
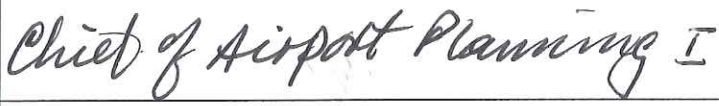


1.0 INITIAL STUDY AND CHECKLIST

LEAD AGENCY City of Los Angeles, Los Angeles World Airports (LAWA)	COUNCIL DISTRICT Council District 11	DATE October 5, 2012
RESPONSIBLE AGENCIES: South Coast Air Quality Management District (SCAQMD); SWRCB and/or RWQCB; Los Angeles Bureau of Sanitation; Los Angeles Fire Department; Los Angeles Bureau of Engineering; Los Angeles Department of Building and Safety; Los Angeles Department of Public Works and other agencies as applicable.		
PROJECT TITLE/NO. LAX Runway 7L/25R RSA Project and Associated Improvements		CASE NO.
<p>PROJECT DESCRIPTION:</p> <p>The intent of the proposed Project is to comply with the <i>Transportation, Treasury, Housing and Urban Development, the Judiciary, District of Columbia, and Independent Agencies Appropriations Act, 2006</i> (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, <i>Certification and Operations: Land Airports Serving Certain Air Carriers</i>, such as LAX, to meet FAA airport design standards by December 31, 2015. LAWA prepared an RSA Practicability Study and concluded that the existing RSA for Runway 7L/25R does not meet current airport design standards and improvements to the RSA were needed. Additionally, Runway 7L/25R, as the primary departure runway on the south airfield, and its connecting taxiways which provides the main access to both runways, handle a large amount of traffic. Due to heavy usage the pavement on the east end of both the runway and taxiways has deteriorated over the years and needs reconstruction. The reconstruction of the runway and taxiway will force their temporary closure and necessitate the extension of Taxiway C to maintain access to Runway 7R/25L. To comply with FAA standards for taxiway centerline to fixed or movable objects, Air Freight Building No. 8 will be demolished and the Ground Service Equipment (GSE) maintenance uses currently housed in the building, relocated to a new GSE Maintenance Facility.</p> <p>Specifically, the proposed Project would include: (1) Runway 7L/25R Improvements including extending the Runway 7L/25R pavement; grading and compacting the RSA; constructing blast fences west of the Runway 7L extension; several taxiways modifications as necessary; relocating the existing Localizer Antenna and blast fences to the west; replacing the existing Approach Lighting System (ALS) towers with in-pavement lights; and modifying the existing Runway and Taxiway lighting and markings in the newly constructed pavements; (2) Pavement Reconstruction of the eastern portions of Runway 7L/25R and Taxiway B including connecting taxiways and installation of in-pavement approach lights; (3) Taxiway C Extension and Demolition of Air Freight Building No. 8 including realigning an existing service road north of Taxiway C; realignment and eastward extension of Taxiway C; and the paving of the Air Freight Building No. 8 site; (4) Construction of a GSE Maintenance Facility including removal and relocation of four temporary structures (trailers) present at the proposed site; removal of existing concrete; grading and excavation; and the installation of utilities. The proposed Project would not result in increased or decreased aviation activity at LAX compared to existing conditions.</p>		
<p>ENVIRONMENTAL SETTING:</p> <p>The proposed Project is located on the south airfield of LAX. Existing adjacent uses include: Airport-related, Commercial and Industrial uses to the east of Aviation Boulevard; Multi-family residential and industrial uses in the City of El Segundo to the south of Imperial Highway; the Los Angeles/El Segundo Dunes and El Segundo Blue Butterfly Habitat Restoration to the west of Pershing Drive; and the Central Terminal Area (CTA) immediately to north of the project site. The south airfield complex includes two parallel runways (7L/25R and 7R/25L), several taxiways, grass infields, airfield lighting and signage, and underground utilities.</p>		
<p>PROJECT LOCATION</p> <p>The proposed Project is located on the South Airfield of LAX in the City of Los Angeles with the CTA and Century Boulevard immediately to the north; Aviation Boulevard to the east; Imperial Highway to the south; and Pershing Drive to the west. The proposed Project site is bordered to the north, south, and east by airport facilities. To the west of the proposed Project site is vacant, open land.</p>		
<p>PLANNING DISTRICT</p> <p>Los Angeles International Airport Plan (LAX Plan) Land Use Designation: Airport Airside)</p>		<p>STATUS:</p> <p><input type="checkbox"/> PRELIMINARY</p> <p><input type="checkbox"/> PROPOSED</p> <p><input checked="" type="checkbox"/> ADOPTED December 14, 2004</p>

EXISTING ZONING LAX- A ZONE: Airport Airside Sub-area	MAX. DENSITY ZONING N/A	<input checked="" type="checkbox"/> CONSISTENT WITH EXISTING ZONING, PLANS, AND LAND USE CONTROLS <input type="checkbox"/> NOT CONSISTENT WITH EXISTING ZONING, PLANS, AND LAND USE CONTROLS
PROPOSED PROJECT LAND USE LAX-Airside: Aircrafts, Navigational Aids, Runways, Taxiways, aircraft parking aprons, service roads, and aircraft maintenance	MAX. DENSITY PLAN N/A	
SURROUNDING LAND USES North – Airport Uses; East – Airport Uses, Industrial, and Commercial; South – Airport Uses, Residential and Industrial; West – Open Space	PROJECT DENSITY N/A	

DETERMINATION (To be completed by Lead Agency)	
On the basis of this initial evaluation:	
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/> 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.	
<input type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input checked="" type="checkbox"/> 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.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
	
SIGNATURE	TITLE

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL AND FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined in Public Resource Code section 4526), or timberland-zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	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 air-quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air-quality standard or contribute substantially to an existing or projected air-quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air-quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse impact, 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, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Is the project 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. RECREATION. Would the project:				
a. 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?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an application 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?				
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?				
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or could serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that 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, effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The intent of the proposed Project is to comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*, such as LAX, to meet FAA airport design standards by December 31, 2015. LAWA prepared an RSA Practicability Study and concluded that the existing RSA for Runway 7L/25R does not meet current airport design standards and improvements to the RSA were needed. Additionally, Runway 7L/25R, as the primary departure runway on the south airfield, and its connecting taxiways which provides the main access to both runways, handle a large amount of traffic. Due to heavy usage the pavement on the east end of both the runway and taxiways has deteriorated over the years and needs reconstruction. The reconstruction of the runway and taxiway will force their temporary closure and necessitate the extension of Taxiway C to maintain access to Runway 7R/25L. To comply with FAA standards for taxiway centerline to fixed or movable objects, Air Freight Building No. 8 will be demolished and the Ground Service Equipment (GSE) maintenance uses currently housed in the building, relocated to a new GSE Maintenance Facility. The proposed Project would not increase airport capacity.

2.2 ENVIRONMENTAL SETTING

LAX encompasses approximately 3,660 acres and is situated at the western edge of the City of Los Angeles, as shown in **Figure 1**. The proposed Project is located on the South Airfield of LAX in the City of Los Angeles with the CTA and Century Boulevard immediately to the north; Aviation Boulevard to the east; Imperial Highway to the south; and Pershing Drive to the west. The proposed Project site is bordered to the north, south, and east by airport facilities. To the west of the proposed Project site is vacant, open land (**Figure 2**).

LAX is the largest commercial service airport in Southern California, the fifth-busiest airport in the United States, and the sixth-busiest airport in the world. The FAA's 2011 Terminal Area Forecast (TAF) predicted that LAX would handle approximately 596,194 aircraft operations in 2011. Passenger enplanements at LAX in 2011 were approximately 29,408,216. In addition to passenger service, LAX is also a major center for international air cargo. In 2010, approximately 1,793,871 metric tons of air cargo was handled at LAX.

2.3 LAND USE AND ZONING DESIGNATION

The Project site is located entirely within the City of Los Angeles LAX Plan area, as well as the LAX Specific Plan area, and is designated in the LAX Plan as "Airport Airside." Permitted uses include, but are not limited to, runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities. The LAX Specific Plan establishes additional regulations and standards consistent with the LAX Plan for the airport. The LAX Specific Plan designates the Project site as Airport Airside (LAX-A Zone). Permitted uses in LAX-A Zone include, but are not limited to: surface and structured parking lots; aircraft under power; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; runways, taxiways, aircraft parking aprons, and service roads; passenger handling facilities; run-up enclosures; and other ancillary airport facilities. The zoning for the site is "'LAX' Los Angeles International Airport Specific Plan Zone," which incorporates the regulations of the LAX Specific Plan (LAMC §12.19.1.).

Existing adjacent uses include: Airport-related, Commercial and Industrial uses to the east of Aviation Boulevard; Multi-family residential and industrial uses in the City of El Segundo to the south of Imperial Highway; the Los Angeles/El Segundo Dunes and El Segundo Blue Butterfly Habitat Restoration to the west of Pershing Drive; and the Central Terminal Area (CTA) immediately to north of the project site. The south airfield complex includes two parallel runways (7L/25R and 7R/25L), several taxiways, grass infields, airfield lighting and signage, and underground utilities.

2.4 EXISTING PROJECT SITE CONDITIONS

2.4.1 Existing RSAs

The South Airfield includes two parallel runways (7L/25R and 7R/25L), several taxiways, grass infields, airfield lighting and signage, and underground utilities south of the main LAX terminal. Runway 7L/25R, the focus of the proposed Project, is the primary departure runway on the South Airfield. Runway 7L/25R is 12,091 feet long and 150 feet wide, and is served by several taxiways. The RSA for Runway 7L/25R is short at both ends as compared with the FAA's Airport Design Standards length for RSAs. The Runway 7L/25R RSA is consistent with FAA RSA design standards (**Figure 3**).

2.4.2 Existing Pavement at Eastern Portions of Runway 7L/25R and Taxiway B

Most aircraft that utilize the South Airfield for departure begin that process on Runway 25R and its connecting taxiways (**Figure 4**). As such, this portion of runway and its associated taxiways handle a large amount of traffic. The Runway 25R pavement and the pavement on the east end of Taxiway B were constructed in 1986. The current Pavement Condition Index (PCI) rating for these pavements varies from 0 to 70, indicating that portions of the runway and taxiway pavements are in a poor (0) to fair (70) condition.

2.4.3 Air Freight Building No. 8 and Site of Proposed Taxiway C Extension

Parallel Taxiway B provides the primary access to the Runway 25R threshold for departing aircraft and is heavily used each day, all day (**Figure 4**). Parallel Taxiway C, provides access to the central and eastern portions of the Century Cargo Complex, but it does not have access the easternmost portion of the Century Cargo Complex. Currently, air cargo aircraft use the easternmost segment of Taxiway B to access the easternmost buildings of the Century Cargo Complex.

The existing Air Freight Building No. 8 is currently used to store and maintain GSE. Air Freight Building No. 8 is bound on the south by a service road to which it has direct access for the transport of GSE as needed during operations (**Figure 4**). The service road is located north and east of the existing eastern terminus of Taxiway C. The proposed Taxiway C extension would require realignment of the service road northward, which would place it on the footprint of the existing Air Freight Building No. 8.

2.4.4 Proposed GSE Maintenance Facility Site

The site of the proposed GSE Maintenance Facility is currently occupied by several non-permanent structures (trailers and sheds) used for offices and other airport-related uses. The site is accessible from Imperial Highway at the Main Street intersection. Controlled access to the service road and South Airfield is provided by a security gate. The site is paved and relatively flat, and a portion of it is currently used for automobile parking, although it has no marked parking spaces (**Figure 5**).



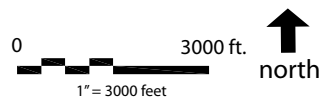
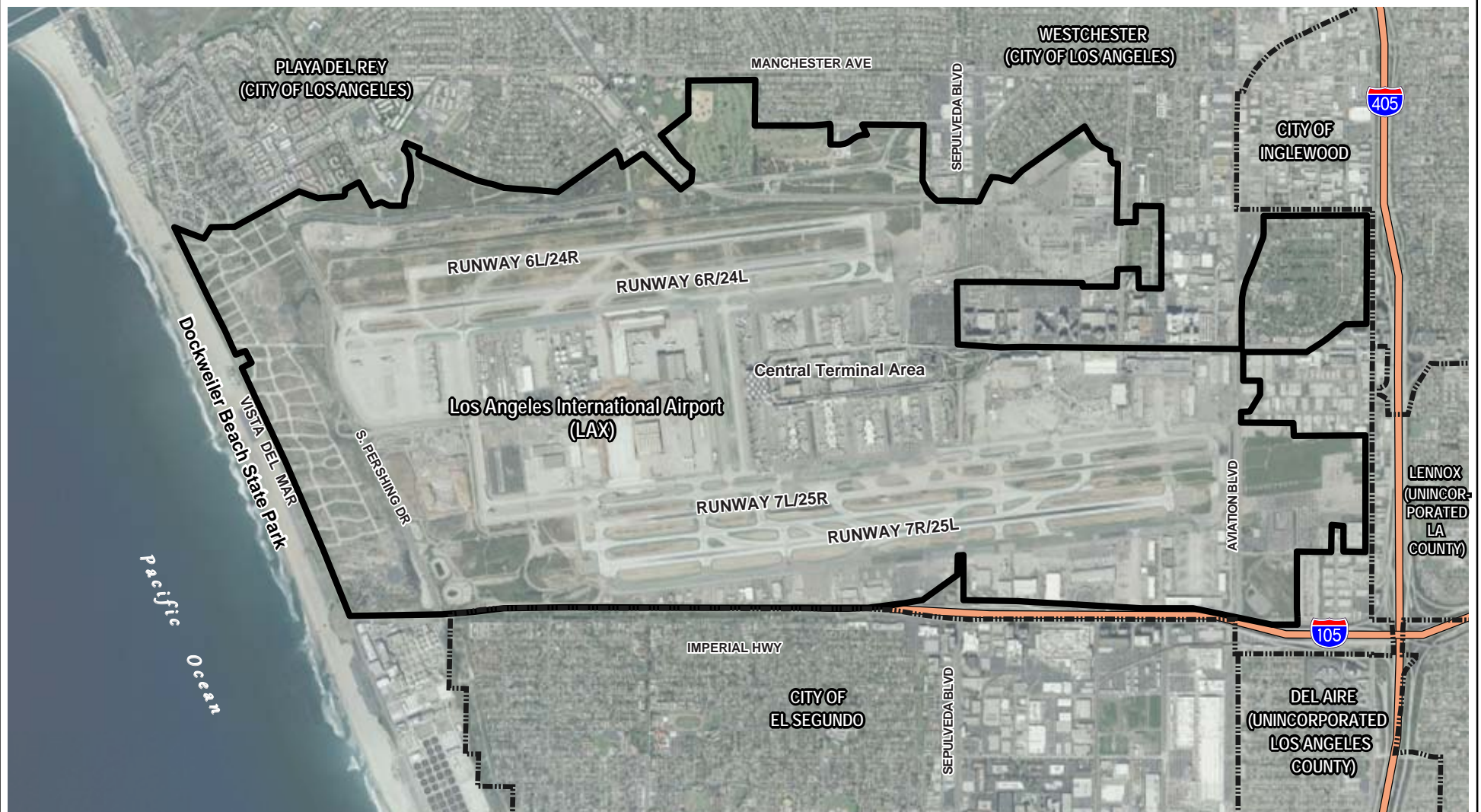
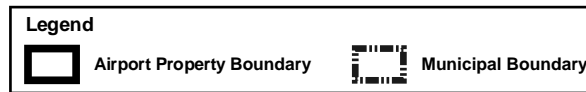
Source: LAWA 2012; ESRI Maps and Data - September 2012; Prepared by: URS Corporation.

