INITIAL STUDY CHECKLIST

LEAD AGENCY	COUNCIL DISTRICT	DATE
Los Angeles World Airports (LAWA)	Council District 11	February 8, 2013

RESPONSIBLE AGENCIES: City of Los Angeles, Los Angeles International Airport Board of Airport Commissioners, Federal Aviation Administration

PROJECT TITLE/NO.	CASE NO.
Los Angeles International Airport (LAX) Midfield Satellite Concourse	To be assigned

PREVIOUS ACTIONS CASE NO.	
Los Angeles International Airport Master Plan Case No. CF-00-1774-S4 and CPC 2003-4647 GPA/ZC/CA/MPR LAX Master Plan EIR (SCH#1997061047)	☒ **DOES** have significant changes from previous actions. ☐ **DOES NOT** have significant changes from previous actions.

PROJECT DESCRIPTION:

The West Satellite Concourse was approved in 2004 as part of the Master Plan for Los Angeles International Airport (LAX) and was analyzed at a programmatic level in the certified Environmental Impact Report (EIR) and in the Federal Aviation Administration (FAA)-approved Environmental Impact Statement (EIS). The overall MSC Program, as documented in the LAX Master Plan, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A new Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP: and
- Construction of new taxiways/taxilanes, apron areas, and utilities to service the MSC.

The 2004 LAX Specific Plan required that the West Satellite Concourse be included in the LAX Specific Plan Amendment Study. However, in the 2006 Stipulated Settlement, the relevant parties agreed to remove the West Satellite Concourse and associated Automated People Mover from the LAX Specific Plan Amendment Study, allowing for a separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse (MSC).

The MSC Program approved in 2004 consists of a new multi-level concourse located within the western portion of the airfield west of the existing Tom Bradley International Terminal (TBIT) and associated passenger processing space in a proposed Central Terminal Processor (CTP) that would be located in the Central Terminal Area (CTA) of LAX. The MSC Program also includes conveyance systems connecting the MSC and CTP as well as a new taxilane, taxiway, and apron and utilities required to serve the MSC. The facility would be capable of serving both international and domestic flights, and would provide LAWA with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX and reducing reliance on the West Remote gates. Upon completion of the MSC Program, the concourse could accommodate up to 29 aircraft gates for Aircraft Design Group (ADG) III to ADG VI aircraft. ADG III aircraft correspond to narrowbody jets (for example the Boeing 737) and ADG VI aircraft correspond to the largest jet aircraft, often referred to as new large aircraft (NLA) such as the Boeing 747-800 and the Airbus A380. The full MSC Program concourse would occupy a footprint with approximate dimensions of 2,400 feet in length (north-south) by 140 to 160 feet in width (east-west). The MSC Program, including the concourse building and associated apron areas, would encompass approximately 60 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

Due to the size and scale of the MSC Program, LAWA proposes to develop the MSC Program in independent phases. Phase I ("MSC North Project") of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements. The MSC North Project is intended to improve the terminal operations, concessions facilities, and overall passenger experience at LAX. The facility would be designed to serve both domestic and international traffic. The MSC North Project would provide LAWA with the flexibility to accommodate demand for aircraft gates while modernizing other terminals at LAX and reduce reliance on the West Remote gates. Later phase(s) would involve the development of the remaining components of the MSC Program described above and are referred to herein as the future phase(s) of the MSC Program.

Components associated with the MSC North Project include: 1) a concourse of up to 11-gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) ramp tower or FAA supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield; and 4) utilities that support the MSC North Project. The MSC North Project site, including the concourse building and associated apron areas, would encompass approximately 36 acres in the western portion of the airfield.

Enabling projects to implement the MSC North Project include demolition of existing structures, removal of five remain overnight (RON) aircraft parking spaces, removal and relocation of FAA navigational aids (beacon and antenna array), and removal and/or relocation of existing utility lines. Please see Section 1 for a more detailed description of the proposed Project.

The MSC North Project will be subject to project-level analysis in the EIR; the future phase(s) of the MSC Program will be analyzed at a programmatic level in the EIR.

ENVIRONMENTAL SETTING:

The MSC Program includes a proposed midfield satellite concourse located in the western portion of the airfield within the Air Operations Area (AOA) west of the TBIT, and the proposed CTP generally located east of TBIT in the CTA. Current uses of the MSC site include aircraft maintenance hangars, aircraft aprons, and aircraft parking areas; current uses of the CTP site include parking garages and terminal roadway connectors. Uses immediately surrounding the MSC site include taxiways and runways to the north (North Airfield); taxiways and terminals to the east; taxiways and runways to the south (South Airfield); and taxiways, U.S. Coast Guard facilities, support facilities, and airfield-related uses to the west. Uses immediately surrounding the CTP site include World Way and passenger terminals (north, west, and south) and parking garages and the Central Utility Plant to the east. The Airport itself is located within a highly developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways), and residential uses.

PROJECT LOCATION:

Elements of the MSC Program would be located east and west of TBIT at LAX. The proposed MSC facility would be located in the western portion of the LAX airfield within the AOA west of TBIT, while the proposed CTP would be located east of TBIT in the CTA. Connectors between the two facilities would run below or above TBIT.

<table>
<tr><td colspan="2">PLANNING DISTRICT
Los Angeles International Airport Plan
Los Angeles International Airport Specific Plan</td><td>STATUS:
☐ PRELIMINARY
☐ PROPOSED
☒ ADOPTED December 14, 2004</td></tr>
<tr><td>EXISTING ZONING

LAX - A Zone: Airport Airside Sub-Area
LAX - L Zone: Airport Landside Sub-Area</td><td>MAX. DENSITY ZONING

N/A (No residential proposed)</td><td>☒ DOES CONFORM TO PLAN
☐ DOES NOT CONFORM TO PLAN
☐ NO DISTRICT PLAN</td></tr>
<tr><td>PLANNED LAND USE & ZONE
Airport related landside uses</td><td>MAX. DENSITY PLAN
N/A</td><td rowspan="2"></td></tr>
<tr><td>SURROUNDING LAND USES

North – Airport Airfield (LAX North Airfield Complex, specifically Taxilane D and service road)
East – Airport Airfield and Landside (taxiways, gates, and terminals)
South – Airport Airfield (LAX South Airfield Complex, specifically Taxilane C)
West – Airport Airside (U.S. Coast Guard, maintenance, fuel farm and other airport-related uses)</td><td>PROJECT DENSITY

N/A</td></tr>
</table>

DETERMINATION (To be completed by Lead Agency)
On the basis of this initial evaluation:
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☒ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lisa Trifiletti	Director of Special Projects
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 a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

INITIAL STUDY CHECKLIST	
☐ **BACKGROUND**	
PROPONENT NAME Los Angeles World Airports	**PHONE NUMBER** 800.919.3766
PROPONENT ADDRESS 1 World Way, Room 218, Los Angeles, CA 90045	
PROPONENT NAME Los Angeles World Airports	**DATE SUBMITTED** February 8, 2013
PROPOSAL NAME Los Angeles International Airport (LAX) Midfield Satellite Concourse	

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year floodplain as mapped on 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, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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 may 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with 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 fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts 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, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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1. PROJECT DESCRIPTION

1.1. INTRODUCTION

Los Angeles World Airports (LAWA) is in the midst of a multi-billion dollar modernization program at Los Angeles International Airport (LAX or the Airport). LAX is the nation's third busiest airport in terms of total annual passengers and in terms of total annual aircraft operations.[1] Although it has functioned as an airport since 1928, the main terminal complex at LAX was constructed in 1961 and its facilities are in need of modernization.

The LAX Master Plan, approved by the City of Los Angeles City Council in December 2004, is the strategic framework for future development at LAX. The main components of the LAX Master Plan include the modernization of the runway and taxiway system, redevelopment of the terminal area, access improvements to the Airport, and enhancement of passenger safety, security, and convenience. The LAX Master Plan was the subject of a joint Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) completed in December 2004.[2] The City of Los Angeles City Council certified the Final EIR as complying with the California Environmental Quality Act (CEQA) and the Federal Aviation Administration (FAA) issued a Record of Decision on the Final EIS in compliance with the National Environmental Policy Act (NEPA).

