the Initial Study/Proposed Mitigated Negative Declaration

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337



*Serious drought
Help save water!*

August 2, 2016

Ms. Angelica Espiritu
City of Los Angeles
Los Angeles World Airports
Post Office Box 92216
Los Angeles, Ca 90009-2216

**Re: Los Angeles International (LAX)
Terminal 1.5 Project**
Vic: LA-105,405
GTS# LA-2016-00051ME

Dear Ms. Espiritu:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Los Angeles International (LAX) Terminal 1.5 Project.

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, improve passenger quality of service, and provide additional space to help meet federal security requirements.

The nearest State facilities to the proposed project are Interstates 105 and 405. It is noted that prior to initiation of construction, LAWA will require contractors to complete a construction traffic management plan (CTMP). Based on review, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00051ME

Sincerely,

A handwritten signature in blue ink that reads "Dianna Watson".

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
LaxStakeholderLiaison@lawa.org

August 10, 2016

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
PO Box 92216
Los Angeles, CA 90009-2216

Draft Mitigated Negative Declaration (Draft MND) for the Proposed Los Angeles International Airport (LAX) Terminal 1.5 Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND. The Lead Agency proposes to construct a structure between Terminals 1 and 2 at Los Angeles International Airport (LAX). The proposed project would include passenger and baggage screening, ticketing, baggage claim facilities, and office space.

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

The SCAQMD staff is available to work with the Lead Agency to address these concerns and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist at (909) 396-2448, if you have any questions regarding these comments. We look forward to reviewing and providing comments for the Final MND associated with this project.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

JW:JC
LAC 160722-02
Control Number



COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

July 28, 2016

Angelica Espiritu, City Planner
City of Los Angeles, Los Angeles World Airports
Post Office Box 92216
Los Angeles, CA 90009-2216

**SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE
DECLARATION AND LAX PLAN COMPLIANCE FOR LAX TERMINAL 1.5
PROJECT**

Dear Ms. Espiritu,

Thank you for the opportunity to comment on the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) and Los Angeles International Airport (LAX) Plan Compliance Review of the Terminal 1.5 project for the construction of a structure to connect Terminals 1 and 2 to provide additional space for passenger and baggage screening, ticketing, and baggage claim facilities at LAX. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the documents you provided and has the following comments:

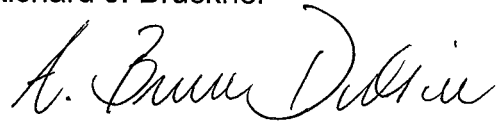
- In December 1991, the Los Angeles County Regional Planning Commission in its capacity as the ALUC adopted the Airport Land Use Plan (ALUP) for the county's fifteen public use airports. For each airport the ALUC adopted planning boundaries, also known as the airport influence area (AIA), within which certain proposed local actions must be submitted to the ALUC for review. Staff has determined that the subject property is located within the AIA for LAX.
- The proposed project is an implementation of the LAX Plan and LAX Specific Plan and is not a type of land use action which requires ALUC review as listed in Sections 1.5.1 and 1.5.2 of the ALUC Review Procedures and therefore does not require review by the ALUC for an Airport Land Use Plan consistency determination.

If you have any questions regarding this matter, please contact Bruce Durbin at (213) 974-6432 or via email at aluc@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING

Richard J. Bruckner

A handwritten signature in cursive script, appearing to read "A. Bruce Durbin".

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section/ALUC Staff

BD:as



City of El Segundo

Office of the City Manager

Elected Officials:

Suzanne Fuentes,
Mayor
Drew Boyles,
Mayor Pro Tem
Michael Dugan,
Council Member
Carol Pirsztuk,
Council Member
Dr. Don Brann,
Council Member
Tracy Weaver,
City Clerk
Crista Binder,
City Treasurer

Appointed Officials:

Greg Carpenter,
City Manager
Mark D. Hensley,
City Attorney

Department Directors:

Joseph Lillo,
Finance
Chris Donovan,
Fire Chief
Martha Dijkstra,
Human Resources
Debra Brighton,
Library Services
Sam Lee,
Planning and
Building Safety
Mitch Tavera,
Police Chief
Stephanie Katsouleas,
Public Works
Meredith Petit,
Recreation & Parks

www.elsegundo.org
www.elsegundobusiness.com

August 4, 2016

Angelica Espiritu, City Planner
P.O. Box 92216
Los Angeles, CA 90009-2216

RE: LAX Terminal 1.5 Project – Notice of Intent to Adopt a Mitigated Negative Declaration and LAX Plan Compliance Review

Dear Ms. Espiritu:

The City of El Segundo has reviewed the Negative Declaration and we have no comments at this time. We appreciate the notification and opportunity to review the project and analysis.