**FIGURE
1**

REGIONAL MAP

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

This Page Intentionally Left Blank



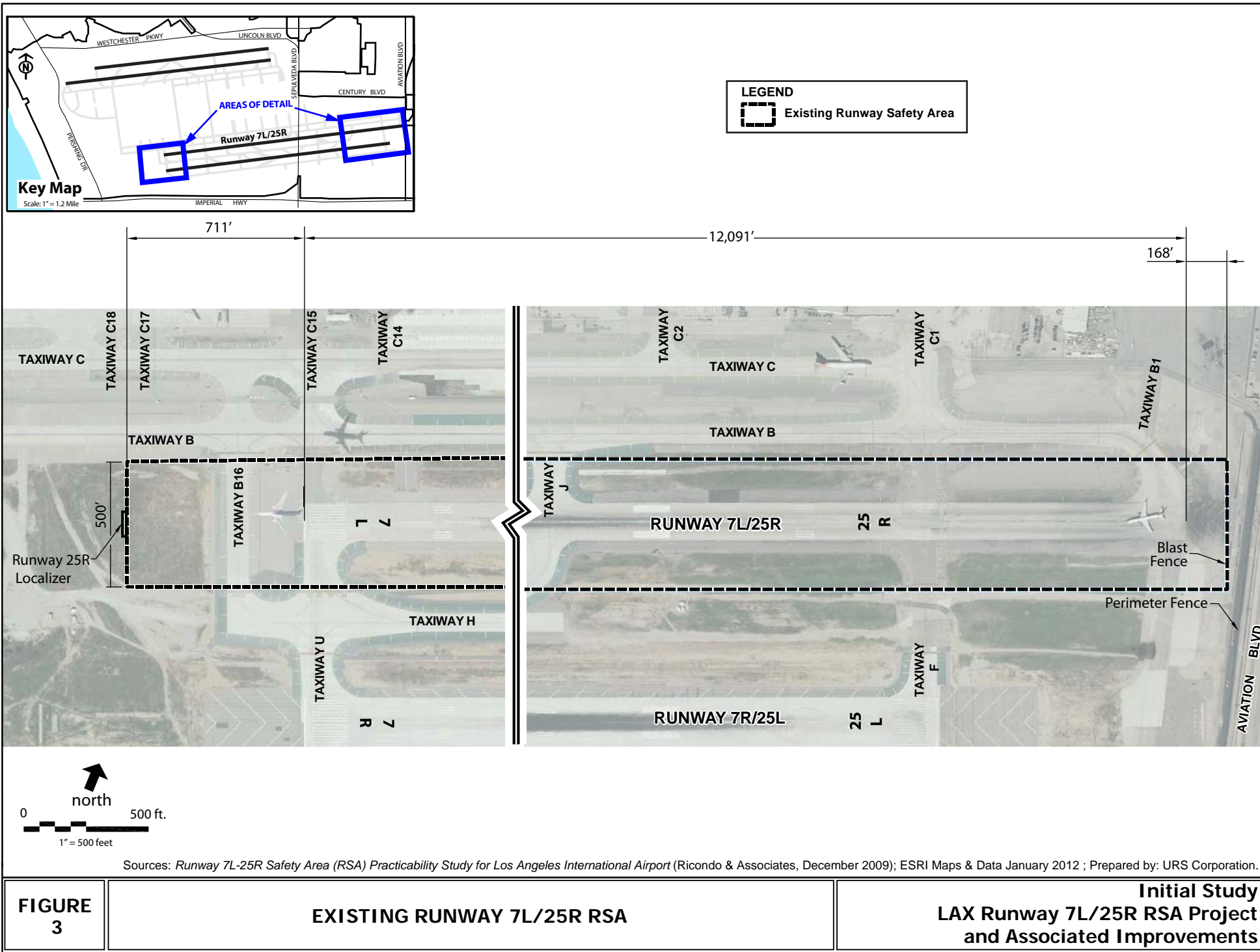
Source: LAWA, 2012; ESRI Maps and Data, January 2012; Prepared by: URS Corporation.

**FIGURE
2**

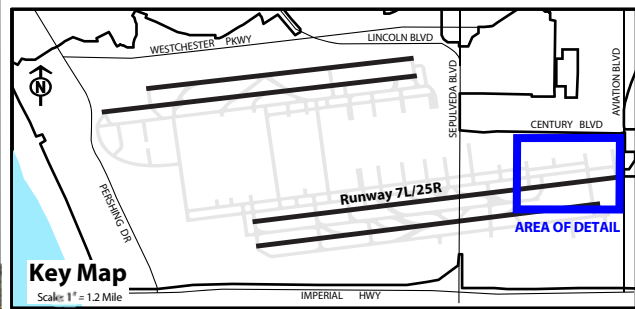
AIRPORT LOCATION AND EXISTING LAYOUT

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

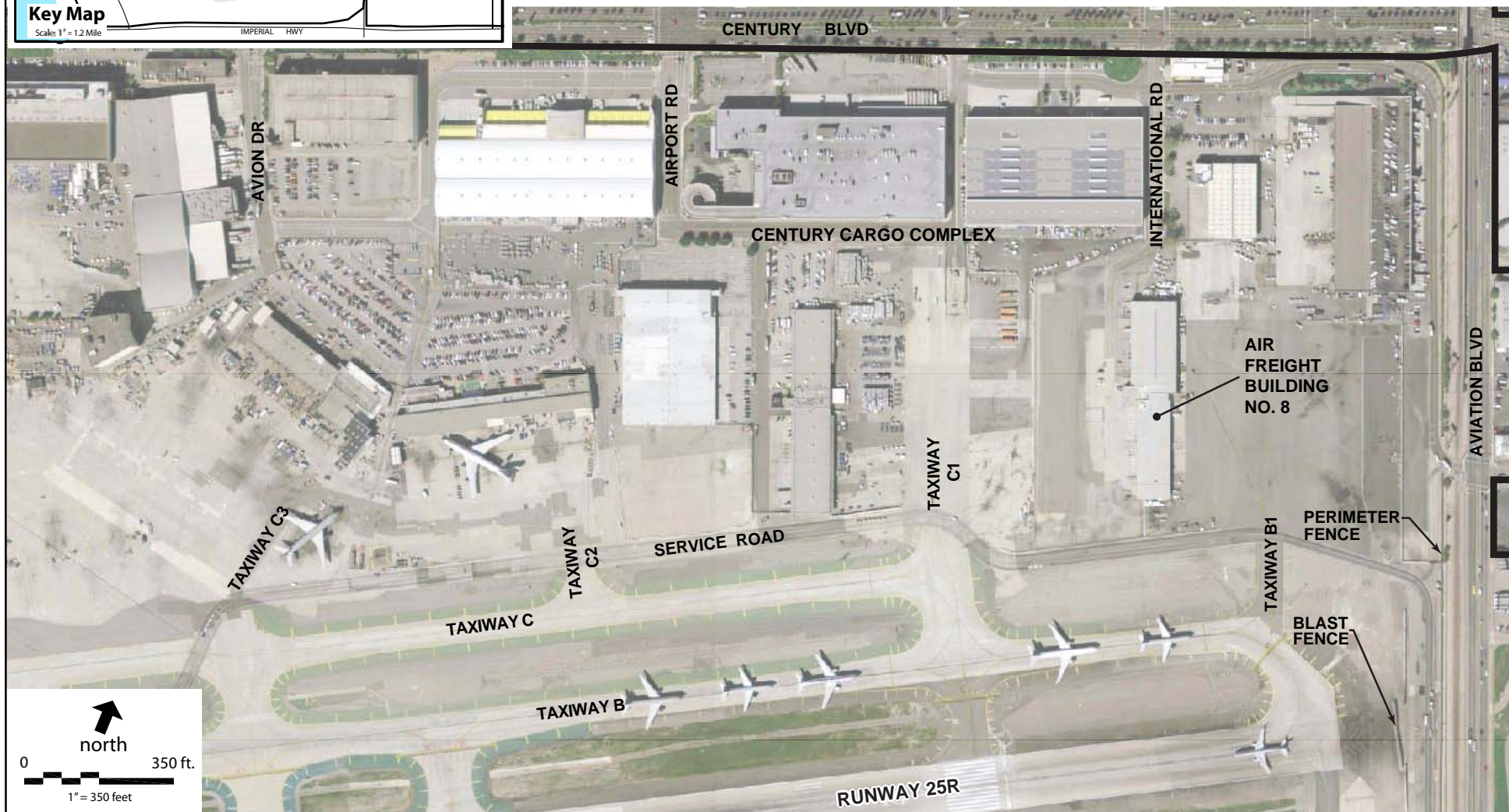
This Page Intentionally Left Blank



This Page Intentionally Left Blank



LEGEND
 Airport Property Boundary



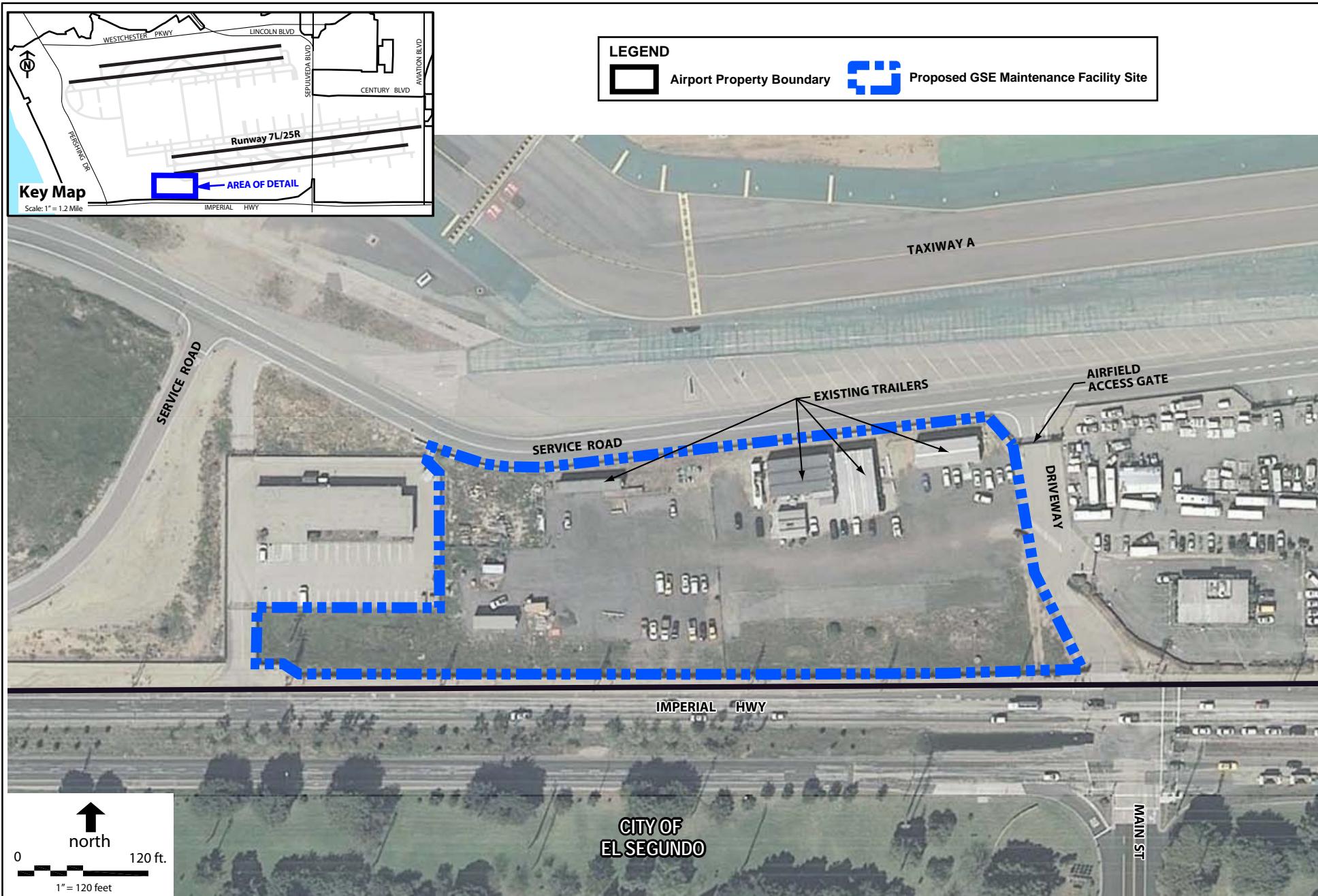
Sources: Los Angeles International Airport Layout Plan, December 2009; ESRI Maps and Data, January 2012; Prepared by: URS Corporation.

**FIGURE
4**

EXISTING RUNWAY 25R AND CENTURY CARGO COMPLEX

Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements

This Page Intentionally Left Blank



Sources: Runway 7L-25R Safety Area (RSA) Practicability Study for Los Angeles International Airport (Ricondo & Associates, December 2009); ESRI Maps & Data January 2012 ; Prepared by: URS Corporation.

**FIGURE
5**

**PROPOSED GROUND SUPPORT EQUIPMENT
MAINTENANCE FACILITY SITE**

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

This Page Intentionally Left Blank

2.5 LAX MASTER PLAN EIR

The 2004 LAX Master Plan is the comprehensive development program for LAX properties, including runway and taxiway system modernization, redevelopment of terminal areas, airport maintenance areas, airport access improvement and passenger safety, security, and convenience enhancements. The proposed Project complies with the LAX Master Plan objectives to improve safety at LAX. The Final EIR for the LAX Master Plan (California State Clearinghouse Project No. 1997061047) included analysis of the environmental impacts of future development at LAX. The LAX Master Plan Final EIR contains Master Plan commitments and mitigation measures that apply to the LAX property, including the Project site.

2.6 LAX RUNWAY 7L/25R RSA PROJECT AND ASSOCIATED IMPROVEMENTS EIR

Consistent with the California Environmental Quality Act (Public Resources Code §21000 et seq., “CEQA”) and the CEQA Guidelines (California Code of Regulations title 14, §15000 et seq.), LAWA is preparing a project-level Environmental Impact Report (EIR) to evaluate the environmental impacts of the proposed Project. The LAX Runway 7L/25R RSA Project and Associated Improvements EIR will evaluate the environmental impacts of the proposed Project. This Initial Study Checklist has been prepared for the proposed Project to focus the issues that will be studied in further detail in the EIR by identifying the resource areas that could be subject to significant impacts from the proposed Project, and that would require incorporation of mitigation measures where feasible. The Initial Study also identifies resource areas where the environmental effects of the proposed Project would be less than significant or where no impacts are anticipated. These resource areas will not be evaluated further in the EIR. Based on a preliminary review of the Project site and in consideration of the proposed Project and associated activities, LAWA has determined that potentially significant effects may occur in the following areas: Aesthetics, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation/Circulation. These issues will be evaluated further in the EIR.