The approved LAX Master Plan includes the development of the "West Satellite Concourse". The 2004 LAX Specific Plan required that the West Satellite Concourse be included in the LAX Specific Plan Amendment Study. However, in the 2006 Stipulated Settlement, the relevant parties agreed to remove the West Satellite Concourse and associated Automated People Mover from the LAX Specific Plan Amendment Study, allowing for a separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse (MSC). The LAX Master Plan EIS/EIR assessed the MSC at a programmatic level under CEQA, meaning that additional project level CEQA review is required before LAWA can construct and operate one or more components of the MSC Program. The overall MSC Program, as documented in the LAX Master Plan, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP: and
- Construction of new taxiways/taxilanes, apron areas, and utilities to service the MSC.

Due to the size and scale of the MSC Program, LAWA proposes to implement the program in phases. Phase I ("MSC North Project") of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements. Future phase(s) will include the remainder of the MSC Program. The MSC North Project is intended to improve the terminal operations, concessions facilities, and overall passenger experience at LAX. The facility would be designed to serve both domestic and international traffic. The MSC North Project would provide LAWA with the flexibility to accommodate demand for aircraft gates while modernizing other terminals at LAX and reduce reliance on the West Remote gates.

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1 *Airports Council International – North America, Air Traffic Reports, available at: http://www.aci-na.org/content/airport-traffic-reports. Accessed on February 4, 2013.*

2 *City of Los Angeles, Los Angeles World Airports (LAWA), and FAA, Final Environmental Impact Statement/Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, April 2004.*

The MSC North Project is analyzed at greater detail in this Initial Study in order to assess and disclose the project-level environmental effects of constructing and operating the MSC North Project to LAWA, affected agencies and jurisdictions, and the general public, in compliance with CEQA. This Initial Study also examines the future phase(s) of the MSC Program at a programmatic level[3], as documented and assessed in the LAX Master Plan EIS/EIR, focusing on updated plans, if any, for the MSC Program and changes to CEQA requirements that have occurred since certification of the LAX Master Plan Final EIR.

1.2. ENVIRONMENTAL SETTING

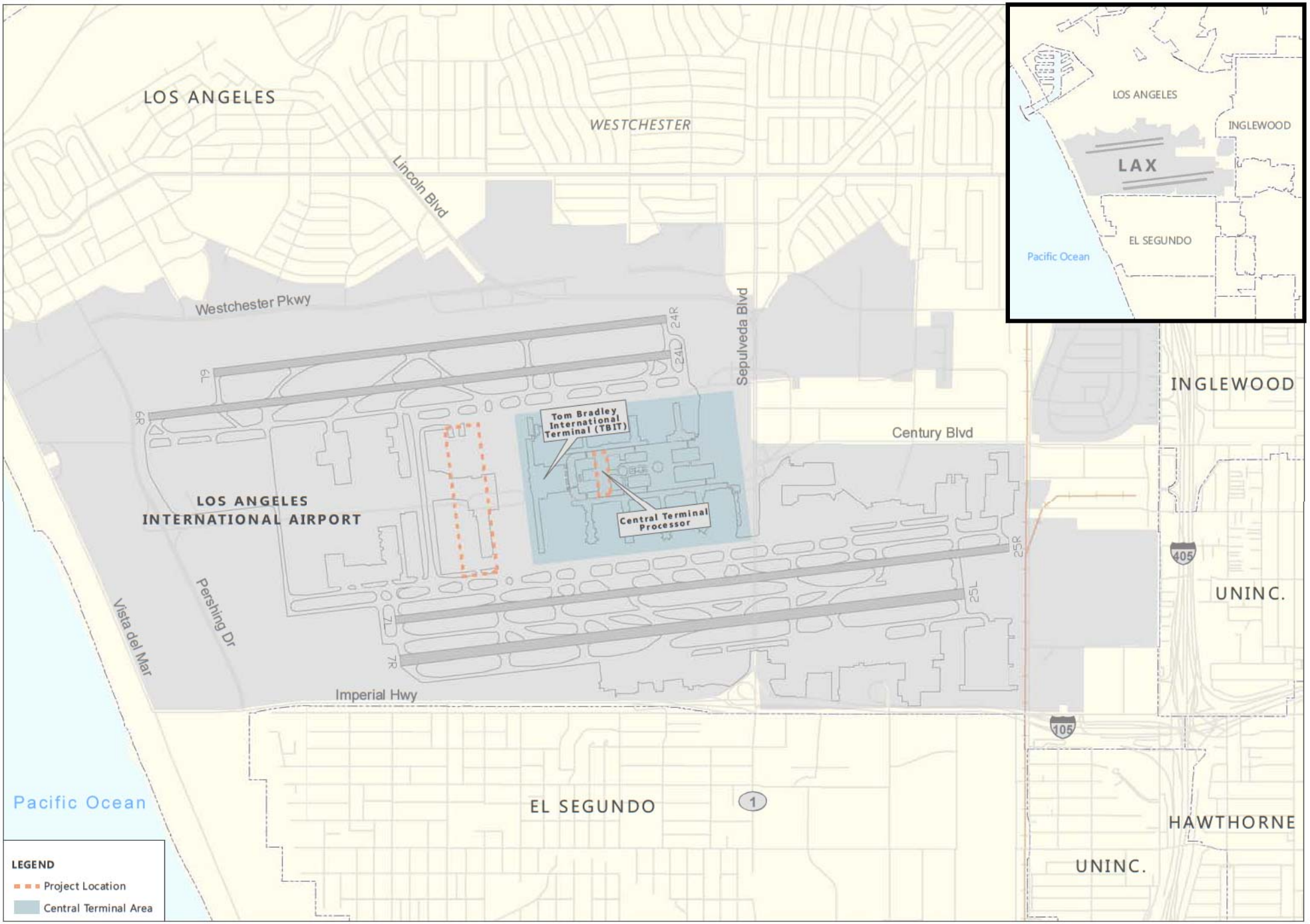
Los Angeles International Airport is located at the western edge of the City of Los Angeles (see **Figure 1**). The MSC Program includes a proposed midfield satellite concourse located in the western portion of the airfield within the Air Operations Area (AOA) west of the Tom Bradley International Terminal (TBIT), and CTP generally located east of TBIT in the CTA. Current uses of the MSC site include aircraft maintenance hangars, aircraft aprons, and aircraft parking areas; current uses of the CTP site include parking garages and terminal roadway connectors. Uses immediately surrounding the MSC site include taxiways and runways to the north (North Airfield); taxiways and terminals to the east; taxiways and runways to the south (South Airfield); and taxiways, U.S. Coast Guard facilities, support facilities, and airfield-related uses to the west. Uses immediately surrounding the CTP site include World Way and passenger terminals (north, west, and south) and parking garages and the Central Utility Plant to the east.

The Airport itself is located within a highly developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. To the north of LAX is the City of Los Angeles community of Westchester, to the east is the City of Inglewood, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Regional access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

1.3. RELATIONSHIP TO EXISTING PLANS AND DOCUMENTS

The environmental review process of the LAX Master Plan was conducted as a joint EIS/EIR and approved in 2004. The EIS/EIR provided descriptions of the environmental conditions in and around LAX, analyzed the potential impacts of the proposed improvements on the physical environment, and recommended mitigation measures to address potential impacts. The main elements of the MSC Program, including the addition of new aircraft gates and the addition of an adjacent taxilane, are on the approved Airport Layout Plan. As indicated above, the MSC Program was assessed at a programmatic level in compliance with CEQA in the LAX Master Plan EIS/EIR.

[3] *Project-level analysis is conducted on those elements that LAWA plans to implement in the short-term; greater detail of these project elements is known and can be environmentally evaluated. A programmatic level analysis will be performed on future phases because the plans for those facilities are less well known and the timing for those future facilities has not been determined.*



SOURCES: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010 (runways, taxiways, terminal area, ariport property boundary).
PREPARED BY: Ricondo & Associates, Inc., July 2012.

Figure 1
MSC Program Location

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The FAA issued a Record of Decision[4] on the LAX Master Plan EIS that included environmental approval of the construction and operation of the full MSC Program as depicted on the Airport Layout Plan.[5] Because the MSC Program has not substantively changed as documented and assessed in the LAX Master Plan EIS, no additional NEPA analysis of the MSC North Project is required. However, as stated in the Introduction, additional project-level CEQA analysis of the MSC North Project is required to assess the specific effects of constructing and operating the MSC North building, which is separate and independent of the later phase or phases of the MSC Program. This first phase of the MSC Program serves a unique and independent function, and it can occur even if there is no future phase(s) of the MSC Program (i.e., it is not dependent upon the later phase(s) of the MSC Program or vice versa). The future phase(s) of the MSC Program will continue to be examined at a programmatic level, focusing on any updates to the MSC Program from that assessed in the LAX Master Plan EIS/EIR.