Regards,

Greg Carpenter
City Manager

From: Pershall Jr, Jay J <Jay.Pershall@p66.com>
Sent: Friday, July 22, 2016 8:25 AM
To: MARTINEZ-SIDHOM, BRENDA
Cc: Gutierrez, Tracey R.; Hebert, Mona
Subject: RE: LAX Terminal 1.5 Project - Notice of Intent to Adopt a Mitigated Negative Declaration

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Martinez-Sidhom:

There appears to be no conflict between LAWA's project and Phillips 66 Pipeline LLC's pipeline and tank storage facilities on LAWA's LAX property.

Please let me know if you have any questions.

Thank you.

Burl J. (Jay) Pershall, Jr.
Senior Advisor

O: (+1) 562.290.1540 | M: (+1) 562.256.0114 | F: (+1) 562.290.1580
3900 Kilroy Airport Way, Suite 210, Long Beach, CA 90806





Shell Pipeline Company LP

910 Louisiana, OSP 41st Floor
Houston, Texas 77002
Tel 1-800-438-7752
Email SPLC-
Encroachments@shell.com

August 9, 2016

Los Angeles World Airports
Attn: Angelica Espiritu
P O Box 92216
Los Angeles, CA 90009

Dear Angelica Espiritu:

SUBJECT: Your Project: Los Angeles International Airport LAX Terminal 1.5 Project
Shell's Pipeline(s): NONE
Shell's Inquiry Record No. 15430
Thomas Brothers Map Book Page 702 Grid G5

Please refer to your correspondence dated 7/21/2016 concerning your subject project. Shell Pipeline Company LP (Shell) has determined that no Shell facilities are located within your project area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kenny Garon", is written over the word "Sincerely,".

Kenny Garon

From: edward.g.keating@stanfordalumni.org
Sent: Friday, July 22, 2016 8:32 AM
To: WEB COMMENT
Subject: Stakeholder Comment Submitted - Ref. No. 160722083218

Follow Up Flag: Follow up
Flag Status: Flagged

This is to inform you that a comment form was submitted.

Reference No.:	160722083218
Date Submitted:	7/22/2016
From:	Edward G Keating
Email:	edward.g.keating@stanfordalumni.org
Company Name:	
Address:	8707 Falmouth Avenue Apt. 216
City:	Playa del Rey
State:	CA
Zip Code:	90293
Project Name:	Terminal 1.5
Other Comments:	<p>I think there is much to admire in the proposed Terminal 1.5 Project. Indeed, I think the Initial Study - Proposed Mitigated Negative Declaration is too negative in tone. The report fails to sufficiently emphasize, in my view, the manifest safety advantages that would be associated with clearing Terminal 1 and Terminal 2 customers through baggage check-in and security more quickly. As we saw tragically in Brussels, the most vulnerable part of an airport is in the pre-security areas so expediting customers through those steps increases passenger safety. I am, however, concerned about the planned elimination of Gate 10 in Terminal 1. Whereas Page A-16 of the draft report blithely suggests that aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates, I question that assumption. Terminal 1, it seems to me, is already operating at or near capacity. Eliminating a gate at Terminal 1 risks resulting in more delays as aircraft wait for gates and-or diminished service by Southwest Airlines at LAX. A possible mitigation would be to assign Southwest an additional gate or gates in Terminal 2. With the secure connector between the terminals,</p>

	perhaps Terminals 1 and 2 could evolve into operating as a coordinated entity, akin to how United Airlines operates Terminals 7 and 8. We would not want a diminution or disruption of the service Southwest Airlines provides to customers at LAX.
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