LAWA has determined that no significant impacts would occur for the following resource areas: Agricultural and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Land Use/Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. These topics will not be evaluated further in the EIR unless new information affecting these determinations arises during the 30-day scoping period associated with circulation of the Notice of Preparation (NOP) for the EIR.

2.7 PROJECT CHARACTERISTICS

The proposed Project consists of the following four primary components: (1) Runway 7L/25R RSA Improvements; (2) Pavement Reconstruction of the eastern portions of Runway 7L/25R and Taxiway B; (3) Taxiway C Extension and Demolition of Air Freight Building No. 8; and (4) Construction of a GSE Maintenance Facility.

2.7.1 Runway 7L/25R RSA Improvements

The Runway 7L/25R RSA improvements primarily involve the west end of Runway 7L (**Figure 6**). The elements of the proposed Runway 7L/25R RSA improvements include the extension of Runway 7L/25R pavement, 832 feet to the west. The Runway 7L threshold will remain at its current location for landings, resulting in an 832-foot displaced threshold. When Runway 7L/25R is extended to the west, the Runway 7L landing threshold location will remain unchanged and will be designated as a displaced threshold. Through the use of the displaced threshold, associated pavement markings, and of in-pavement approach lighting systems, aircraft can begin their runway departure roll at the western-most portion of the extended runway pavement.

Currently, the existing Medium Intensity Approach Light Systems (MALSR) serving Runway 7L comprises a number of light stations on towers that must remain fixed at their current location and configuration (**Figure 7[a]**). Accordingly, portions of the existing tower-mounted light fixtures must be replaced with in-pavement lights when the Runway pavement is extended westward (**Figure 7[b]**). The use of in-pavement lighting will allow Runway 7L departures west of the displaced threshold.

The existing Runway 7L/25R localizer antenna array, a component of the Instrument Landing System that provides runway centerline guidance to landing aircraft, would be relocated while the existing localizer equipment shelter would not need to be relocated because it is outside of the Object Free Area (OFA) for this Runway. New blast fences would be installed west of the extended 7L Runway to protect the existing service road from jet blast.

2.7.2 Pavement Reconstruction of the Eastern Portions of Runway 7L/25R and Taxiway B

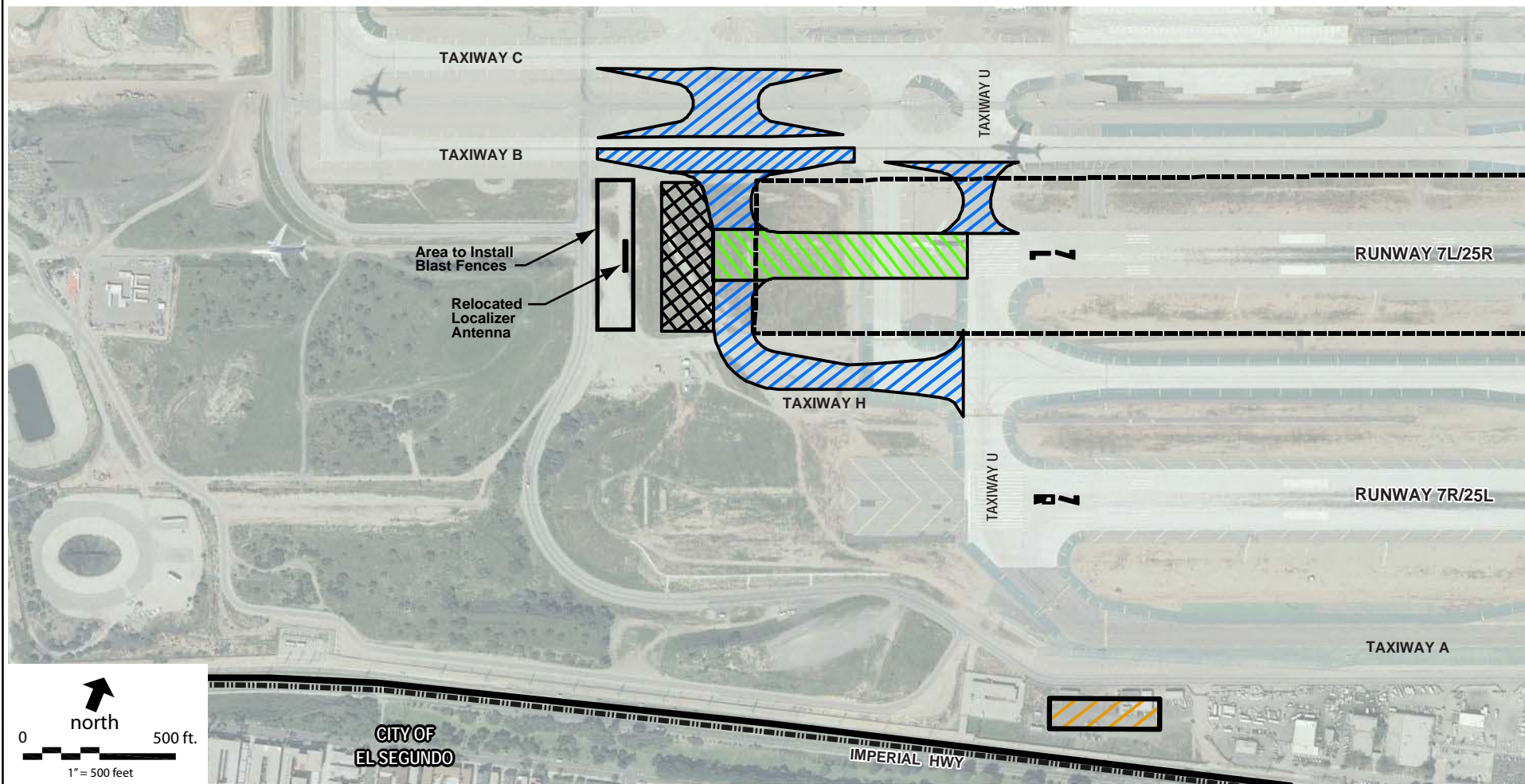
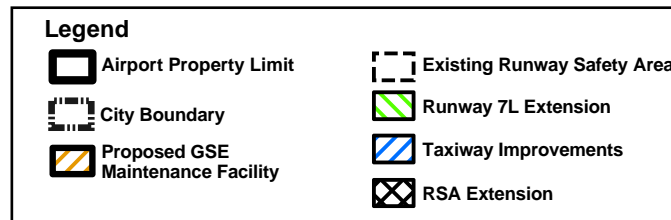
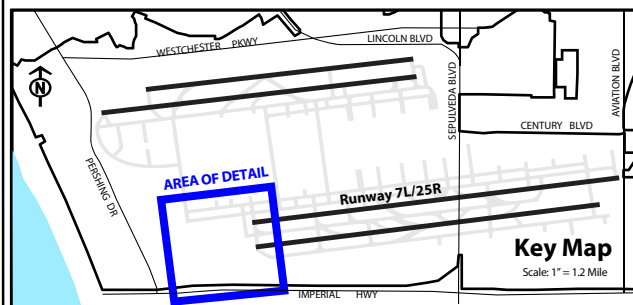
The proposed Project will reconstruct pavement that is in poor condition on the eastern portions of Runway 7L/25R and of Taxiway B. Pavement reconstruction activities may include, but are not limited to, demolition and removal of existing pavement and base materials, placement of new sub-base and/or base materials, installation of new Portland Cement Concrete pavement, application of runway and taxiway markings on the new pavement segments, and the installation of in-pavement approach lights. As both west and east ends of Runway 7L/25R require pavement reconstruction, this work would be synchronized so as to only require one closure of the entire Runway for approximately three (3) months. Because Runway 25R is the primary departure runway on the South Airfield, the proposed closure would require shifting departing aircraft traffic to other runways at LAX. The actual number and frequency of flights shifted to other runways is expected to be determined by LAX Operations and FAA Air Traffic Control.

2.7.3 Taxiway C Extension and Demolition of Air Freight Building No. 8

The Taxiway C Extension will improve aircraft and passenger safety by allowing access to Runway 25R during pavement reconstruction of Taxiway B (**Figure 8**). Demolishing Air Freight Building No. 8 is necessary to meet FAA airport design standards for Taxiway centerline to fixed or movable objects. Long-term benefits of the extension of Taxiway C include access to the easternmost area of the Century Cargo Complex and Runway 25R. Elements of the extension of Taxiway C include demolishing the 72,000 square-foot Air Freight Building No. 8 to accommodate the realigned service road and to comply with FAA airport design standards for Taxiway centerline to fixed or movable objects; paving the site of the demolished Air Freight Building No. 8 site and the area around this site with apron pavement suitable for aircraft parking; realigning a portion of the vehicle service road north of the Taxiway C extension; and realigning and extending Taxiway C eastward to Taxiway B1.

2.7.4 GSE Maintenance Facility

The proposed GSE Maintenance Facility would be constructed prior to vacating and demolishing Air Freight Building No. 8. The construction of a GSE Maintenance Facility will provide a replacement structure to house existing Air Freight Building No. 8 tenants and GSE maintenance operations, while maintaining access to a service road on the South Airfield. The proposed GSE Maintenance Facility would be located on a 2.86-acre site along Imperial Highway (**Figure 6**). Elements of the GSE Maintenance Facility would include removal and relocation of several temporary structures (trailers) present at the proposed GSE Maintenance Facility site; removal of existing concrete; grading and excavation for foundation; installation of utilities; and construction of a 60,000-square-foot, 2-story GSE facility.



Sources: Runway 7L-25R Safety Area (RSA) Practicability Study for Los Angeles International Airport (Ricondo & Associates, December 2009); ESRI Maps & Data September 2012 ; Prepared by: URS Corporation.

FIGURE 6

**PROPOSED PROJECT
WEST END IMPROVEMENTS**

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

This Page Intentionally Left Blank



a. Existing Approach Light System (Towers) at South Airfield Runway 7L (Looking West).



b. Existing North Airfield Runway 24L (Looking West) In-Pavement Approach Light System, Similar to Proposed Runway 7L In-Pavement Approach Light System.

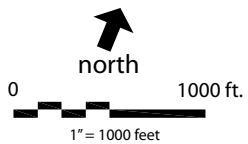
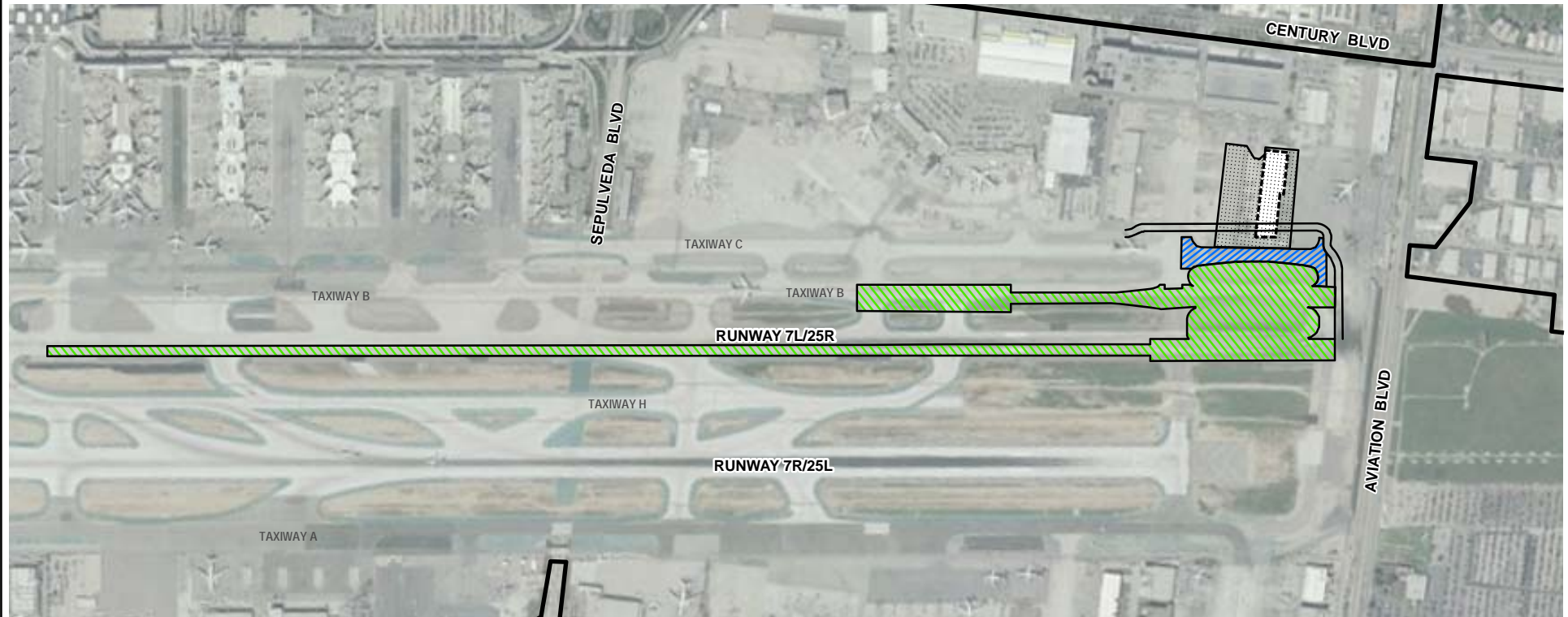
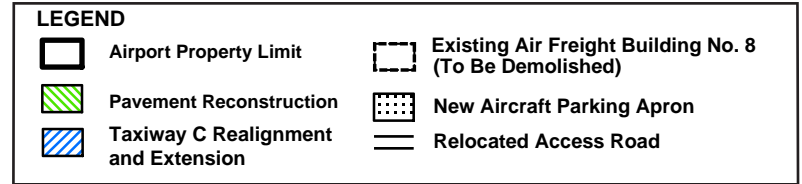
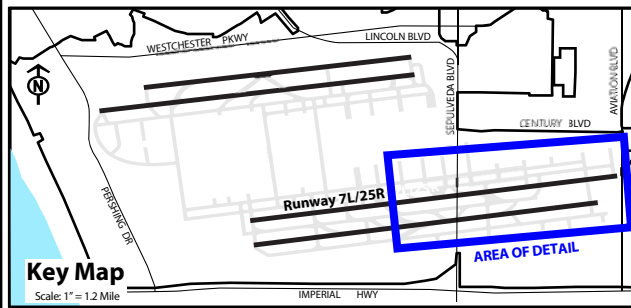
Source: LAWA 2012; URS Corporation - January 2012; Prepared by: URS Corporation.

**FIGURE
7**

**EXISTING AND PROPOSED
AIRFIELD LIGHTING**

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

This Page Intentionally Left Blank



Sources: Runway 7L-25R Safety Area (RSA) Practicability Study for Los Angeles International Airport (Ricondo & Associates, December 2009); Runway 25R & Taxiway B East End Rehabilitation and Taxiway C Extension Preliminary Engineer's Report (HNTB, 2011); ESRI Maps & Data September 2012 ; Prepared by: URS Corporation.