1.4. PROJECT CHARACTERISTICS

1.4.1. MSC North Project

Project components associated with the MSC North Project include: 1) a concourse for up to to 11-gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) a ramp tower or FAA supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield; and 4) utilities that support the MSC North Project (see **Figure 2**). In addition, there are enabling projects, discussed in detail below, which would be required for project implementation.

MSC North Project Components

1) Midfield Satellite Concourse North and Associated Facilities

The MSC North building would be constructed from the north limit of the concourse[6] to a point just south of World Way West (see **Figure 2** and **Figure 3**). The MSC North building would have the ability to serve both international and domestic flights and could accommodate up to 11 gates for Airplane Design Group (ADG) III to ADG VI aircraft. ADG III aircraft correspond to narrowbody jets (e.g., the Boeing 737), while ADG VI aircraft correspond to the largest jet aircraft, often referred to as new large aircraft (NLA), such as the Boeing 747-800 and the Airbus A380. The MSC North Project site including the concourse building and associated apron areas (see **Figure 2** and **Figure 3**) encompass approximately 36 acres in the western portion of the airfield.

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[4] *U.S. Department of Transportation, Federal Aviation Administration, Record of Decision, Proposed LAX Master Plan Improvements, Los Angeles International Airport, Los Angeles, Los Angeles County, California, May 20, 2005.*

[5] *An Airport Layout Plan (ALP) is an FAA-approved plan that depicts both existing facilities and planned development for an airport. By definition, the ALP is a plan for a specific airport that shows: boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes; the location and nature of existing and proposed airport facilities and structures; and the location on the airport of existing and proposed non-aviation areas and improvements thereon.*

[6] *The north limit of the proposed MSC would be south of the Alt D line defined by Alternative D of the 2004 LAX Master Plan EIR. Alternative D includes the relocation of Runway 6R-24L by 340 feet to the south. It also includes the provision of a new centerfield taxiway (between Runway 6L-24R and Runway 6R-24L) and relocation and improvements to Taxiway E and Taxilane D. The Alt D line was established by the FAA-required object free area limit line south of Taxilane D. The centerfield taxiway would meet ADG VI standards; the realigned Taxiway E and Taxilane D would meet ADG V standards. The MSC North Project would not impact the Alt D line or any of the improvements associated with Alternative D.*

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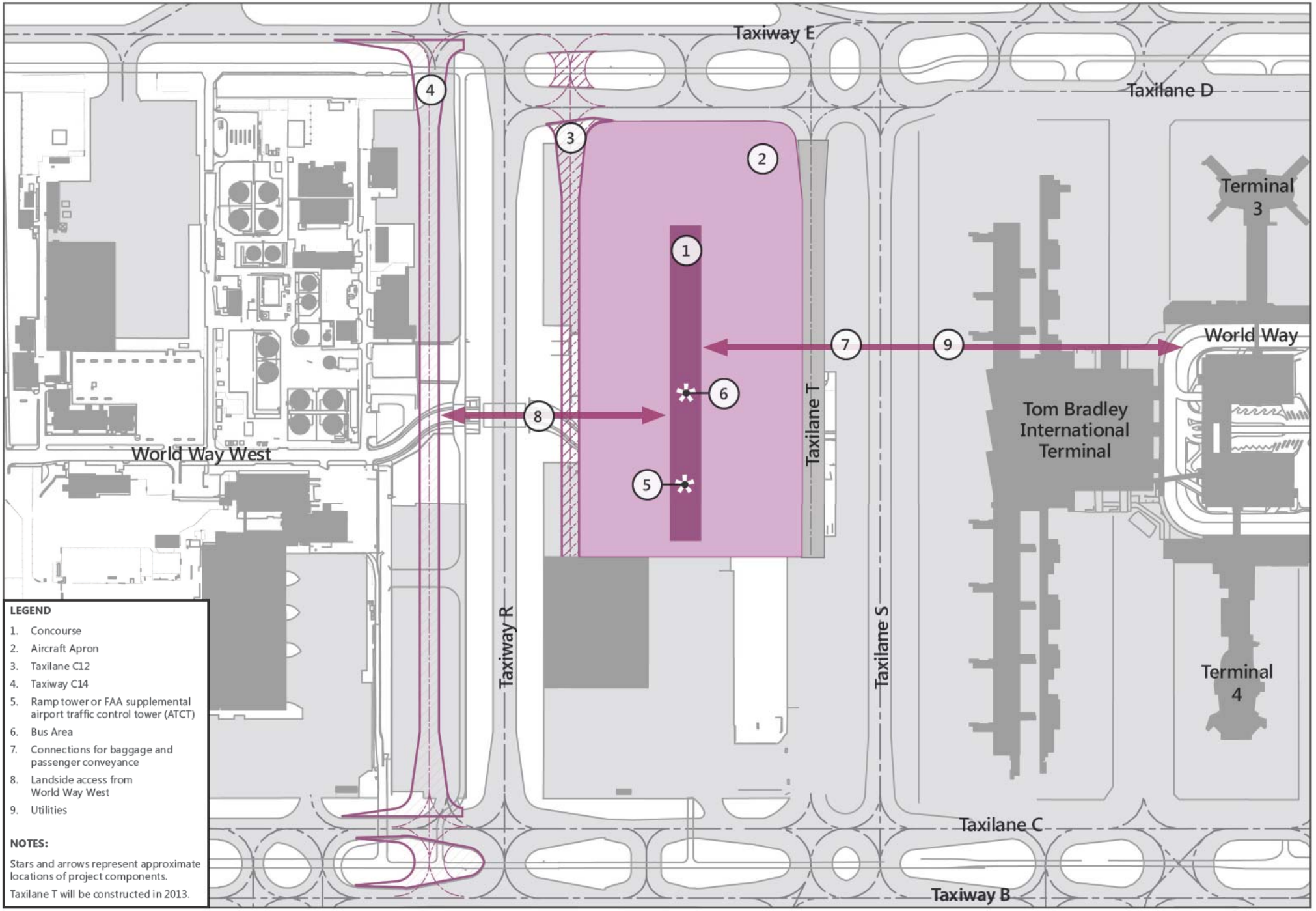

SOURCE: Ricondo & Associates, Inc., January 2013.
PREPARED BY: Ricondo & Associates, Inc., January 2013.

Figure 2
Midfield Satellite Concourse North
Project Components

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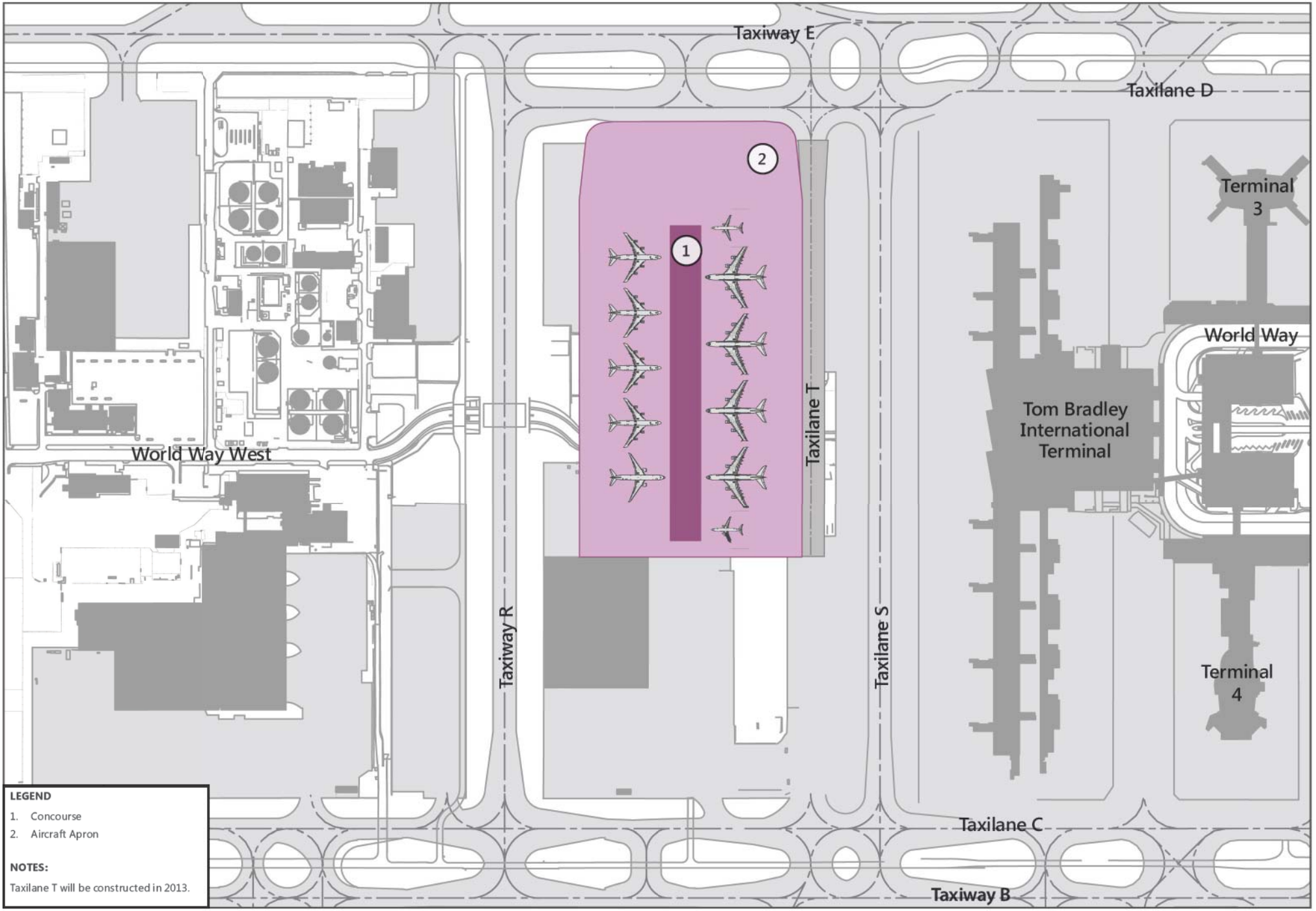