**FIGURE
8**

PROPOSED PROJECT EAST END IMPROVEMENTS

**Initial Study
LAX Runway 7L/25R RSA Project
and Associated Improvements**

This Page Intentionally Left Blank

2.8 PRELIMINARY PROJECT PHASING SCHEDULE

It is anticipated that the proposed Project will be completed over the next two years.

2.9 REQUIRED APPROVALS/CONSULTATIONS

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

2.9.1 Federal

U.S. Department of Transportation Federal Aviation Administration (FAA): Approval of an FAA Notice of Construction or Alteration, to ensure safe and efficient use of navigable airspace with consideration of the proposed Project and during the construction of the proposed Project. LAWA and its selected contractor would submit a FAA Form 7460-1 “Notice of Proposed Construction or Alteration.”

2.9.2 State

South Coast Air Quality Management District (SCAQMD): Review of any permits required under the Clean Air Act for stationary sources

State Water Resources Control Board (SWRCB) and Los Angeles Regional Water Quality Control Boards (LARWQCB): Permits or approvals required from the SWRCB and/or RWQCB may include but are not be limited to: (1) General Construction Storm Water Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction; Approval of a National Pollutant Discharge Elimination System (NPDES) Industrial Activities Storm Water Permit (i.e., if modification of the existing permit for LAX is required as a result of the proposed Project), a General Construction Activity NPDES Storm Water Permit (2009-0009-DWQ) for construction activities, and issuance of a Section 401 Permit (Water Quality Certification or Waiver).

2.9.3 Regional/Local

- LAX Specific Plan Compliance Review in accordance with Section 7 of the Specific Plan;
- Preparation of a Project-Specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division;
- Los Angeles Fire Department approval;
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements; and
- Other Federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

This Page Intentionally Left Blank

3.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist presented in Section 2 of this document. Each response provided below evaluates how the proposed Project as defined in the Project Description may affect existing environmental conditions at the Project site and in the surrounding area. The EIR will further evaluate topics where the potential for a significant impact has been identified. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures, and explain how such measures would reduce significant impacts.

The proposed Project is located within the LAX property, and is subject to the requirements and mitigation measures of several LAX plans and CEQA documents, including but not limited to: (1) the 2005 LAX Street Frontage & Landscape Development Plan Update; (2) the 2004 Los Angeles International Airport Proposed Master Plan Improvements (LAX Master Plan); and (3) the 2004 Final EIS/EIR for the Los Angeles International Airport Master Plan Proposed Improvements (SCH #1997061047). Where necessary to support the conclusions made in this Initial Study, the information, requirements and mitigation measures from these documents are referenced in the Initial Study responses, as is information from other relevant CEQA documents and technical studies associated with other LAWA projects at LAX.

I. AESTHETICS

Would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Ia and Ib. No Impact. The Project site is located on the South Airfield Complex at LAX, an area that has been extensively disturbed and is developed with industrial uses. The Pacific Ocean is the only scenic vista in the vicinity of the Project site and the primary vista-related sensitive uses are residences located to the north and south of the Airport property. As the runway and taxiway improvements associated with the proposed Project are on the ground and those elements already exist on the Project site, there will be no impacts to viewsheds. The demolition of Air Freight Building No. 8 would change the site to apron pavement and therefore would have no impacts to viewsheds. The proposed GSE Maintenance Facility is expected to be two-stories high; however, the new building would not be located within the residences' line of sight of the Pacific Ocean and views to the site are already blocked by topography and mature trees along Imperial Highway. ***Therefore, no impacts related to scenic vistas would occur, this topic will not be evaluated further in the EIR, and no mitigation is required.***

The Project site is not located within a state scenic corridor and would not damage any scenic resources. Vista Del Mar, a City of Los Angeles-designated scenic highway, is located 0.95 miles west of the Project site¹; however, the Project site is not located within or visible from Vista Del Mar and views of the Project site from Vista Del Mar are blocked by the Los Angeles/El Segundo Dunes. The Project site also does not contain scenic resources, such as trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic features. ***Therefore, no impacts would occur to scenic vistas or to scenic resources within a city-designated highway and this topic will not be evaluated further in the EIR and no mitigation is required.***

¹ City of Los Angeles Planning Department, *Transportation Element of the Los Angeles City General Plan*, adopted September 1999.

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

Ic. Less Than Significant Impact. The runway and taxiway improvements associated with the proposed Project will not change the visual character of the Project site and are consistent with the existing industrial character of LAX and the surrounding area. While the Project site has several small patches of vegetation, there are no landscaping or other features of aesthetic value on site to be affected.

Air Freight Building No. 8 is located within the Century Cargo Complex within airport boundaries and it is surrounded by other like buildings and the airfield. The demolition of Air Freight Building No. 8 would reduce the number of buildings in the Century Cargo Complex but would not significantly alter the massing or scale of the remaining buildings as it currently is placed apart from other buildings. Demolition of the building would not involve visibly inconsistent alterations of landforms (excessive grading and filling) and, consequently, would not change the visual character of the Century Cargo Complex.

The construction and operation of the proposed GSE Maintenance Facility would be consistent in visual character with existing uses along Imperial Highway. Although the proposed GSE Maintenance Facility would be located across the street from residential uses, Imperial Boulevard and the greenway lined with mature trees between the southern side of Imperial Boulevard and Imperial Avenue serve as a buffer between the residences and the new building. The construction would be designed and constructed to adhere with applicable LAX Street Frontage & Landscape Development Plan Update² requirements and the LAX Master Plan³ commitments and mitigation measures designed to ensure aesthetic and visual compatibility with adjacent development and public streets. Compliance with applicable policies and LAX Master Plan commitments and mitigation measures would ensure that Project construction activities and the operation of the proposed GSE Maintenance Facility incorporate the necessary screening, buffering, landscaping, and other design measures to avoid significant adverse aesthetics impacts to the City of El Segundo neighborhoods to the south.

- **LAX Street Frontage & Landscape Development Plan Update Policy 1.3:** Parking areas should be landscaped in accordance with LAWA standards and shall comply with the requirements of Airport Security. Areas should be screened from streets by 3-to 8-foot high decorative walls, berms, landscaping, or other appropriate screening mechanisms, as feasible and practical.
- **LAX Street Frontage & Landscape Development Plan Update Policy 1.4:** Storage and industrial uses such as fueling, loading, and maintenance at cargo areas shall comply with the requirements of Airport Security, and should be screened from streets by decorative walls, berms, and/or appropriate landscaping, as feasible and practical.
- **LAX Street Frontage & Landscape Development Plan Update Policy 1.5:** Open areas not used for buildings, driveways, or parking lots should be planted, irrigated, and/or maintained on a regular basis.
- **LAX Street Frontage & Landscape Development Plan Update Policy 1.7:** Vegetation should be used to soften solid screening walls as feasible and practical, and shall comply with the requirements of Airport Security.
- **LAX Street Frontage & Landscape Development Plan Update Policy 6.2:** Perimeter landscape areas shall comply with the City of Los Angeles Landscape Ordinance as outlined by the LAX Specific Plan and all other applicable local codes and regulations, as feasible and practical.

² City of Los Angeles, Los Angeles World Airports (LAWA), *LAX Street Frontage & Landscape Development Plan Update*, March 2005.

³ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

- LAX Street Frontage & Landscape Development Plan Update Section 6.1.7 (Surface Parking Areas and Parking Structures Standards):** Landscape setbacks surrounding surface parking areas and parking structures require planting, irrigation and security fencing or walls. The minimum setback for all parking facilities shall be 15 feet from the street right of way line unless otherwise specified. These areas shall be screened from adjacent streets or highways by solid walls in residential areas and berms, fencing with planting or walls in commercial, open space or other uses. At least 4 percent of the parking lot interior (not including setback areas) shall be permanently landscaped. Tree species shall be selected to create shade, reduce glare and heat. Care shall be taken to assure that trees do not drop sticky flowers or fruits onto paved surfaces or vehicles. Trees shall not be weak wooded or prone to wind damage. Trees shall have a minimum planted area of 50-square feet when surrounded by paving or walls. Long term parking areas shall be fenced or walled on all perimeters to maintain security as required by the Airport Security requirements. Employee parking areas may be unfenced. In cases where parking facilities adjoin the AOA, the perimeter security barrier fence shall be required. Parking lots shall conform to the applicable sections of the City of Los Angeles Landscape Ordinance as authorized by the LAX Specific Plan. This ordinance establishes standards to reduce glare, ambient temperatures and water use in parking lot and landscape areas
- LAX Master Plan Mitigation Measure MM-DA-1. Construction Fencing:** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.

Therefore, impacts related to substantially degrading the existing visual character or quality of the site or its surroundings would be less than significant, and this topic will not be evaluated further in the EIR and no additional mitigation is required.

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

Id. Potentially Significant Impact. The FAA maintains requirements for airfield and terminal area lighting aids and navigational systems for all U.S. airports. The proposed Project would include installation of additional lighting aids that support approach/landing, takeoff, and taxiing operations at night and during adverse weather conditions. However, the lighting associated with the airfields is generally low to the ground, and of low intensity. Any incremental increase in lighting would be small given the light levels already existing in the area and light-sensitive residential land uses to the south are separated from the runway by Imperial Highway, Imperial Avenue, and a 7.35-acre open-space corridor that parallels Imperial Highway. Due to the non-linear topography of the City of El Segundo, some residences do overlook the runway, but little if any increase in lighting would be visible given the intervening features and existing lighting conditions. However, the proposed GSE Maintenance Facility along Imperial Highway would locate these uses closer to the residences in the City of El Segundo. Operations at the proposed GSE Maintenance Facility may be 24 hours, so a new source of lighting associated with the GSE Maintenance Facility and new vehicles would be present at the site. Even with the existing high ambient lighting levels from city street lights, buffering along Imperial Highway, and landscaping along the perimeter of the proposed GSE Maintenance Facility, it is anticipated that impacts related to nighttime lighting during operations of the proposed GSE Maintenance Facility on the Imperial Highway site would occur. *Therefore, this topic will be evaluated further in the EIR.*

II. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?
- b. Conflict with 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 in Public Resource 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 individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?

IIa through IIe. No Impact. The Project site is located within a fully-developed airport, is surrounded by airport-related uses, and has been extensively disturbed and paved. There are no farmlands that are considered prime, unique or of statewide or local importance in the vicinity of the Project site. No agricultural resources or operations currently exist, or have existed in the recent past on the Project site or the vicinity of the Project site.⁴ Furthermore, there are no Williamson Act contracts in effect on the Project site or surrounding areas. Additionally, no forest or timberland resources exist at the Project site or in the vicinity of the Project site. Consequently, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland (including timberland zoned as Timberland Production) or result in the loss or conversion of forest land to non-forest use. ***Therefore, no impacts to agricultural and forestry resources would occur, this topic will not be evaluated further in the EIR and no mitigation is required.***

III. AIR QUALITY

Would the project:

- a. Conflict with or obstruct implementation of the applicable air-quality plan?
- 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 project region is non-attainment 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?

IIIa through IIIe. Potentially Significant Impact. The project site is located within the South Coast Air Basin (Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the federal level, the Basin is designated as a nonattainment area for ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb). At the state level, the Basin is designated as nonattainment for O₃, PM₁₀, PM_{2.5}, Pb and nitrogen dioxide (NO₂). The nearest

⁴ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

existing receptors are residential uses located along the south side of Imperial Highway in the City of El Segundo, 300 feet to the south. Emissions from construction of the proposed Project are expected to exceed the SCAQMD CEQA thresholds. These results are expected even after including the extensive air emissions control measures that LAWA currently employs and the measures mandated and recommended by SCAQMD. Furthermore, closure of Runway 7L/25R for three months during pavement reconstruction would impact airport operations by increasing aircraft delay/taxi times, thereby potentially increasing operational air pollutant emissions, exacerbating the proposed Project emissions impacts.

The construction equipment would be used entirely within the airport property and would not produce substantial offsite pollutant concentrations given their low release heights. In addition, the nature of soil disturbance caused by tires and tracked equipment and of particle dispersions from moving vehicles would not produce substantial off-site impact. However, depending on the location of the off-road equipment and the extent of calm wind periods, there remains the potential for incidental exceedance of air quality standards offsite. The exceedance would be short-term and likely not continuous, given the daily construction schedule and sequence. The nearest sensitive receptors include, but are not limited to, residential areas, schools, and places of worship and are located approximately 300 feet southeast from the proposed GSE Maintenance Facility site. Analyses performed by the California Air Resource Board (CARB) indicate that providing a separation of 1,000 feet from diesel sources and high traffic areas substantially reduces diesel particulate concentrations and public exposure.⁵ ***Therefore, because of potential significant impacts, this topic will be evaluated further in the EIR.***

IV. BIOLOGICAL RESOURCES

Would the project:

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

IV.a and IV.b. Less Than Significant Impact. LAX and the area surrounding the Project site have been extensively studied for the presence of species and habitats of special concern. According to previous studies and field research, no species or habitats of special concern have been found or observed in the Project site. The Project site primarily contains non-native grassland and disturbed/bare ground land cover types that are modified and maintained by LAX in order to comply with FAA mandates for safe airport operations.⁶ Maintenance activities include elimination of standing water, controlling and reducing vegetation through mowing and disking, and reducing wildlife attractants.

El Segundo Blue Butterfly

The El Segundo Blue Butterfly, a federally-listed endangered wildlife species, is not present within the footprint of the proposed Project.⁷ The species is found on coastal dunes of the entire Los Angeles/El Segundo Dunes and in the El Segundo Blue Butterfly Habitat Restoration Area approximately 3,345 feet west of the Project site. There is no critical habitat for this species within the Project site. Indirect impacts to the El Segundo Blue Butterfly Habitat Restoration Area would not occur from air, noise, and light emissions from construction of the proposed Project. Activities that have the potential to result in

⁵ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.

⁶ Federal Aviation Administration, in cooperation with the U.S. Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services. *Wildlife Hazard Management at Airports*. Second edition. July 2005.

⁷ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

disposition of fugitive dust within the occupied habitat of the El Segundo Blue Butterfly would be avoided with implementation of the standard dust control measures and Best Management Practices (BMPs). Operational emissions resulting from the proposed Project are not expected to affect the El Segundo Blue Butterfly because the proposed Project would not increase aircraft capacity at LAX. The Runway is currently 3,345 feet from the Habitat Restoration Area for the El Segundo Blue Butterfly. The proposed Project would provide an FAA-compliant extended runway safety area 832 feet closer to the Los Angeles/El Segundo Dunes at the western (7L) end of the Runway; however, aircraft operations would remain at least 2,470 feet from the Habitat Restoration Area. As such, operational impacts would be less than significant. Additional field lighting associated with construction and operation of the proposed Project would not impact the El Segundo Blue Butterfly due to the distance between the Project site and the Habitat Restoration Area. According to the Biological Assessment prepared for the Draft Environmental Assessment (EA) for the proposed Project, no significant impacts to the El Segundo Blue Butterfly or its habitat are anticipated.⁸ Therefore, no impacts to this species as a result of the proposed Project would occur.