SOURCE: Ricondo & Associates, Inc., November 2012.
PREPARED BY: Ricondo & Associates, Inc., November 2012.

Figure 3
Midfield Satellite Concourse North
Concourse and Apron

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The MSC North building would have a horizontal footprint of 200,000 square feet, with approximate dimensions of 1,400 feet in length (north-south) and between 140 feet and 160 feet in width (east-west). The floor space of the MSC North building, which would consist of four levels, would provide up to 800,000 square feet of floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. The MSC North Project would include space for airline operations, baggage handling, concourse circulation, holdrooms, concessions, airline lounges, office space, building support spaces, bus station(s), automated people mover system, and utilities. Apron areas associated with the MSC North Project would also include service facilities such as aircraft parking locations, fuel pits, potable water, 400Hz power, and pre-conditioned air.

Passengers would access the MSC North building by airfield buses powered by clean fuel, traveling between existing CTA terminal facilities and the MSC North building. Passengers would obtain tickets, check luggage, and be screened by security at the existing passenger terminals within the CTA[7] and would be bused to and from existing bus gates located within these terminals. One or more new bus stations would be constructed as part of the MSC North building (see **Figure 2**).

Existing busing operations at the Airport mainly consist of passenger trips from the Central Terminal Area to the West Remote Gates (a distance ranging between 7,500 and 12,500 feet), and from Terminal 4 to the American Eagle Commuter Terminal (a distance of approximately 5,200 feet). The current fleet consists of 15 diesel-powered articulated buses, 12 compressed natural gas "Co-buses", and 5 ADA trucks and shuttle vans. Each articulated bus has a capacity of 66 passengers. There are two Co-bus models in use at the Airport; one has a capacity of 77 passengers and the other has a capacity of 99 passengers.

For the MSC North Project, each bus would have to travel a minimum of 1,300 feet and up to 6,000 feet between the MSC and the CTA, which is substantially shorter distance than bus trips today out to the West Remote Gates and Commuter Terminal. Gates at the MSC North building could potentially accommodate 4 ADG VI aircraft, 5 ADG V aircraft, and 2 ADG III aircraft. Anticipating a heavy load factor, approximately 3-4 buses are expected to serve each flight out of the MSC North building. As stated above, the MSC North Project would provide LAWA with greater operational flexibility and is intended to reduce existing busing operations to the West Remote gates.

Baggage transport between the MSC North building and existing CTA terminals is anticipated to be accommodated by airside baggage carts and tugs.

The MSC North Project could also include a connection between the proposed concourse facility and TBIT and/or the CTA to accommodate baggage and/or passengers (see **Figure 2**). Landside access for employees, services, and deliveries would be provided through a secured AOA post located on World Way West (see **Figure 2**). Reconfiguration of World Way West would be required to maintain secured landside access to the MSC North building.

[7] *Passengers would check-in at the terminal where their airline's passenger processing facilities are located (e.g., Terminal 1 for Southwest Airlines, Terminal 4 for American Airlines, Terminal 5 for Delta Air Lines, etc.). Once passengers clear security they would be directed to a bus-gate where they would board a bus to access the MSC North building.*

2) Improvements to Taxiways and Taxilanes

A new taxilane will be needed to provide aircraft access to the west side gates of the MSC North building from the airfield. Airside improvements associated with the MSC North Project include the construction of Taxilane C12 on the west side of the concourse facility and apron (see **Figure 2**). Taxilane C12 would be designed to be 75 feet wide and approximately 2,000 feet long to provide connections to existing Taxilane D and Taxiway E. ADG V aircraft correspond to airplanes such as the Boeing 747 and Boeing 787. Taxilane T, located on the east side of the MSC concourse facility and apron, is currently under construction and already approved as part of the Bradley West EIR[8], will provide aircraft access to the eastern MSC North gates and airfield.

The MSC North Project also includes the construction of a new crossfield taxiway – C14. Taxiway C14 would be located west of existing Taxiway R (see **Figure 2**). Taxiway C14 would be designed to be 82 feet wide[9] by approximately 3,600 feet long to provide connections to existing Taxiway B, Taxilane C, and Taxiway E.

3) Ramp Control Tower or Supplemental Airport Traffic Control Tower

To ensure that the LAX airport traffic control tower (ATCT) has a clear unobstructed and direct view of aircraft located on runways and taxiways in the vicinity of the MSC North Project, supplemental aircraft movement control, such as a ramp control tower and/or supplemental FAA ground-control of taxiways from a second ATCT is included as a project component (see **Figure 2**). It is assumed that a ramp control tower would be integrated into the MSC North building; however, if the FAA determines that a supplemental ATCT is required, it could be located at an alternative location within the western portion of the airfield.

4) MSC North Project Utilities

The MSC North Project would also include the provision of utilities to serve the proposed concourse facility (see **Figure 2**), including: domestic water; electrical and communication systems; chilled water and heating hot water; natural gas and fuel systems; and waste water systems. In compliance with the LAWA Sustainability Guidelines, the MSC North Project would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angele Municipal Code).

Enabling Projects

Enabling projects needed to implement the MSC North Project include: E1) demolition of American Airlines maintenance (non-power) shop; E2) demolition of American Airlines leasehold parking; E3) relocation and demolition of electrical substation; E4) demolition of US Airways maintenance facility; E5) demolition of electrical vault #2; E6) demolition of U.S. Coast Guard facility; E7) demolition of a water deluge tank and pump station; E8) removal of five RON (remain overnight) aircraft parking spaces; E9) removal and/or relocation of FAA navigational aids (beacon and antenna array); and E10) removal and/or relocation of existing utility lines (see **Figure 4**).

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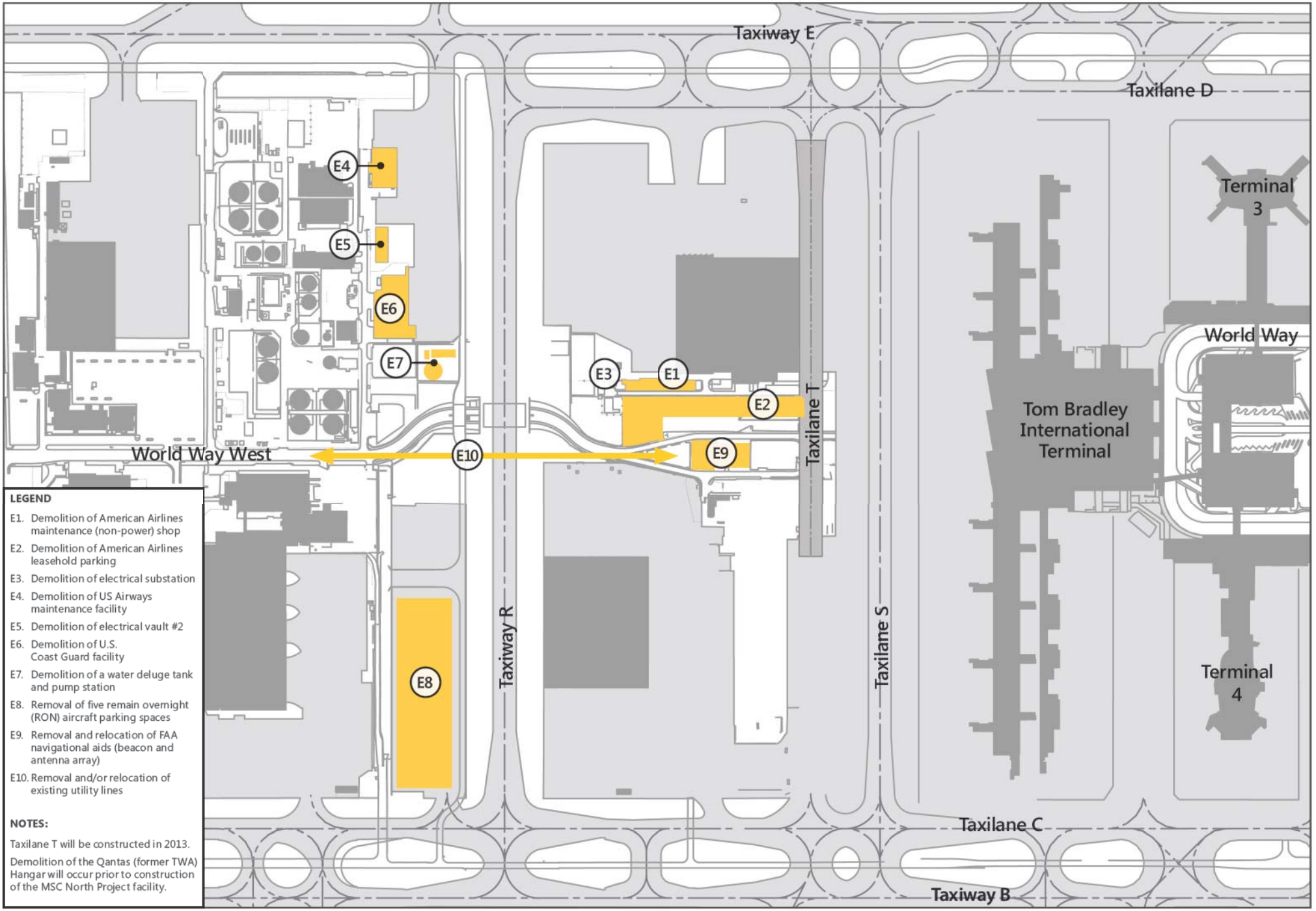
[8] *City of Los Angeles, Final Environmental Impact Report (Final EIR) for Los Angeles International Airport (LAX) Bradley West Project, September 2009.*

[9] *Taxiway C14 is being designed to be 82 feet wide, which is the current FAA criteria for taxiways planned to accommodate ADG VI aircraft. Taxilane T is being constructed to be 100 feet wide; at the time this project was designed and approved by FAA, the criteria for ADG VI taxilanes was 100 feet wide, which was reduced to 82 feet upon the release of FAA AC 150/5300-13A on September 28, 2012.*



SOURCE: Ricondo & Associates, Inc., December 2012.
PREPARED BY: Ricondo & Associates, Inc., December 2012.

Figure 4
Midfield Satellite Concourse North
Enabling Projects

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1.4.2. Future Phase(s) of the MSC Program

The MSC Program components that are not part of the MSC North Project have only been conceptually planned; thus, only an update of the program-level analysis of these components presented in the certified LAX Master Plan EIR is possible. For those MSC Program components receiving only programmatic environmental review in the MSC EIR, further project-level environmental review under CEQA will be required in the future before they can be implemented. Project-level environmental documents for future phase(s) of the MSC Program will be initiated at such time as LAWA determines that they are needed.

Components associated with the future phase(s) of the MSC Program include: 1) extension of MSC North Project to up to 18 additional gates and associated facilities; 2) extension of Taxilane C12; 3) utilities that support the future phase(s) of the MSC Program; and 4) Central Terminal Processor (see **Figure 5**).

Future Phase(s) of the MSC Program Components

1) Midfield Satellite Concourse and Associated Facilities

The future phase(s) of the MSC Program would extend the MSC North Project concourse facility in one or more phases (see **Figure 5**). The future phase(s) of the MSC Program would expand the MSC North building with up to 18 additional aircraft gates and an additional footprint with approximate dimensions of 1,000 feet in length (north-south) by 140 to 160 feet in width (east-west). The extension(s) to the MSC North building could have up to four levels and approximately 560,000 square feet in floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. The future phase(s) of the MSC Program, including the concourse building and associated apron areas (see **Figure 5**), would encompass 24 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

The approved LAX Master Plan also included a conveyance system to move passengers and baggage between the future phase(s) of the MSC Program and the CTP, and vice versa. The conveyance system for the future phase(s) of the MSC Program is being planned for passenger and baggage circulation in both a sterile and secure/non-sterile format (see **Figure 5**). A vertical circulation element and an airside automated people mover (APM) are anticipated to convey checked-in passengers to the MSC. A maintenance facility to service the airside APM would also need to be constructed on Airport property (see **Figure 5**).

2) Future Phase(s) of the MSC Program Taxilanes

The future phase(s) of the MSC Program would include the extension of Taxilane C12 south to connect to Taxilane C (see **Figure 5**).

3) Utilities Supporting Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program also require utilities to accommodate the additional gates, the CTP, the automated people mover and baggage handling system, and facilities (see **Figure 5**), including: domestic water; electrical and communication systems; chilled water and heating hot water; natural gas and fuel systems; and waste water systems. Utility relocations and connections to the MSC concourse facility will mostly be completed as part of the MSC North Project. Additional relocations and connections may be necessary for the Central Terminal Processor.

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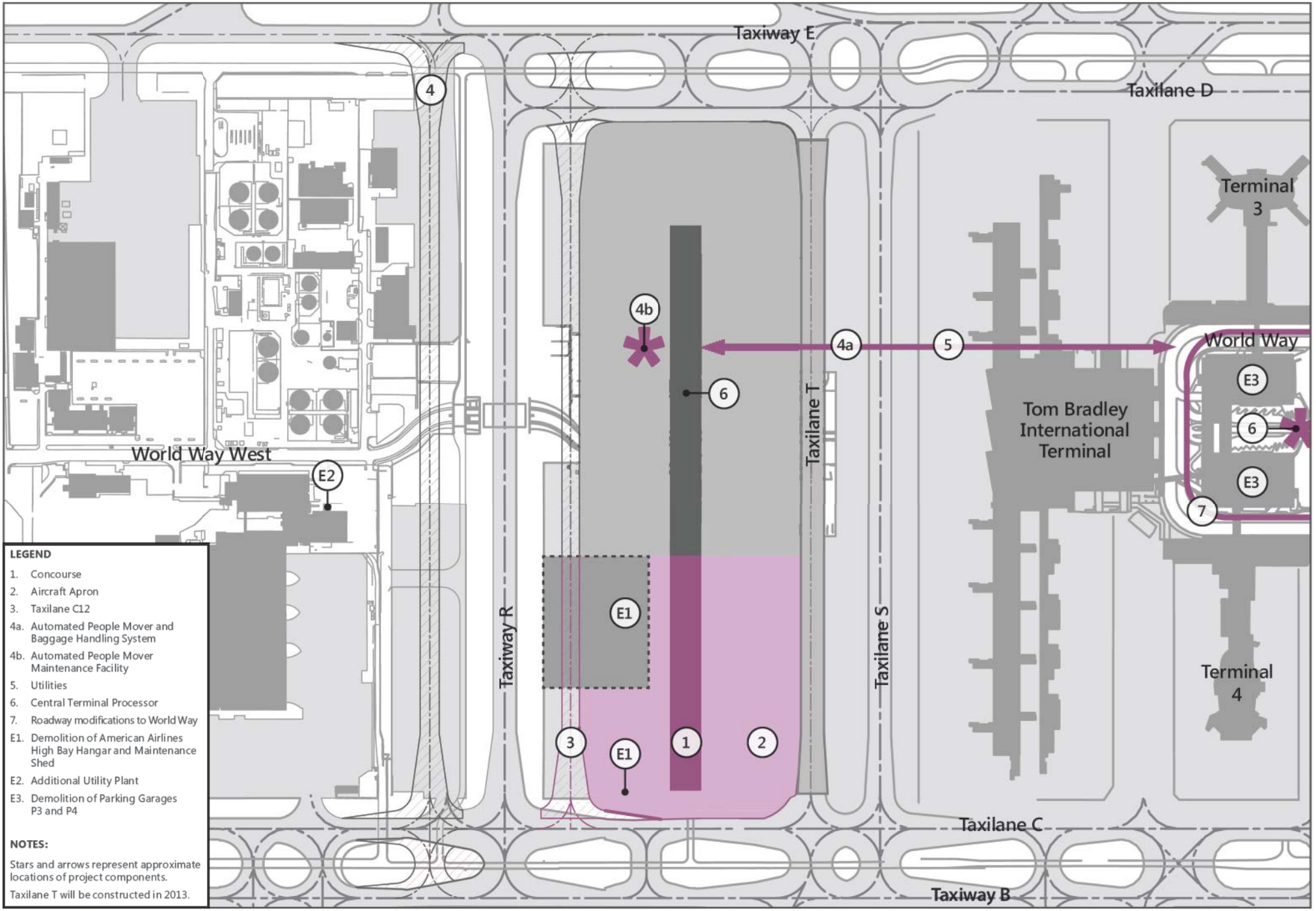