Riverside Fairy Shrimp

The proposed Project is located approximately 650 feet from ephemeral wetted (EW) areas (i.e., wetlands) containing cysts of the Riverside fairy shrimp, a federally-listed endangered species. In the past, Riverside fairy shrimp cysts have been found in soil samples taken during dry-season sampling at nine EW areas within the LAX Airport Operations Area (AOA).⁶ Two of the EW areas (identified as EW 15 and EW 16) are located approximately 650 feet southwest of the Project site. Although Riverside fairy shrimp cysts have been identified within the LAX AOA, current conditions do not support the hydrologic needs of water chemistry, temperature, and water depth necessary to support their complete life cycle. The creation of standing pools of water that must remain for up to 2 months to permit the Riverside fairy shrimp cysts to hatch and complete their life cycle would attract various species of animals and birds that would be a hazard to aviation; as such, the elimination of standing water is a part of the bird hazard reduction program at LAX. Wet-season surveys conducted at LAX determined that the adult Riverside fairy shrimp was absent within the LAX AOA boundaries.⁹ On April 12, 2005, the USFWS excluded LAX from critical habitat for Riverside fairy shrimp because the primary constituent elements required for the Riverside fairy shrimp to complete its life cycle are not met at LAX.¹⁰ In the Biological Assessment prepared for the Draft EA for the proposed Project, no significant impacts were determined for the critical habitat for the Riverside fairy shrimp.¹¹ Therefore, no impacts to this species as a result of the proposed Project would occur.

In summary, no impacts to federally-listed endangered species would occur. Furthermore, the LAX Master Plan contains Master Plan commitments and mitigation measures a number of which are applicable to the proposed Project that would minimize dust, light/glare and noise effects, including effects in the Habitat Restoration Area, including:

- **LAX Master Plan Mitigation Measure MM-AQ-2. Mitigation Plan for Air Quality - Construction- Related Mitigation Measures.** This measure describes numerous specific actions to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction. These actions are listed in the table below.

⁸ Federal Aviation Administration and Los Angeles World Airports, *LAX Runway 7L/25R Runway Safety Area Project and Associated Improvements Draft Environmental Assessment*, September 2012.

⁹ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

¹⁰ *Ibid.*

¹¹ Federal Aviation Administration and Los Angeles World Airports, *LAX Runway 7L/25R Runway Safety Area Project and Associated Improvements Draft Environmental Assessment*, September 2012.

Measure	Type of Measure
Post a publically visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Fugitive Dust
Prior to final occupancy, the applicable demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Fugitive Dust
All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.	Fugitive Dust
Pave all construction access roads at least 100 feet on to the site from the main road.	Fugitive Dust
To the extent feasible, have construction employees' work/commute during off-peak hours	On-Road Mobile
Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.	On-Road Mobile
Prohibit staging and parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals.	Non-road Mobile
Prohibit construction vehicle idling in excess of ten minutes.	Non-road Mobile
Utilize on-site rock crushing facility, where feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.	Non-road Mobile
Specify combination of electricity from power poles and portable diesel- or gasoline-fuel generators using "clean burning diesel" fuel and exhaust emission controls	Stationary Point Source Controls
Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.	Mobile and Stationary
Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).	Mobile and Stationary
Require that all construction equipment working on-site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.	Mobile and Stationary
Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Mobile and Stationary
The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.	Administrative

- LAX Mitigation Measure MM-ET-3. El Segundo Blue Butterfly Conservation – Dust Control.**
 To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no

grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo Blue Butterfly.

- **LAX Mitigation Measure MM-DA-1. Construction Fencing.** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.
 - **LAX Mitigation Measure LI-3. Light Controls.** Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.
 - **LAX Master Plan Mitigation Measure MM-N-10. Construction Scheduling:** The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday - Friday; 8 p.m. to 6 a.m. Saturday; anytime on Sunday or Holidays).
 - **LAX Master Plan Commitment N-1. Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program:** All components of the current airport noise abatement program that pertain to aircraft noise will be maintained.
- c. **Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?**

IV.c. No Impact. There are no federally protected wetlands in the Project site. A number of small ephemeral wetlands (EW) areas exist within the LAX boundaries that are subject to the U.S. Army Corps of Engineers' (USACOE) jurisdiction in the western portion of the north and south airfields.¹² According to the LAX Master Plan Final EIS/EIR, wetlands near the Project site include areas EW 15 and EW 16, which are located approximately 650 feet to the southwest of the Project site. EW 15 and EW 16 are located on top of fill material and are separated from the Project site by a service road; as such, they are not hydrologically connected with the Project site. *Therefore, no impacts related to wetland areas would occur.*

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

IV.d. Less Than Significant Impact. Based on previous analysis, it is not expected that the proposed Project would substantially interfere with the movement of any resident or migratory fish or wildlife species, established resident or migratory wildlife corridors, and/or impede the use of wildlife nursery sites.¹³ The proposed site contains non-native grassland and disturbed/bare ground land cover types that

¹² City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

¹³ 70 Federal Register 19154. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Riverside Fairy Shrimp (*Streptocephalus woottoni*). Final Rule: April 12, 2005.

are modified and maintained by LAX in order to comply with FAA mandates for safe airport operations.¹⁴ As such, the proposed Project area only contains marginal habitat for wildlife species that utilize open grassland habitat and does not support fisheries or nursery site habitats.¹⁵ Although LAX is in the migratory pathway of the Pacific Flyway,¹⁶ maintenance activities at LAX include the reduction of wildlife attractants which limits the number of resident wildlife species present within the AOA. To this end, a bird hazard reduction program is implemented at LAX. In addition, the proposed Project would not increase aircraft capacity at LAX. ***Therefore, impacts related to migratory species and corridors would be less than significant.***

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

IV.e. No Impact. The proposed Project site contains non-native grassland and disturbed/bare ground land cover types that are modified and maintained by LAX through regular mowing and disking of vegetation in order to comply with FAA mandates for safe airport operations.¹⁷ As a result, marginal habitat to support common biological resources occurs and no suitable habitat to support special-status plant or wildlife species or sensitive vegetation communities exists within the proposed Project area. ***As such, the proposed Project will not conflict with any local policies or ordinances protecting biological resources and, therefore, no impacts related to local policies or ordinances protecting biological resources would occur.***

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

IV.f. No Impact. The proposed Project is not located within any areas designated under a Habitat Conservation Plan, Natural Communities Conservation Plan, or any other approved local, regional, or state habitat conservation plan. Consequently, no impact to these resources would occur. ***Therefore, no impacts related to local, regional, or state habitat conservation plans would occur.***

As impacts related to Biological Resources would be less than significant, this topic will not be evaluated further in the EIR and no mitigation is required.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

V.a., Less Than Significant Impact. The proposed Project is not expected to cause a substantial adverse change in the significance of a historical resource or of an archaeological resource. Runway 7L/25R and Air Freight Building No. 8 are the two major structures located in the Project site that would be considered for historic significance. However, neither structure meets the requirements for eligibility for historic registration.^{18,19} The nearest known historic resources to the proposed Project are: 1) the Theme Building north of the Runway, which is eligible for placement on the National Register, and 2) Hangar One south of the Runway, which is on the National Register of Historic Places. Both these properties are located approximately 0.30 miles from the closest points of the Project site. The proposed Project is not

¹⁴ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvement, SCH#1997061047*, April 2004.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

¹⁷ *Ibid.*

¹⁸ *Ibid.*

¹⁹ Federal Aviation Administration and Los Angeles World Airports, *LAX Runway 7L/25R Runway Safety Area Project and Associated Improvements Draft Environmental Assessment*, September 2012.

expected to cause any construction- or operations-related effects to these resources. *Therefore, less than significant impacts related to historic resources would occur.*

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

V.b. Less Than Significant Impact. There are three documented archaeological sites and one isolate²⁰ located in the vicinity of the Project site.²¹ These sites include CA-LAN-1118, which consists of a shell midden²² with lithic debitage;²³ CA-LAN-691, which consists of a shell scatter;²⁴ CA-LAN-*1H, consisting of a wide scatter of historic debris; and Isolate 1, a prehistoric tool made of felsite porphyry. These sites have all been recorded; however it was determined that they are ineligible for federal, state, and local protection designations.²⁵ While these documented archaeological sites would not be affected by construction of the proposed Project, there remains potential for disturbance of unknown archaeological/cultural resources within the Project site, particularly given the excavation requirements (10 feet) for the foundation of the proposed GSE Maintenance Facility. However, the Cultural Resources Evaluation Report prepared for the Draft EA for the proposed Project did not find evidence of archaeological resources at this site.²⁶ Should disturbance or destruction of potentially significant undiscovered archaeological resources occur during excavation or grading activities, LAX Master Plan EIR commitments and mitigation measures that are applicable to the proposed Project would be implemented.²⁷ These LAX Master Plan EIR commitments include:

- **LAX Master Plan Mitigation Measure MM-HA-4. Discover:** Long-term protection and proper treatment of unexpected archeological discoveries of federal, state, and/or local significance under an FAA-prepared archeological treatment plan (ATP).
- **LAX Master Plan Mitigation Measure MM-HA-5. Monitoring:** LAWA will retain a qualified project archeologist who will monitor excavation and grading activities within areas that have not been identified as containing re-deposited fill material or as having been previously disturbed. The project archeologist shall be empowered to halt construction in the immediate area if potentially significant resources are identified.
- **LAX Master Plan Mitigation Measure MM-HA-6. Excavation and Recovery:** Any excavation, testing, and recovery of identified resources shall be performed by the qualified project archeologist using techniques and requirements stipulated in the ATP.
- **LAX Master Plan Mitigation Measure MM-HA-7. Administration:** Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archeologist of the restrictions regarding disturbance and removal, as well as procedures to follow, should a resource deposit be detected.
- **LAX Master Plan Mitigation Measure MM-HA 8. Archaeological/Cultural Monitor Report:** This is preparation of a report by the archeological/cultural monitor upon completion of grading and

²⁰ An Isolate is defined as one or two artifacts occurring by themselves and not associated with an archaeological site.

²¹ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

²² A Midden is defined as a dump for domestic waste, and typically consists of artifacts associated with past human occupation.

²³ Debitage is defined as waste material produced during lithic reduction and production of chipped stone tools.

²⁴ Shell Scatter includes shells and shell fragments found distributed over the ground surface.

²⁵ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

²⁶ Federal Aviation Administration and Los Angeles World Airports, *LAX Runway 7L/25R Runway Safety Area Project and Associated Improvements Draft Environmental Assessment*, September 2012.

²⁷ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

excavation activities in the vicinity of known archeological resources. The draft report will be submitted to FAA, LAWA, and City of Los Angeles Cultural Affairs Department, and a final report that addresses all comments would be issued.

- **LAX Master Plan Mitigation Measure MM-HA-9. Artifact Curation:** All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state standards.
- **LAX Master Plan Mitigation Measure MM-HA-10. Archaeological Notification:** If human remains are found, all grading and activities in the vicinity would cease and the appropriate LAWA authority would be notified. LAWA would then ensure compliance with applicable procedures in the State Health and Safety Code and the Public Resources Code. In addition, steps outlined in Section 150645.5(e) of the CEQA Guidelines would be implemented.

Should archaeological resources be encountered during excavation, implementation of these commitments would result in impacts related to archaeological resources that are less than significant. *Therefore, this topic would not be evaluated further in the EIR.*

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

V.c. Less than Significant Impact. As indicated in the LAX Master Plan EIR, 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 LAX Master Plan EIR identified the presence of five vertebrate fossil occurrences within the vicinity of the Project site and one within two miles from the center of the LAX property. These fossils were found at depths ranging from 13 to 70 feet.²⁸

The proposed Project would require excavation to a depth of approximately six feet for most project elements and would be located in areas that have been previously disturbed. Although, construction of the proposed GSE Maintenance Facility would require deeper excavation (10 feet) for its foundation and, therefore, could potentially have impacts to paleontological resources, the Cultural Resources Evaluation Report prepared for the Draft EA for the proposed Project did not identify this site as particularly sensitive for paleontological resources. To prevent any disturbance or destruction of potentially significant undiscovered paleontological resources during excavation or grading activities, LAX Master Plan commitments have been made applicable to the proposed Project.²⁹ These LAX Master Plan EIR commitments include:

- **LAX Master Plan Mitigation Measure MM-PA-1. Paleontological Qualification and Treatment Plan:** A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological management Treatment Place – PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate.

²⁸ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004, 2005.

²⁹ *Ibid.*

- **LAX Master Plan Mitigation Measure MM-PA-2. Paleontological Authorization:** The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.
- **LAX Master Plan Mitigation Measure MM-PA-3. Paleontological Monitoring Specifications:** Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.
- **LAX Master Plan Mitigation Measure MM-PA-4. Paleontological Resources Collection:** Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils.
- **LAX Master Plan Mitigation Measure MM-PA-5. Fossil Preparation:** Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.
- **LAX Master Plan Mitigation Measure MM-PA-6. Fossil Donation:** All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History.
- **LAX Master Plan Mitigation Measure MM-PA-7. Paleontological Reporting:** A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.

With implementation of the LAX Master Plan commitments, impacts related to paleontological resources would be reduced to less than significant. *Therefore, this topic will not be evaluated further in the EIR.*

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

V.d. Less Than Significant Impact. The proposed Project is not located within any known formal cemeteries and most of the proposed Project elements would not require excavation deeper than six feet. However, construction of the proposed GSE Maintenance Facility would require deeper excavation (10 feet) for its foundation. Given the settling patterns around LAX, it is unlikely that human remains would be encountered. In the event, however, that unanticipated human remains are encountered, LAWA will comply with Health and Safety Code § 7050.5 and Public Resources Code § 5097.98. Upon discovery of human remains, these statutes require LAWA to cease all excavation and disturbance of the site, to contact the coroner, to contact the Native American Heritage Commission (NAHC), if necessary, and to provide for appropriate treatment of the remains. *Upon complying with the above mentioned codes, impacts related to human remains would be less than significant. Therefore, this topic will not be evaluated further in the EIR.*

As impacts related to Cultural Resources would be less than significant, this topic will not be evaluated further in the EIR and no mitigation 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?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?

VI.a.i. Less than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. While the Project site is located within the seismically active Southern California region, it is not located within an Alquist-Priolo Special Study Zone.³⁰ Geotechnical literature indicates the Charnock Fault, a potentially active fault, may be located near or through the eastern portions of the LAX property. However, recent evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement of the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.³¹ *Therefore, impacts related to rupture of a known earthquake fault would be less than significant.*

VI.a.ii. Less than Significant Impact. The Project site is located in the seismically active Southern California region; however, there is no evidence of faulting at the Project site, and the Project site is not located within an Alquist-Priolo Special Study Zone.³² Nevertheless, all construction would be designed in accordance with the provisions of the FAA Advisory Circulars 150/5300-13, 5320-6E, and 5370-10E, regarding seismic construction materials and methods. Furthermore, the construction of the GSE Maintenance Facility would comply with the Los Angeles Building Code (LABC), which has strict requirements for structures located in earthquake zones. *Therefore, impacts related to strong seismic ground shaking would be less than significant.*

VI.a.iii. No Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil 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. The depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the Project site has a very low susceptibility to liquefaction. However, perched groundwater³³ conditions have been noted in the upper 20 feet to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered to be low to medium dense. Although liquefaction could occur in isolated localized areas, the overall potential for liquefaction at LAX is considered low.³⁴

Seismically induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,³⁵ flow liquefaction, and ground lurching.³⁶ Because existing slopes in the LAX vicinity are relatively small in area and of low angle and height (less than 15 feet) the overall potential for such failures is considered to be low.³⁷ The California Department of Conservation

³⁰ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

³¹ *Ibid.*

³² *Ibid.*

³³ Groundwater, generally shallow, that is isolated and not connected to an aquifer.

³⁴ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

(CDC) is mandated by the Seismic Hazards Act of 1990³⁸ 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 near the western edge of the Airport, within the dune area.³⁹ Since the project site has generally leveled topography, it would not be subject to slope instability.

Finally, the proposed Project would comply with the FAA Advisory Circulars 150/5300-13, 5320-6E, and 5370-10E, regarding seismic construction materials and methods, and with the LABC for the GSE Maintenance Facility. ***Therefore, no impacts related to liquefaction would occur.***

VI.a.iv. No Impact. The Project site and vicinity are relatively flat and are primarily surrounded by the Airport and urban development. Furthermore, the "Landslide Inventory and Hillside Areas in the City of Los Angeles" 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.⁴⁰ As the GSE Maintenance Facility is built along Imperial Highway, it would be located approximately 200 feet from the nearest hillside in the City of El Segundo. The proposed building would be buffered by Imperial Highway from landslides. ***Therefore, no impacts related to landslides would occur.***

b. Would the project result in substantial soil erosion or the loss of topsoil?

VI.b. Less than Significant Impact. The potential for soil erosion on the Project site is low due to its generally level topography. Construction of the proposed Project would include grading, excavation, and use of fill during construction. Conformance with City of Los Angeles Building Code (LABC) 7000 Sections 91.7001 – 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan that is reviewed by the Department of Building and Safety prior to construction should grading exceed 200 cubic yards and occur during the rainy season (between November 1 and April 15). In addition, LAWA would prepare an erosion control plan to reduce soil erosion. As part of such a plan, erosion and sediment control facilities will be provided throughout the duration of construction, existing inlets will be protected with filter fabric inserts, and disturbed areas will be seeded. ***Therefore, impacts related to soil erosion would be less than significant.***

³⁵ 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.

³⁶ 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.

³⁷ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

³⁸ Public Resources Code 2690–2699.6.

³⁹ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

⁴⁰ City of Los Angeles Planning Department. "Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles." *Safety Element of the City of Los Angeles General Plan*. June 1994.

- 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?**

VI.c. *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. 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.⁴¹ As the proposed Project will be utilized by heavy aircraft, the FAA has specific requirements to ensure that the pavement supports the anticipated weights during operations which will be incorporated into the design of the proposed Project. Furthermore, construction of the proposed GSE Maintenance Facility would comply with all requirements of the LABC, which has strict standards related to unstable soils. Project design and construction would be required to adhere to engineering and design recommendations of a geological and/or soils report required by LAMC Section 91.7006.2. *Therefore, impacts related to soil settlement would be less than significant.*

- d. **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?**

VI.d. *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 LAX could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be prone to expansion due to their high content of clay and silt.⁴² As proposed Project construction would occur in accordance with the aforementioned FAA Advisory Circulars, 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. Furthermore, construction of the GSE Maintenance Facility would comply with all requirements of the LABC which has strict standards related to expansive soils. All construction would occur in accordance with the LAMC Sections 91.7001 through 91.7016 and with the City of Los Angeles Department of Building and Safety requirements, which include construction requirements for grading, excavation, and foundation work, and the requirement to prepare a geological and/or soils report and adhere to all the engineering and design recommendations made in the report. *Therefore, impacts related to expansive soils would be less than significant.*

- 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?**

VI.e. *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. Consequently, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed Project. *Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur.*

As impacts related to Geology and Soils would be less than significant, this topic will not be evaluated further in the EIR and no mitigation is required.

⁴¹ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

⁴² *Ibid.*

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 application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

VII.a. and VII.b. Potentially Significant Impact. To date the City of Los Angeles does not have finalized thresholds to evaluate whether or not the proposed Project is a significant contributor of greenhouse gases (GHG). The SCAQMD has, however, drafted interim screening level thresholds of significance for commercial and residential projects as 3,000 metric tons (MT) of carbon dioxide equivalents (CO₂eq) a year, and 10,000 MTCO₂eq per year for industrial projects.

The California Air Resource Board (CARB) has established the 1990 statewide GHG emissions level as 427 teragrams (Tg; one Tg is equivalent to one million MTCO₂eq), which, as required under Assembly Bill 32, is the statewide GHG emissions level to be achieved by 2020. The construction GHG emissions of the proposed Project, even though very minor, could conflict with the Assembly Bill 32 GHG emissions reduction goals, and thus would be considered a potentially significant impact.

Operationally, the proposed Project would not generate additional GHG emissions because it would not result in increased airport capacity. However, the proposed Project may generate GHG emissions during construction that could have a significant impact on the environment and the EIR will evaluate whether the Project would generate greenhouse gas emissions or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. ***Therefore, impacts related to GHG will be evaluated further in the EIR.***

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 the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

VIII.a and VIII.b. Less than Significant Impact. The proposed Project would not require changes in any routine transport, use, or disposal of hazardous materials associated with operations at the Airport. Construction of the proposed Project may involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. The quantities of these materials would not be significantly different than another construction project of similar size. Furthermore, LAX has hazardous material spill protocols that can be implemented during construction and operations. During operations, the likelihood of exposure to hazardous materials from spills and/or releases would be similar to existing conditions. Compliance with the existing federal, state, and local regulations would reduce the potential for accidental release of hazardous materials. ***Therefore, impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant, and this topic will not be evaluated further in the EIR and no mitigation is required.***

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

VIII.c. No Impact. The nearest school is Imperial School, located approximately 0.33 miles southeast of the proposed GSE Maintenance Facility site. The proposed GSE Maintenance Facility would use chemicals and products associated with maintenance operations, including diesel fuel and other machinery fluids. The storage of these materials at LAX is regulated by the federal statutes and by LAWA protocols. However, the proposed GSE Maintenance Facility site is not located within 0.25 of a school. *Therefore, no impacts related to exposing schools to hazardous materials would occur, and this topic will not be evaluated further in the EIR and no mitigation is required.*

d. Is the project 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?

VIII.d. Potentially Significant Impact. Runway 7L/25R is not included on any agencies' list of hazardous materials sites.⁴³ However, there are other portions of the Airport that are listed on hazardous site lists, including sites within the Century Cargo Complex and the cargo area along Imperial Highway. In addition, there is the potential for encountering contaminated soils at the site of the proposed GSE Maintenance Facility during construction. *Therefore, potentially significant impacts related to hazardous materials sites would occur. As impacts related to hazardous sites would be potentially significant, this topic will be evaluated further in the EIR.*

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?

VIII.e. Less than Significant Impact. The proposed Project is designed to reduce safety hazards on the Runway for people working at or using the Airport, and in the vicinity of the Project site. Construction of the proposed Project may involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, compliance with the existing federal, state, and local regulations would reduce the potential for accidental release of hazardous materials. The proposed GSE Maintenance Facility would relocate existing employees from other parts of the Airport to the Project site. *Therefore, impacts related to the exposing people in an airport land use plan to hazardous materials would be less than significant, and this topic will not be evaluated further in the EIR and no mitigation is required.*

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

VIII.f. No Impact. The easternmost point of the Project site is located approximately two miles northwest of Hawthorne Airport, the closest private airstrip. Although the Project site is located near this private airstrip, as it is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. *Therefore, no impacts related to hazards from private airfields would occur, and this topic will not be evaluated further in the EIR and no mitigation is required.*

⁴³ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

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

VIII.g. Less than Significant Impact. Implementation of the proposed Project would alter ground access within the Project site during construction; however, local access would be adequately maintained through detours and diversions and emergency access would be coordinated and ensured through the implementation of the following LAX Master Plan EIR commitments:

- **LAX Master Plan Mitigation Measure MM-C-1. Establishment of Ground Transportation/Construction Coordination Office:** To coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes.
- **LAX Master Plan Mitigation Measure MM-C-2. Construction Personnel Airport Orientation:** All construction personnel will be required to attend a pre-construction Airport project-specific orientation that includes where to park, where staging areas are located, construction policies, etc.
- **LAX Master Plan Mitigation Measure MM-ST-9. Construction Deliveries:** Requires that construction deliveries needing lane closures receive prior approval from the Construction Coordination Office. The measure imposes that notification of deliveries be made with sufficient time to allow for any modifications of approved traffic detour plans.
- **LAX Master Plan Mitigation Measure MM-ST-12. Designated Truck Delivery Hours:** Defines the truck delivery hours for the project, which would avoid truck deliveries during peak traffic periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- **LAX Master Plan Mitigation Measure MM-ST-14. Construction Employee Shift Hours:** Defines the construction employee shift hours for the project, which should typically not coincide with peak traffic hours. To the extent possible and necessary, work periods would be extended to include weekends and multiple work shifts.
- **LAX Master Plan Mitigation Measure MM-ST-16. Designated Haul Routes:** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.
- **LAX Master Plan Mitigation Measure MM-ST-17. Maintenance of Haul Routes:** Haul routes will be maintained in compliance with the City of Los Angeles or other appropriate jurisdictional requirements for maintenance.
- **LAX Master Plan Mitigation Measure MM-ST-18. Construction Traffic Management Plan:** A complete construction traffic plan will be developed for the project to designate detour and/or haul routes, variable message and other sign locations, communication methods with Airport passengers, construction deliveries, construction employee shift hours and parking locations, and other relevant information.
- **LAX Master Plan Mitigation Measure MM-ST-19. Closure Restrictions of Existing Roadways:** Other than for short periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular or construction traffic, unless temporary detour route is available.
- **LAX Master Plan Mitigation Measure MM-ST-20. Stockpile Locations:** Stockpile locations will be where they can be accessed by construction vehicles with minimal or no disruption to adjacent streets.
- **LAX Master Plan Mitigation Measure MM-ST-21. Construction Employee Parking Locations:** Construction employee parking locations will be placed where they can be accessed by employees with minimal or no disruption to adjacent streets.

- **LAX Master Plan Mitigation Measure MM-ST-22. Designated Truck Routes:** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets).

With implementation of these commitments to the design of the proposed Project, impacts related to emergency access and response plans would be less than significant, and this topic *will not be evaluated further in the EIR and no mitigation is required*.

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

VIII.h. No impact. The proposed Project is located in a developed, paved, urbanized area. There are no wildlands located within the Project site. In addition, the Project site is not within the City of Los Angeles Wildfire Hazard Area.⁴⁴ Consequently, the proposed Project would not expose people or structures to significant loss, injury, or death due to wildland fires. *Therefore, no impacts related to wildland fires would occur, and this topic will not be evaluated further in the EIR and no mitigation is required.*

IX. HYDROLOGY AND WATER QUALITY

Would the project:

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

IX.a. Less than Significant Impact. The demolition, grading, and other construction phases of the proposed Project would require temporary disturbance of surface soils and removal of asphalt and ornamental vegetative cover which could potentially result in on-site erosion and sedimentation. Erosion and sedimentation attributable to construction activities could potentially impact water quality. Any stockpiles and excavated areas on the Project site would be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation into nearby storm drains.

Development of the Project site is in excess of one acre and would require a Statewide General Construction National Pollutant Discharge Elimination System (NPDES) Permit (Order No 2009-0009-DWQ). The NPDES permit requires compliance with construction-specific pollutant numerical levels and regional water-quality objectives. In addition, the NPDES ensures that a state's mandatory standards for clean water and the federal minimums are met during construction. The NPDES permit sets forth conditions that would help prevent sedimentation and soil erosion through implementation of a construction Storm Water Pollution Prevention Plan (SWPPP) and also calls for periodic inspections by City or Regional Water Quality Control Board staff. A SWPPP is a written document that describes the construction activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the Project site and activities associated with construction are evaluated for potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in stormwater runoff. During construction, the proposed Project would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, and check dams.

As part of the Los Angeles River watershed, LAWA would also conform to the City of Los Angeles' requirements for preparation of a project-specific Standard Urban Stormwater Mitigation Plan (SUSMP)⁴⁵ that would address project-related pollutants and would incorporate permanent (post-construction) BMPs⁴⁶, which are incorporated during the design phase. The BMPs included in the proposed Project

⁴⁴ City of Los Angeles, *Safety Element of the City of Los Angeles General Plan*, 1996.

⁴⁵ City of Los Angeles Municipal Code §§ 64.00 et seq. available: <http://www.amlegal.com/library/ca/losangeles.shtml>

⁴⁶ Additional details on applicable BMPs (including the BMP Handbook) are available at: <http://www.lastormwater.org/siteorg/download/partb.htm>

design would maintain or reduce peak stormwater runoff discharge rates and volume and would minimize or prevent storm-water pollution. Post-construction water quality requirements are already managed at LAX with conformance to the SUSMP requirements. The proposed Project includes a treatment system which consists of Continuous Deflective Separation (CDS) units in combination with an underground infiltration system which diverts the first flush of stormwater to a pre-treatment device and, where applicable, downstream through an underground infiltration system. An underground infiltration system will remove both the suspended solids and heavy metals prior to releasing the filtered water to percolate into the natural ground.

The storm drain improvements for the proposed RSA improvements will be limited to providing SUSMP required stormwater treatment only for drainage systems receiving runoff from new taxiway and runway pavement surfaces, and replacing only the sections of storm drain pipe that are under new taxiway and runway pavement areas. Therefore, impacts related water quality standards or waste discharge requirements would be less than significant. *Therefore, this topic will not be evaluated further in the EIR and no mitigation is required.*

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

IX.b. No Impact. The proposed Project would include a new stormwater infiltration facility that would increase groundwater recharge. No depletion of groundwater supplies is anticipated. *Therefore, no impacts related to groundwater quality would occur, and this topic will not be evaluated further in the EIR and no mitigation 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 that would result in flooding on- or off-site?**

IX.c and IX.d. Less Than Significant. In general, Sepulveda Boulevard divides the drainage pattern of the Airport, with the area west of Sepulveda Boulevard draining to Santa Monica Bay and the area east of Sepulveda Boulevard draining to the Dominguez Channel.⁴⁷ Existing surface drainage at LAX is conveyed into storm drains and flood control structures that ultimately discharge to Santa Monica Bay, the Dominguez Channel, the Argo Drain, the Pershing Drain, the Imperial Drain, and the Culver Drain. The proposed Project is located in the South Airfield area that drains to the Argo Drain outfall and to the Dominguez Channel which discharges to Santa Monica Bay via the Los Angeles County outfall.

The proposed Project has elements on both sides of Sepulveda Boulevard. The construction of the proposed Project would rehabilitate pavement and extend paved and unpaved segments of runways and taxiways but would not change the topography or place structures that would change the established drainage patterns discussed above. The demolition of Air Freight Building No. 8 and the construction of the proposed GSE Maintenance Facility would not substantially change the topography of the area. *Therefore, impacts related to changes to drainage patterns would be less than significant, and this topic will not be evaluated further in the EIR and no mitigation is required.*

⁴⁷ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.

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?