SOURCE: Ricondo & Associates, Inc., January 2013.
PREPARED BY: Ricondo & Associates, Inc., January 2013.

Figure 5
Midfield Satellite Concourse
Program Components and Enabling Projects

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4) Central Terminal Processor (CTP)

The approved LAX Master Plan included a dual level CTP in the CTA to provide (in part) MSC passenger processing facilities that cannot be fully accommodated in the existing CTA terminals. The CTP would process departing and arriving passengers from a facility that would be centrally positioned within the CTA where parking garages are currently located (see **Figure 5**). The CTP would be constructed in the area immediately east of parking structures P3 and P4 and extend between World Way North and World Way South. As part of the CTP, roadway modifications along World Way and the associated terminal roadway network would be required. The future phase(s) of the MSC Program assumes that passengers could use common-use airline counters and electronic check-in facilities, and would be able to both check and claim baggage at the CTP. Other passenger services and amenities, as well as airline tenant operations space, could also be provided within the CTP.

Future Phase(s) of the MSC Program Enabling Projects

Enabling projects that may be required for the future phase(s) of the MSC Program include: E1) demolition of the American Airlines High Bay Hangar and American Airlines maintenance shed; E2) additional utility plant; and E3) relocation and demolition of parking garages P3 and P4.

MIDFIELD SATELLITE CONCOURSE EIR

Consistent with the California Environmental Quality Act (CEQA, Public Resources Code §21000 et seq.) and the CEQA Guidelines (California Code of Regulations title 14, §15000 et seq.), LAWA is preparing an EIR to evaluate the environmental impacts of the MSC North Project at a project level and the future phase(s) of the MSC Program at a programmatic level. This Initial Study Checklist has been prepared 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 MSC North Project and future phase(s) of the MSC Program, and that would require incorporation of mitigation measures where feasible. The Initial Study also identifies resource areas where the environmental effects of the MSC North Project and future phase(s) of the MSC Program would be less than significant with mitigation incorporated, 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 activities, LAWA has determined that potentially significant effects may occur in Air Quality, Greenhouse Gas Emissions, Public Services, Transportation/Traffic, and Mandatory Findings of Significance. As a result, these issues will be evaluated further in the MSC EIR.

LAWA has determined that no significant impacts would occur to Aesthetics, Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Recreation, and Utilities and Service Systems. Therefore, these topics will not be evaluated further in the MSC EIR unless identified as necessary through public comments during the 30-day scoping period associated with circulation of the Notice of Preparation (NOP) for this EIR.

1.5. REQUIRED APPROVALS/CONSULTATIONS

LAWA proposes to implement the MSC North Project as soon as the required CEQA environmental review is completed and environmental approvals are obtained. Future phase(s) of the MSC Program will require project-level environmental review in compliance with CEQA.

1.5.1. Federal

- U.S. Department of Transportation, FAA approval of a Notice of Construction or Alteration to ensure safe and efficient operations during the construction of the MSC. LAWA and its selected contractor would submit FAA Form 7460-1 "Notice of Proposed Construction or Alteration."
- FAA approval of NEPA documentation associated with the relocation of FAA facilities.
- U.S. Coast Guard approval of NEPA documentation associated with relocation of U.S. Coast Guard facilities.

1.5.2. State and Regional Actions

- South Coast Air Quality Management District review for proposed project conformity with the State Implementation Plan and any permits required under the Clean Air Act for stationary sources.
- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. 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.

1.5.3. Local

- Certification of the Final EIR for the MSC Program (MSC North Project and future phase(s) of MSC Program).
- LAX Plan Compliance Review in accordance with Section 7 of the LAX 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.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the project.

2. EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis supports the determinations presented in the Initial Study Checklist. Each response evaluates how the MSC North Project and the future phase(s) of the MSC Program, 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 and will, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

I. AESTHETICS

Would the project:

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

a-b. ***No Impact.***

No significant impacts to scenic vistas or scenic resources would occur and no further analysis of these issues is required for the MSC EIR.

MSC North Project: As indicated in the LAX Master Plan EIR, the MSC North Project site is in the middle of the Airport and is in a highly disturbed area surrounded by airport uses. The site is currently being used for aircraft maintenance hangars, an aircraft apron and parking area, and FAA navigational equipment, with no landscaping or other features of aesthetic value. Although the MSC North Project site may be visible from areas off-Airport, the MSC North Project site is not located adjacent to or within the viewshed of a designated scenic highway or scenic vista.

Future Phase(s) of the MSC Program: As stated above, the future phase(s) of the MSC Program site is in the middle of the Airport and is in a highly disturbed area surrounded by airport uses. The Central Terminal Processor site is currently occupied by airport roadways and parking garages. Neither site has any landscaping or other features of aesthetic value, nor are they located adjacent to or within the viewshed of a designated scenic highway or scenic vista.

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

c. ***Less Than Significant with Mitigation Incorporated.***

Implementation of mitigation measures would ensure that potential aesthetic impacts would be reduced to a less than significant level. As such, no further analysis of potential aesthetic impacts is required for the MSC EIR.

MSC North Project: As indicated above, the MSC North Project site is in a highly disturbed area surrounded by airport uses. The site is currently being used for aircraft maintenance hangars, an aircraft apron and parking area, and FAA navigational equipment, with no landscaping or other features of aesthetic value. The operation of the MSC facility would be consistent in visual character with existing airport-related uses, including TBIT, which is located immediately to the east of the MSC site. As the MSC North Project will be constructed as a modern state-of-the-art concourse facility, it should improve the visual character and be more consistent with the new TBIT facility than existing conditions. Thus, the MSC North Project would be compatible with the existing visual character.

Construction staging for the MSC North Project would occur on the project site and within LAWA Construction Staging Area A. This construction staging area is located within the Airport boundary in the northwestern portion of the Airport, immediately south of Westchester Parkway between Pershing Drive and Lincoln Boulevard, and accommodates construction staging for several on-going LAX Master Plan projects including the Bradley West Terminal project. The western half of Construction Staging Area A currently contains construction trailers, storage areas, loading areas, etc., and over 30-pole mounted lights in the interior. The eastern half of the staging area has been graded and a portion of it is currently being used as a stockpile area. It has over 40 pole-mounted perimeter fence lights running along the entire northern boundary. Portions of this area have been designated for construction staging for the MSC North Project. Construction staging for the MSC North Project would also occur in an area located on the southwest side of the Airport along the east side of Pershing Drive, just north of Imperial Highway. This area is currently used as construction employee parking.

Construction staging activities would be subject to mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP).[10]

Future Phase(s) of the MSC Program: As stated above, the future phase(s) of the MSC Program site is in a highly disturbed area surrounded by airport uses. The Central Terminal Processor site is currently occupied by Airport roadways and parking garages. The operation of the future phase(s) of the MSC Program would be consistent in visual character with existing airport-related uses, including TBIT, which is located between the MSC site and the Central Terminal Processor site.

Similar to the MSC North Project, it is assumed that construction staging for the future phase(s) of the MSC Program would occur on the project site or on existing construction staging or employee parking areas. These areas would also be subject to mitigation measures contained in the LAX Master Plan MMRP.

Mitigation Measure DA-1. Provide and Maintain Airport Buffer Areas: Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of Airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.

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.