IX.e. Potentially Significant Impact. Drainage runoff calculations were developed during proposed Project design to characterize the flows resulting from the Runway extension and taxiway construction for the RSA as well as for the rehabilitation and extension on the eastern side of the Runway to ensure that any increase in runoff volume generated by the proposed Project can be adequately conveyed to the appropriate Los Angeles County Flood Control District drainage system. The proposed Project falls under Category 5 - 100,000 or more square feet of impervious surface in industrial/commercial development, triggering the SUSMP requirement for media filtration. The proposed Project would have an estimated runoff increase (for peak run-off flows for a 25-year frequency storm rainfall event) of approximately 3 cubic feet per second (cfs) for the western Runway improvements and of approximately 4 cfs for the eastern Runway improvements.⁴⁸ As described in Section IX.a above, BMPs would be incorporated into the proposed Project's design to reduce water-quality impacts by considering post-construction potential pollutants that may be generated by the proposed Project and the pollutants that are causing impairments to downstream receiving waters. Impacts related to storm drain system capacity and increased runoff would be potentially significant. *Therefore, this topic will be evaluated further in EIR.*

f. Otherwise substantially degrade water quality?

IX.f. Less than Significant Impact. During construction of the proposed Project, demolition and grading of the Project site would require temporary disturbance of surface soils and removal of asphalt and ornamental vegetative cover which could potentially result in erosion and sedimentation on-site. Any stockpiles and excavated areas on the Project site could potentially be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation into immediate area storm drains.

Construction storm-water pollutant discharges from the Project site would not occur through compliance with the Statewide General Construction NPDES Permit (Order No 2009-0009-DWQ). The NPDES requires compliance with construction specific pollutant numerical levels and regional water-quality objectives. (See Section IX.a above.) With compliance with NPDES requirements, construction impacts related to water quality would be less than significant. During operations of the proposed Project, the SWPPP associated with industrial activities at LAX would apply. This specific program addresses the Project site's compliance with the Statewide General Industrial Permit (Site-specific WDID # 4 191004995). *Therefore, operational impacts related to water quality would be less than significant. Consequently, this topic will not be evaluated further in the EIR and no mitigation is required.*

⁴⁸ URS, *Runway 7L/25R Safety Area (RSA) Project Engineer's Design Report 30% Design Final Submittal*, April 8, 2011; and HNTB, *Runway25R & Taxiway B East End Rehabilitation and Taxiway C Extension Preliminary Engineer's Design Report 30% Design*, August 16, 2011

- g. Place housing within a 100-year floodplain, 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 floodplain structure that 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?**

IX.g, IX.h, and IX.i. No Impact. The proposed Project is located in Zone C of the FEMA Flood Insurance Map, an area of minimal flooding.⁴⁹ The proposed Project does not involve development of housing units or structures of any kind. *Therefore, no impacts related to exposing housing or structures to significant flooding. Consequently, this topic will not be evaluated further in the EIR and no mitigation is required.*

- j. Inundation by seiche, tsunami, or mudflow?**

IX.j. No Impact. LAX is not located within the tsunami inundation zone and the proposed Project would not be considered at risk for impacts from seiches or tsunamis.⁵⁰ Mudflows would also not be considered a risk due to the existing geology and topography in the Project site. *Therefore, no impacts related to risk from tsunamis, seiches, or mudflows would occur. Consequently, this topic will not be evaluated further in the EIR and no mitigation is required.*

X. LAND USE AND PLANNING

Would the project:

- a. Physically divide an established community?**
- b. Conflict with any 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?**

X.a., X.b., and X.c. No Impact. The proposed Project would be developed entirely within the existing Airport property. Land uses surrounding the South Airfield Complex include airport uses.⁵¹ No land use acquisition or new facilities are proposed in the surrounding communities that would physically divide any established community. The construction of the GSE Maintenance Facility along Imperial Highway would not affect community cohesion as this building would be located north of Imperial Highway within the Airport boundary away from residential uses. Imperial Highway also serves as a physical barrier between the City of Los Angeles and the City of El Segundo.

Land use designations and development regulations applicable to LAX, including the Project site, are set forth in the LAX Plan and the LAX Specific Plan. The Project site is in an area designated in the LAX Plan as “Airport Airside.” Within the LAX Specific Plan, the Project site is in an area designated within the Airport Airside subarea and zoned “LAX – A Zone, Airport Airside Sub-Area.” The proposed Project would be compatible with existing on-site uses, as it would extend existing runways and create taxiways where these uses already exist. No change in zoning and/or LAX Master Plan or Specific Plan land use designation is anticipated due to the proposed Project. Furthermore, the proposed Project would not

⁴⁹City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

⁵⁰State of California Emergency Management Agency, California Geological Survey, and University of Southern California. *Tsunami Inundation Map for Emergency Planning Venice Quadrangle*. March 1, 2009.

⁵¹City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

increase overall capacity at LAX, which would not conflict with established goals of the LAX Master Plan or Specific Plan. The Los Angeles/El Segundo Dunes, managed by LAWA, supports the largest of the four remaining occupied habitats for the El Segundo Blue Butterfly, which the City has designated as a Habitat Restoration Area pursuant to City Ordinance 167940 for the long-term conservation of the El Segundo Blue Butterfly. There are no direct impacts to the El Segundo Blue Butterfly Habitat Restoration Area anticipated during construction because that area is located at least 3,345 feet from the Project site. Indirect impacts from construction activities, including staging and stockpiling of materials that may have the potential to result in deposition of fugitive dust within the occupied habitat of the El Segundo Blue Butterfly, would be avoided via standard dust control measures that are part of the LAX Master Plan Commitments which would be employed as part of the proposed Project:

- LAX Master Plan Mitigation Measure MM-AQ-2. Mitigation Plan for Air Quality - Construction- Related Mitigation Measures.** This measure describes numerous specific actions to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction. These actions are listed in the table below.

Measure	Type of Measure
Post a publically visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Fugitive Dust
Prior to final occupancy, the applicable demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Fugitive Dust
All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.	Fugitive Dust
Pave all construction access roads at least 100 feet on to the site from the main road.	Fugitive Dust
To the extent feasible, have construction employees' work/commute during off-peak hours	On-Road Mobile
Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.	On-Road Mobile
Prohibit staging and parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals.	Non-road Mobile
Prohibit construction vehicle idling in excess of ten minutes.	Non-road Mobile
Utilize on-site rock crushing facility, where feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.	Non-road Mobile
Specify combination of electricity from power poles and portable diesel- or gasoline-fuel generators using "clean burning diesel" fuel and exhaust emission controls	Stationary Point Source Controls
Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.	Mobile and Stationary
Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).	Mobile and Stationary

Measure	Type of Measure
Require that all construction equipment working on-site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.	Mobile and Stationary
Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Mobile and Stationary
The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.	Administrative

- LAX Mitigation Measure MM-ET-3. El Segundo Blue Butterfly Conservation – Dust Control.**
 To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly.

With implementation of these mitigation commitments, impacts related to habitat conservation plans would be less than significant.

As no impacts related to Land Use and Planning would occur, this topic will not be evaluated further in the EIR and no mitigation is required.

XI. MINERAL RESOURCES.

Would the project:

- 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?**
- 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?**

XI.a. and XI.b. No Impact. The State Mining and Geology Board classifies mineral resource zones throughout the state. As indicated in the LAX Master Plan Final EIS/EIR, the Project site is located within a MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.⁵² The Project site is developed with airport-related uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively mined mineral resources on the Project site. Therefore, the proposed Project would not affect access to or the availability of valued mineral resources. The Project site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.⁵³ *No impacts related to mineral resources would occur.*

As no impacts related to Mineral Resources would occur, this topic will not be evaluated further in the EIR and no mitigation is required.

⁵² City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

⁵³ City of Los Angeles, Planning Department. *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?**

XII.a. Potentially Significant Impact. The Project site is located within a highly developed, urbanized area consisting of airport, commercial, transportation, and residential land uses. Ambient noise levels in the immediate vicinity of the Project site are characterized by frequent commercial aircraft arrival and departure operations. The nearest off-site existing noise sensitive residential land uses are located in the City of El Segundo, approximately 300 feet south of the proposed GSE Maintenance Facility along Imperial Highway. The nearest noise-sensitive receivers in the City of Los Angeles are homes and a hotel located in the northeast intersection of La Cienega Boulevard and West 104th Street (over ½-mile east of the eastern end of the Runway). These areas are currently exposed to noise levels in excess of federal and state standards of 65 dBA Day/Night Level (DNL) and Community Noise Equivalent Level (CNEL), respectively.

While the proposed Project will not cause any long-term changes in departures and arrivals runway utilization, easterly departures on Runway 7L, which are less than two percent of aircraft departures at LAX, will take off from the new 7L runway end after proposed Project completion, which will be 832 feet west of the existing runway end. While it is unlikely for such relatively minor operational changes to cause any significant permanent changes in aircraft noise exposure at the City of El Segundo residences, *post-project aircraft noise levels from the Runway and from the Imperial Highway site for the proposed GSE Maintenance Facility will nevertheless be evaluated in the EIR to determine whether the proposed Project would cause any new locations in the vicinity of the Airport to be exposed to levels above 65 dBA CNEL.*

Construction Noise

Construction of the proposed Project would result in noise generated by on-site equipment and activities, such as pavement demolition, excavation, grading, and paving. Impacts associated with exposure of persons to or generation of noise levels in excess of applicable construction standards will be evaluated in the EIR and construction noise mitigation measures will be identified, if necessary.

Furthermore, the proposed construction sequencing for the Runway 25R reconstruction would require an approximate three-month closure of the Runway. As the Runway is the primary departure runway on the South Airfield, the proposed closure will require shifting aircraft traffic from this runway to other runways at LAX for the duration of construction. The shift in aircraft flight patterns during the three-month period has the potential to result in significant airport noise exposure changes, causing noise levels to exceed airport noise standards in some noise-sensitive areas. Aircraft noise exposure effects will be evaluated further in the Runway 7L/25R Project EIR.

The construction of the GSE Maintenance Facility and associated developments in the vicinity would occur within the designated construction hours as permissible under the City of Los Angeles zoning and noise ordinances. Nevertheless, construction would require hauling of materials to and from this site and would involve equipment generating noise that may exceed construction noise criteria. *Therefore, impacts associated with exposure of persons to, or generation of, noise levels in excess of applicable construction standards will be evaluated in the EIR.*

- b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?**

XII.b. Less Than Significant Impact. The nearest off-site existing noise-sensitive residential land uses are approximately 300 feet south of the Project site in the City of El Segundo. Construction activities associated with the proposed Project primarily include site clearing, excavation, grading, paving building

erection, and site finishing. These activities may potentially include heavy impact actions that could generate localized ground vibration. Generally speaking, even the most vibration-intensive construction activities (i.e. pile driving) would need to occur within 50 feet of a sensitive use to be perceptible.⁵⁴ At the closest distance to existing homes in the City of El Segundo (i.e. 300 feet), it is not likely that the proposed Project construction will result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. *Therefore, impacts related to ground-borne vibration would be less than significant, and this topic will not be evaluated further in the EIR and no mitigation is required.*

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

XII.c. Potentially Significant Impact. Operationally, the proposed Project does not increase aviation capacity and would not change aircraft arrival and departure locations or taxi times for the majority of flights. A small number of flights would begin their departure from the new 7L runway end, located 832 feet west of the existing runway end, during east-flow departures (less than 2% of departures). While the change in departure location for such a low percentage of overall flights would probably not cause a change in long-term cumulative noise levels from aircraft operations, *this topic will be evaluated further in the EIR to determine the level of significance of potential changes in aircraft noise exposure.*

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

XII.d. Potentially Significant Impact. Temporary construction activity could potentially impact off-site locations such as those adjacent to transportation corridors leading to the Project site. Aircraft operations may be shifted to other runways due to shortened runway conditions (approximately 15 weeks for the RSA improvements on the western end of the Runway) and runway closure (approximate three-months for the work on the eastern end of the Runway). Due to construction activities and potential temporary changes in flight operations, the proposed Project may cause substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels that exist without the proposed Project, which would result in potential significant impacts. *Furthermore, the noise from constructing the GSE Maintenance Facility could potentially impact the nearest residences to the south of the Imperial Highway and will need to be further assessed. Temporary impacts to ambient noise levels will be evaluated further in the EIR.*

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?

XII.e. Potentially Significant Impact. The proposed Project is an airport safety improvement project located on the South Airfield at LAX (**Figure 1**) in the City of Los Angeles. Although the proposed Project is not at an off-airport location, the extension of the Runway could potentially place new receivers within the LAX noise impact areas. *This topic will be evaluated further in the EIR.*

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?

XII.f. No Impact. The easternmost point of the Project site is located approximately two miles northwest of Hawthorne Airport, the closest private airstrip. Although the Project site is located near this private airstrip, as it is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. Therefore, no impacts related to noise from private airfields would occur. *This topic will not be evaluated further in the EIR and no mitigation is required.*

⁵⁴ Caltrans Transportation and Construction Induced Vibration Guidance Manual (June 2004).

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?

XIII.a., XIII.b., and XIII.c. No Impact. The proposed Project does not include residential or business development and would not induce population growth that would require additional housing. The infrastructure improvements that are proposed would not be utilized by the general public and are not considered to be employment-generating. The employees expected to work on the Project site are existing employees that would move to the GSE Maintenance Facility from Air Freight Building No. 8 rather than represent new employees. Furthermore, the proposed Project will not displace existing housing or residential populations. *Therefore, no impacts related to population or housing growth and displacement would occur. As no impacts related to Population and Housing would occur, this topic will not be evaluated further in the EIR and no mitigation is required.*

XIV. PUBLIC SERVICES

Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

Fire Protection. Less Than Significant Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection services throughout LAX, including the Project site. Three LAFD fire stations are located on the LAX property (Fire Station Nos. 80, 51, and 95), with the new Fire Station No. 80 located less than one mile to the east of the Project site within the airfield. Finally, the proposed Project would comply with all applicable LAWA, City, state, and federal fire codes and ordinances, including but not limited to the LAX Master Plan commitment identified below, which have been formulated to ensure that proper fire protection features, emergency access, fire flow, etc., are incorporated into the development.

- **LAX Master Plan Commitment FP-1. LAFD Design Recommendations:** During the design phase prior to initiating construction the project, LAWA will work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD, and listed below:
 - Emergency Access. During Plot Plan development and the construction phase, LAWA will coordinate with LAFD to ensure that access points for off-airport LAFD personnel and apparatus are maintained and strategically located to support timely access. In addition, at least two different ingress/egress roads for each area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided.

- Fire Flow Requirements. Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new facilities. The fire flow requirements for individual Master Plan improvements will be determined in conjunction with LAFD and will meet, or exceed, fire flow requirements in effect at the time.
- Fire Hydrants. Adequate off-site public and on-site private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans.
- Street Dimensions. New development will conform to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan.
- Road Turns. Standard cut-corners will be used on all proposed road turns.
- Private Roadway Access. Private roadways that will be used for general access and fire lanes shall have at least 20 feet of vertical access. Private roadways will be built to City of Los Angeles standards to the satisfaction of the City Engineer and the LAFD.
- Dead-End Streets. Where fire lanes or access roads are provided, dead-end streets will terminate in a cul-de-sac or other approved turning area. No fire lane shall be greater than 700 feet in length unless secondary access is provided.
- Fire Lanes. All new fire lanes will be at least 20 feet wide. Where a fire lane must accommodate a LAFD aerial ladder apparatus or where a fire hydrant is installed, the fire lane will be at least 28 feet wide.
- Building Setbacks. New buildings will be constructed no greater than 150 feet from the edge of the roadways of improved streets, access roads, or designated fire lanes.
- Building Heights. New buildings exceeding 28 feet in height may be required to provide additional LAFD access.
- Construction/Demolition Access. During demolition and construction activities, emergency access will remain unobstructed.
- Aircraft Fire Protection Systems. Effective fire protection systems will be provided to protect the areas beneath the wings and fuselage portions of large aircraft. This may be accomplished by incorporating foam-water deluge sprinkler systems with foam-producing and oscillating nozzle (per NFPA 409, aircraft hangars for design criteria).

Implementation of the proposed Project is not expected to increase the capacity of the Airport operations, traffic congestion (except temporarily during construction), or the number of passengers. Consequently, the proposed Project would not require additional support from Airport or local fire departments or require new or expanded fire facilities. ***With implementation of the LAX Master Plan Mitigation and Commitments, impacts related to fire services will be less than significant.***

Police Protection. Less Than Significant Impact. The Los Angeles World Airports Police Division (LAWAPD), the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail), and the Los Angeles Police Department (LAPD) provide police protection services to LAX, including the Project site. The LAWAPD is located just east of the CTA and the LAPD LAX Detail station is also located on the east side of the airport. Demand for on-airport police protection services is typically determined by increases in aircraft activity and employees. Implementation of the proposed Project is not expected to increase the capacity of the Airport operations, traffic congestion (except temporarily during construction), or the number of passengers. Consequently, the proposed Project would not require additional support from Airport or local police departments or require new or expanded police facilities. ***Therefore, less than significant impacts related to police protection services would occur.***

Schools, Parks, and Other Public Facilities. No Impact. As discussed in XIII, the proposed Project does not include a residential element nor will it increase employment at the Airport during operations. The proposed GSE Maintenance Facility will relocate existing employees currently working elsewhere at the Airport. Consequently, there is no population growth that would increase demands for schools, parks, or other public facilities, such as libraries. ***Therefore, no impacts related to schools, parks, and other public facilities would occur.***

As no impacts related to Public Services would occur, this topic will not be evaluated further in the EIR and no mitigation is required.

XV. RECREATION

Would the project:

- 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 that might have an adverse physical effect on the environment?**

XV.a. and XV.b. No Impact. The proposed Project does not include a housing component that would increase the resident population around the LAX area nor will it increase the number of employees. The proposed GSE Maintenance Facility will relocate existing employees currently working elsewhere at the Airport. Consequently, no increased demand for recreational facilities beyond the existing demand and no physical deterioration of recreational areas would occur. As discussed in XIV, the proposed Project would not increase the use of existing parks or recreational facilities and does not include the construction or expansion of recreational facilities. ***No impacts related to Recreation would occur.***

As no impacts related to Recreation would occur, this topic will not be evaluated further in the EIR and no mitigation is required.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

- a. Conflict with an application 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?**

XVIa., XVIb., and XVIc. Potentially Significant Impact. Construction of the proposed Project would generate traffic associated with workers traveling to and from the construction employee parking and staging areas, and the associated shuttle trips between any utilized auxiliary parking areas and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in increased traffic volumes on the local roadway system during the construction period and affect both personal vehicles and public transit travel times and safety. And, although the proposed Project is designed to improve aviation safety, during construction there is a potential to create new or substantially different/increased aviation safety impacts due to the proposed 3-month closure of Runway

7L/25R. *Therefore, impacts related to circulation plans and programs, and impacts related to changes in air traffic patterns would be potentially significant, and these topics will be evaluated further in the EIR.*

- d. Substantially increase hazards 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?

XVI.d through XVI.f. No Impact. The proposed Project would not require operational modifications to the existing on-airport circulation system, the existing transportation adjacent to LAX, or the regional access system. The proposed Project is an airport safety improvement project, and implementation of the proposed Project would potentially decrease hazards to design or incompatible uses. Additionally, the proposed Project would not increase traffic on the surrounding street network during operations or modify the long-term circulation and emergency access systems to the Airport. Consequently, the proposed Project would not conflict with approved or adopted policies regarding other modes of transit. *Therefore, no impacts related to increasing hazards to a design feature would occur, nor impacts related to inadequate emergency access, or conflict with adopted plans would occur and these topics will not be evaluated further in the EIR and no mitigation is required.*

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?
- c. Require or result in the construction of new storm water 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 could serve the project, that it has adequate 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?

XVIIa. through XVIIg. Less Than Significant Impact. The proposed Project does not include the addition of new uses or components that would result in an increase in population or employment that would increase wastewater generation or increase demand for water. As discussed, the proposed GSE Maintenance Facility will relocate existing employees from Air Freight Building No.8 (which will be demolished) and will not generate additional employment. Therefore, wastewater generation and water demand at the GSE Maintenance Facility would be similar to existing conditions. During construction, the increase in wastewater generation will be minimal, as would be the demand for water. Consequently, the proposed Project would not result in the need for a new water supply or water or wastewater treatment

facilities. Also, the proposed Project would include construction of new stormwater drainage system which would result in a benefit to groundwater recharge. Construction of these drainage facilities is not anticipated to have significant impacts, as they will follow the building requirements of LAX and the City of Los Angeles and would occur entirely on Airport property. Water supplies are available to accommodate water demand at LAX.⁵⁵ The proposed Project would be implemented for safety purposes and would not increase Airport capacity or employee population. As discussed, the proposed GSE Maintenance Facility will relocate existing employees from Air Freight Building No. 8 (which will be demolished) and will not generate additional employment. Therefore, water demand at the GSE Maintenance Facility would be similar to existing conditions. Construction activities would require water usage and reclaimed water would be used for dust suppression whenever feasible, which would reduce the quantity of potable water required.

The proposed GSE Maintenance Facility will relocate existing employees from Air Freight Building No. 8 (which will be demolished) and will not generate additional employment. Therefore, wastewater generation at the GSE Maintenance Facility would be similar to existing conditions. During construction, the increase in wastewater generation will be minimal. Consequently, construction and operation of the proposed Project would not result in the need for new water supply or water or wastewater treatment facilities. Therefore, impacts related to wastewater treatment capacity would be less than significant.

There are eight major landfills and several smaller landfills currently accepting municipal solid waste in Los Angeles County. Disposal capacity is anticipated to be available well beyond 2015.⁵⁶ Construction and demolition activities for the proposed Project would generate a substantial amount of solid waste; however, the proposed Project would adhere to LAWA's recycling program and mitigation measures, which are intended to comply with Assembly Bill 939. Removed pavement from the Project site would be used as filler below any new paving, and any materials would be reused to the extent possible. The proposed GSE Maintenance Facility will relocate existing employees from Air Freight Building No. 8 (which will be demolished) and will not generate additional employment. Therefore, solid waste generation at the GSE Maintenance Facility would be similar to existing conditions.

The use of reclaimed water, additional water conservation, and solid waste measures are incorporated into the following LAX Master Plan Commitments:

- **LAX Master Plan Commitment W-1. Maximized Use of Reclaimed Water:** To the extent feasible, LAWA will maximize the use of reclaimed water, as an offset for potable water use, in Master Plan-related facilities and landscaping.
- **LAX Master Plan Commitment W-2. Enhanced Existing Water Conservation Program:** This is a program to minimize the potential for increased water use due to implementation of the Master Plan.
- **LAX Master Plan Commitment SW-1. Implement an Enhanced Recycling Program:** LAWA will enhance their existing recycling program, based on successful programs at other airports and similar facilities. Features of the enhanced recycling program will include: expansion of the existing terminal recycling program to all terminals, including new terminals; development of a recycling program at LAX Northside/Westchester Southside; lease provisions requiring that tenants meet specified diversion goals; and preference for recycled materials during procurement where, practical and appropriate. *Note: Subsequent to the approval of the LAX Master Plan, LAWA adopted the "LAWA Sustainable Airport Planning, Design and Construction Guidelines" for implementation on all airport projects. These Guidelines provide goals and performance standards for recycling of materials during both construction and operation of airport facilities in accordance with the*

⁵⁵ City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

⁵⁶ *Ibid.*

provisions of Master Plan Commitment SW-1. LAXA has also implemented an enhanced recycling program at LAX as outlined in the "LAX Recycling Plan" which provides updated guidelines for recycling operations at LAX.

- **LAX Master Plan Commitment SW-2. Requirements for the Use of Recycled Materials during Construction:** LAXA will require, where feasible, that contractors use a specified minimum percentage of recycled materials during construction of LAX Master Plan improvements. The percentage of recycled materials required will be specified in the construction bid documents. Recycled materials may include, but are not limited to, asphalt, drywall, steel, aluminum, ceramic tile, cellulose insulation, and composite engineered wood products. The use of recycled materials in LAX Master Plan construction will help to reduce the project's reliance upon virgin materials and support the recycled materials market, decreasing the quantity of solid waste requiring disposal.
- **LAX Master Plan Commitment SW-3. Requirements for the Recycling of Construction and Demolition Waste:** LAXA will require that contractors recycle a specified minimum percentage of waste materials generated during demolition and construction. The percentage of waste materials required to be recycled will be specified in the construction bid documents. Waste materials to be recycled may include, but are not limited to, asphalt, concrete, drywall, steel, aluminum, ceramic tile, and architectural details.

Due to increased water conservation measures as stated in the LAX Master Plan as well as the projected availability of local water supplies as stated in the Master Plan⁵⁷, impacts related to water supply would be less than significant.

As impacts related to Utilities and Service Systems would be less than significant, this topic will not be evaluated further in the EIR and no additional mitigation is required

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a 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?**

XVIII.a. Less than Significant Impact. As discussed in IV, the proposed Project would not affect the quality of the environment for biological resources. There are no listed endangered, threatened or special status species, riparian/wetland areas, trees, or wildlife movement corridors known to occur at the Project site, and fairy shrimp cysts, which were documented on the Project site and at other locations within the airport property in the past, have been removed and relocated from the Project site. Furthermore, the proposed Project would not result in significant indirect impacts on the El Segundo Blue Butterfly given a suite of applicable LAX Master Plan mitigation measures and other factors. Therefore, the proposed Project would not have the potential to result in significant biological resources impacts, and no mitigation measures are required.

As discussed in Section V, historical surveys previously conducted of the airport property have not identified any historic resources on the Project site. Air Freight Building No. 8 and Runway 7L/25R have been determined to not be eligible for historic status. For archaeological and paleontological resources, with implementation of the LAX Master Plan EIR commitments, impacts to cultural resources would be less than significant.

⁵⁷City of Los Angeles, Los Angeles World Airports (LAXA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, SCH#1997061047, April 2004.

- b. Does the project have impacts that 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, effects of other current projects, and the effects of probable future projects.)**

XVIII.b. Potentially Significant Impact. Implementation of the proposed Project could potentially result in cumulative impacts when considered with other present and planned projects at the Airport and in the surrounding area, particularly with respect to aesthetics, air quality, greenhouse gases, hazards and hazardous materials, hydrology, noise, and traffic. In order to provide a conservative analysis, this Initial Study assumes that the proposed Project could have impacts which are individually limited but cumulatively considerable in each of these issue areas. Therefore, the cumulative impacts in terms of each of these impact areas will be evaluated in an EIR. For the other environmental issues, the proposed Project would be located too far away from sensitive uses, and/or result in such minor impacts, that it would not have the potential to generate cumulatively considerable impacts in combination with the limited number of other past, current or probable future projects in the vicinity of the Project site.

- c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

XVIII.c. Potentially Significant Impact. Implementation of the proposed Project may result in adverse environmental effects in terms of the environmental issues listed under Response No. XVIII.b above 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 further in an EIR. For the other environmental issues, the proposed Project would be located too far away from sensitive uses, and/or result in such minor impacts, that it would not have the potential to generate environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly.

This Page Intentionally Left Blank

4.0 REFERENCES

- California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.
- California Department of Transportation, *Transportation and Construction Induced Vibration Guidance Manual*, June 2004.
- California Public Resources Code, Section 2690–2699.6 et seq. available: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=02001-03000&file=2690-2699.6>, accessed August 2012.
- City of Los Angeles, Department of City Planning, *Safety Element of the City of Los Angeles General Plan*, 1994.
- City of Los Angeles, Department of City Planning. *Safety Element of the City of Los Angeles General Plan*, “Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles,” 1994.
- City of Los Angeles, Planning Department. *Safety Element of the City of Los Angeles General Plan*, “Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles,” 1994.
- City of Los Angeles, Department of City Planning, *Transportation Element of the Los Angeles General Plan*, 1999.
- City of Los Angeles, Department of Public Works, *BMP Handbook*, available: <http://www.lastormwater.org/siteorg/download/partb.htm>, accessed August 2012.
- City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Statement/Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, SCH#1997061047*, April 2004.
- City of Los Angeles, Los Angeles World Airports (LAWA), *LAX Street Frontage & Landscape Development Plan Update*, March 2005.
- City of Los Angeles Municipal Code, Section 64.00 et seq. available: <http://www.amlegal.com/library/ca/losangeles.shtml>, accessed August 2012.
- Federal Aviation Administration, in cooperation with the U.S. Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services. *Wildlife Hazard Management at Airports*. Second edition. July 2005.
- Federal Aviation Administration and Los Angeles World Airports, *LAX Runway 7L/25R Runway Safety Area Project and Associated Improvements Draft Environmental Assessment*, September 2012.
- HNTB, *Runway 25R & Taxiway B East End Rehabilitation and Taxiway C Extension Preliminary Engineer’s Report*, 2011.
- Ricondo and Associates, *Runway 7L-25R Safety Area (RSA) Practicability Study for Los Angeles International Airport*, December 2009.
- State of California Emergency Management Agency, California Geological Survey, and University of Southern California. *Tsunami Inundation Map for Emergency Planning Venice Quadrangle*. March 1, 2009.
- URS Corporation, *Runway 7L-25R Safety Area (RSA) Project Los Angeles International Airport Engineer’s Design Report*, April 2011.
- U.S. Fish and Wildlife Service, “Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Riverside Fairy Shrimp (*Streptocephalus woottoni*),” 70 Federal Register 19154, Final Rule: April 12, 2005.

This Page Intentionally Left Blank

5.0 PREPARERS AND PERSONS CONTACTED

LEAD AGENCY

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

Herb Glasgow, Chief of Airport Planning (Project Manager)

Evelyn Quintanilla, City Planner

INITIAL STUDY PREPARATION

URS Corporation
915 Wilshire Boulevard, Suite 700
Los Angeles, CA 90017

Kavita Mehta, Project Manager

Jaime R. Guzmán, Senior Planner and Deputy Project Manager

Farshad Farhang, Senior Noise Specialist

Tin Cheung, Senior Air Quality Specialist

Roopa Dandamudi, Planner

Henry Choi, Planner

Jang Seo, Graphic Designer

This Page Intentionally Left Blank