[10] *City of Los Angeles, Los Angeles World Airports (LAWA), LAX Master Plan Alternative D Mitigation Monitoring and Reporting Program, September 2004.*

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

d. ***Less Than Significant Impact.***

No significant impacts related to lighting and glare would occur, and no further analysis of potential light and glare impacts is required for the MSC EIR.

MSC North Project: The MSC North Project site is in an urban area with existing sources of ambient lighting of the existing airfield and Airport facilities. New lighting associated with the MSC North Project would be consistent with the type of lighting found in the west airfield area and would be in compliance with applicable FAA standards and in conformance with relevant LAWA guidelines. Lighting of the MSC North building and associated facilities would not materially increase exterior light sources or change light or glare effects in the area.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is in an urban area with existing sources of ambient lighting, such as street lights and lighting of the airfield and Airport facilities. Lighting associated with the future phase(s) of the MSC Program would be consistent with the type of lighting found in the west airfield area and CTA and would be in compliance with applicable FAA standards and in conformance with relevant LAWA guidelines. Lighting of the future phase(s) of the MSC Program facilities would not materially increase exterior light sources or change light or glare effects in the area.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.
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 by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

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

a-e. ***No Impact.***

No impacts to agriculture or forestry resources would occur with implementation of the MSC North Project or the future phase(s) of the MSC Program, and no further analysis of potential impacts to agriculture and forestry resources is required for the MSC EIR.

MSC North Project: The MSC North Project site is located within a developed airport and is surrounded by airport uses. As indicated in the LAX Master Plan EIR, no agriculture or forestry resources or agricultural operations currently exist, or have existed in the recent past, at the Project site or in surrounding areas. Further, there are no Williamson Act contracts in effect for the Project site or surrounding areas.[11] The MSC North Project represents a continuation of the current airport-related and urban uses and would not convert farmland to non-agricultural use, nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Similarly, it would not result in the conversion of forest land to non-forest use.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is within a developed airport and surrounded by airport uses. No agriculture or forestry resources or agricultural operations currently exist, or have existed in the recent past, at the MSC Program site or in surrounding areas. Further, there are no Williamson Act contracts in effect for the MSC Program site or surrounding areas.[12] The MSC Program facilities represent a continuation of the current airport-related and urban uses and would not convert farmland to non-agricultural use, nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Similarly, the future phase(s) of the MSC Program would not result in the conversion of forest land to non-forest use.

III. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

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?

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[11] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.16, April 2004.*

[12] *Ibid.*

a-e. ***Potentially Significant Impact.***

The MSC EIR will evaluate the potential for the MSC North Project and the future phase(s) of the MSC Program to have significant air quality impacts that were not addressed in the LAX Master Plan EIR.

MSC North Project: The MSC North 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 (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). At the state level, the Basin is designated as nonattainment for O_3, PM_{10}, $PM_{2.5}$, Pb, and nitrogen dioxide (NO_2). The LAX Master Plan EIR evaluated the air quality impact of the Master Plan alternatives, including their potential to conflict with or obstruct implementation of the South Coast Air Quality Management Plan, violate air quality standards or contribute to an existing or projected air quality violation, result in a cumulatively considerable adverse net increase in air pollutants, and expose sensitive receptors to substantial pollutant concentrations or odors. However, while the MSC North Project would implement a first phase that is a smaller facility than was analyzed for the entire MSC Program in the LAX Master Plan, it also includes passenger access details that vary from those assumed in the LAX Master Plan EIR. Specifically, passengers will access the MSC North building via clean fuel buses rather than by an automated people mover. This access and operation will be evaluated at a project-level analysis in the MSC EIR. Because the MSC North Project has the potential to create new or different/increased air quality impacts than addressed in the LAX Master Plan EIR, it will be studied further in the MSC EIR. Additionally, changes and updates to the regulatory setting for air quality have occurred since completion of the LAX Master Plan EIR, such as changes to the National Emission Standards for Hazardous Air Pollutants (NESHAPs) and the SCAQCMD air quality significance thresholds. Project air emissions will be modeled and compared to applicable quantified air quality thresholds.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program is/are generally consistent with the assumptions and analysis contained in the LAX Master Plan EIR. However, changes and updates to the regulatory setting for air quality have occurred since completion of the LAX Master Plan EIR and additional changes to the MSC Program are being considered as part of the ongoing planning for the MSC; thus the air quality effects of the MSC Program will be evaluated against current air quality criteria established by the SCAQMD. Therefore, the MSC Program also has the potential to create new or different/increased air quality impacts than addressed in the LAX Master Plan EIR and will be studied further in the MSC EIR.

IV. BIOLOGICAL RESOURCES

Would the project:

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

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

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

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

native wildlife nursery sites?

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

a-e. ***Less Than Significant Impact.***

No significant impacts to biological resources would occur with implementation of the MSC North Project or the future phase(s) of the MSC Program, and no further analysis of potential impacts to biological resources is required for the MSC EIR.

MSC North Project: The MSC North Project would be developed within the AOA, which is highly developed and devoid of relevant biological resources. There are no riparian/wetland areas, trees, or wildlife movement corridors at or adjacent to the site for the MSC North Project.

Construction staging for the MSC North Project would occur on the Project site and within LAWA Construction Staging Area A. This construction staging area is located in the northwestern portion of the Airport property, immediately south of Westchester Parkway between Pershing Drive and Lincoln Boulevard, and accommodates construction staging for several on-going LAX Master Plan projects including the Bradley West Terminal project. The western half of Construction Staging Area A currently contains construction trailers, storage areas, loading areas, etc. Portions of this area have been designated for construction staging for the MSC North Project. Construction staging for the MSC North Project could also occur in an area located on the southwest side of the Airport along the east side of Pershing Drive, just north of Imperial Highway. This area is currently used as construction employee parking. Because all construction staging areas would occur in the midfield area on currently paved property, in LAWA Construction Staging Area A that is currently being used for construction staging of the Bradley West Terminal project, or in the existing construction employee parking area, the construction of the MSC North Project would have no significant effect on biological resources.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would be developed within the AOA and the CTA, which are both highly developed and devoid of relevant biological resources. There are no riparian/wetland areas, trees, or wildlife movement corridors at or adjacent to the site for the future phase(s) of the MSC Program.

Similar to the MSC North Project, it is assumed that construction staging for the future phase(s) of the MSC Program would occur on the project site or on existing construction staging or employee parking areas. Therefore, the construction of future phase(s) of the MSC Program would have no significant effect on such biological resources.

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

f. No Impact.

No impacts related to conflicts with approved habitat conversation plans would occur, and no further analysis of potential impacts to an adopted habitat conservation plan is required for the MSC EIR.

MSC North Project: As indicated above, the site for the MSC North Project is in a highly developed area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,

regional, or state habitat conservation plan that includes any part of the MSC North Project site or its immediate vicinity. The Los Angeles/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX in the land bordered by Pershing Drive to the east, Vista Del Mar Boulevard to the west, Imperial Highway to the south, and Waterview Street and Napoleon Street to the north. This area also includes the 200-acre El Segundo Blue Butterfly Habitat Restoration Area. This area is well removed from the MSC North Project site with more than a mile of separation; the MSC North Project would not affect these areas.

Future Phase(s) of the MSC Program: As indicated above, the future phase(s) of the MSC Program site is in a highly developed area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes the future phase(s) of the MSC Program site. The Dunes Specific Plan Area, including the El Segundo Blue Butterfly Habitation Restoration Area, is located at the far western boundary of LAX and is well removed from the future phase(s) of the MSC Program site.

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?

a. ***No Impact.***

No historical resources impacts exist within the MSC Project or future phase(s) of the MSA Program area, thus, no further analysis of potential impacts to historical resources is required for the MSC EIR

MSC North Project: The LAX Master Plan EIR included historical resources surveys. Previously identified historical resources at LAX include the following:[13]

- Hangar One (listed on the National Register of Historic Places) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway (approximately 1.7 miles from MSC North Project Site);
- Theme Building (eligible for the National Register of Historic Places) in the center of the LAX terminals (approximately 3,600 feet from MSC North Project Site);
- WWII Munitions Storage Bunker (eligible for the National Register of Historic Places) near the western boundary of LAX (approximately 1.4 miles from MSC North Project Site); and
- Intermediate Terminal Complex (eligible for the California Register of Historical Resources) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard (approximately 1.4 miles from MSC North Project Site).

Construction and operation of the MSC North Project would not affect any of the historical resources identified above. A cultural resource survey of the MSC North Project site was conducted in December 2012; a total of nine new buildings or structures were recorded in the proposed Project property as a result of the Phase I survey. None of these buildings or structures was determined to be historical resources; thus, no historical resources would be affected by the MSC North Project (see **Appendix A**).

[13] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.*

Future Phase(s) of the MSC Program: Construction and operation of the future phase(s) of the MSC Program would not affect any of the historical resources identified above. The proposed CTP would be located approximately 800 feet west of the Theme Building; however, the proposed CTP would be similar in scale and size to the existing parking garages in this area and would not affect this historical resource. A cultural resource survey of the MSC Program site was conducted in December 2012 and determined that no historical resources would be affected by the MSC Program (see **Appendix A**).

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

b. ***Less Than Significant with Mitigation Incorporated.***

Implementation of mitigation measures would ensure that potential impacts associated with archaeological resources would be reduced to a less than significant level. As such, no further analysis of potential impacts to archeological resources is required for the MSC EIR.

MSC North Project: The LAX Master Plan EIR identified 36 previously recorded archaeological sites within a radius of approximately 2 miles of LAX, including 8 sites located on LAX property.[14] None of these eight sites are located within the boundaries of the MSC North Project site or in its immediate vicinity. The MSC North Project site is in a highly disturbed area that has historically been and is currently being used for aircraft maintenance and parking. Any resources that may have existed on the MSC North Project site at one time are likely to have been displaced and, as a result, the potential for the MSC North Project to impact buried resources is low. However, excavation into native soils is necessary to construct the MSC North Project, which could potentially result in the destruction of archaeological resources. Because a significant impact to archaeological resources could occur, mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) will be required.[15,16]

Future Phase(s) of the MSC Program: The LAX Master Plan EIR identified 36 previously recorded archaeological sites within a radius of approximately 2 miles of LAX, including 8 sites located on LAX property.[17] None of these eight sites are located within the boundaries of the future phase(s) of the MSC Program site or in its immediate vicinity. The future phase(s) of the MSC Program site is in a highly disturbed area that has historically been and is currently being used for aircraft maintenance and parking, and passenger parking. Any resources that may have existed on the future phase(s) of the MSC Program site at one time are likely to have

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[14] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.*

[15] *LAX Master Plan EIR Mitigation Measure MM-HA-4 requires preparation of an Archaeological Treatment Plan (ATP) to ensure the long-term protection and proper treatment of archaeological discoveries of federal, state, and/or local significance found during LAX Master Plan implementation. Subsequent to the publication of the LAX Master Plan EIR, the ATP was prepared, thereby satisfying the requirements of MM-HA-4. The ATP provides additional information and guidance for understanding the conditions and implementation of Mitigation Measures MM-HA-4 through MM-HA-10 and, in effect, supersedes these mitigation measures. Thus, Mitigation Measure MM-HA (MSC)-1, applicable to the LAX Midfield Satellite Concourse, has been developed to ensure compliance with the ATP, which incorporates the requirements of Master Plan Mitigation Measures MM-HA-4 through MM-HA-10.*

[16] *City of Los Angeles, Los Angeles World Airports (LAWA), LAX Master Plan Alternative D Mitigation Monitoring and Reporting Program, September 2004.*

[17] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.*

been displaced and, as a result, the potential for the future phase(s) of the MSC Program to affect buried resources is low. However, excavation into native soils is necessary to construct the future phase(s) of the MSC Program, which could potentially result in the destruction of archaeological resources. Because a significant impact to archaeological resources could occur, mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) will be required.

Mitigation Measure MM-HA-5. Archaeological Monitoring. Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

Mitigation Measure MM-HA-6. Excavation and Recovery. Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Treatment Plan (ATP). Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.

Mitigation Measure MM-HA-7. Administration. Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.

Mitigation Measure MM-HA-8. Archaeological/Cultural Monitor Report. Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.

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 requirements.

Mitigation Measure MM-HA-10. Archaeological Notification. If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.

Mitigation Measure MM-HA (MSC)-1. Conformance with LAX Master Plan Archaeological Treatment Plan: Prior to initiating grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan Mitigation Monitoring and Reporting Program Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed. The CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the project site is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.

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

c. ***Less Than Significant with Mitigation Incorporated.***

Implementation of mitigation measures would ensure that potential impacts associated with paleontological resources would be reduced to less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the MSC EIR.

MSC North Project: The records search conducted for the LAX Master Plan EIR identified the discovery of two vertebrate fossils within LAX boundaries, three more in the immediate vicinity of LAX, and one within approximately 2 miles of LAX. These fossils were found at depths ranging from 13 to 70 feet. The Phase I Cultural Resources Survey conducted in 2012 for the MSC North Project found no fossil localities recorded within the Project site (see **Appendix A**). As discussed for archaeological resources above, the MSC North Project site is in a previously disturbed area but the need for substantial excavation of native soils could result in the potential for the destruction of paleontological resources during construction. Because a significant impact to paleontological resources could occur, mitigation measures are required.[18]

Future Phase(s) of the MSC Program: As discussed for archaeological resources above, the future phase(s) of the MSC Program site is in a previously disturbed area but the need for substantial excavation of native soils could result in the potential for the destruction of paleontological resources during construction. Because a significant impact to paleontological resources could occur, mitigation measures are required.[19]

[18] *LAX Master Plan EIR Mitigation Measure MM-PA (MSC)-1 requires preparation of a monitoring and fossil remains treatment plan (a Paleontological Management Treatment Plan or PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. Subsequent to the publication of the LAX Master Plan EIR, the PMTP was prepared for the LAX Master Plan, thereby satisfying the requirements of MM-PA-1. The PMTP provides additional information and guidance for understanding the conditions and implementation of Master Plan Mitigation Measures MM-PA-1 through MM-PA-7 and, in effect, supersedes these mitigation measures. Thus, Mitigation Measures MM-PA (MSC)-1 and MM-PA (MSC)-2, applicable to the LAX Midfield Satellite Concourse, have been developed to ensure compliance with the PMTP, which incorporates the requirements of Master Plan Mitigation Measures MM-PA-1 through MM-PA-7.*

[19] *City of Los Angeles, Los Angeles World Airports (LAWA), LAX Master Plan Alternative D Mitigation Monitoring and Reporting Program, September 2004.*

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.

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.

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.

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.

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.

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.

Mitigation Measure MM-PA (MSC)-1. Conformance with LAX Master Plan Paleontological Management Treatment Plan: Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the LAX Master Plan Mitigation Monitoring and Reporting Program Paleontological Management Treatment Plan (PMTP), who will determine if the project site exhibits a high or low potential for subsurface resources. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

Mitigation Measure MM-PA (MSC)-2. Construction Personnel Briefing: In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

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

d. ***Less Than Significant Impact.***

Implementation of the steps outlined below would ensure that potential impacts associated with human remains would be less than significant, and further analysis is not required in the MSC EIR.

MSC North Project: The MSC North Project site is in a highly developed area dedicated to aviation-related uses. Within LAX, any traditional burials would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR and a Phase I Cultural Resources Survey conducted for the MSC North Project in 2012 (see **Appendix A**), no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport. However, if human remains were encountered, all grading and excavation activities in the vicinity would cease immediately, and the appropriate LAWA authority would be notified. Compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code is required.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is in a highly developed area dedicated to aviation-related uses. As stated above, no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport. However, if human remains were encountered, all grading and excavation activities in the vicinity would cease immediately, and the appropriate LAWA authority would be notified. Compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code 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.

a.i. ***Less Than Significant Impact.***

Impacts to people or structures resulting from rupture of a known earthquake fault would be less than significant, and no further analysis of potential impacts related to fault rupture is required in the MSC EIR.

MSC North Project: Fault rupture is the displacement that occurs along the surface of a geologic fault during an earthquake. As indicated in the LAX Master Plan EIR, while the MSC North Project site is located within the seismically active Southern California region, it is not located within an Alquist-Priolo Special Study Zone.[20] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or run through the eastern portions of LAX. However, as stated in the LAX Master Plan EIR, subsequent evaluation

[20] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[21]

Future Phase(s) of the MSC Program: As indicated in the LAX Master Plan EIR, while the future phase(s) of the MSC Program site is located within the seismically active Southern California region, the site is not located within an Alquist-Priolo Special Study Zone.[22] The closest fault, the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[23]

ii. Strong seismic ground shaking?

a.ii. ***Less Than Significant Impact.***

All construction would comply with the Uniform Building Code (UBC) and City of Los Angeles Building Code (LABC) requirements; thus, potential impacts associated with strong seismic ground shaking would be less than significant, and no further analysis of potential impacts associated with seismic ground shaking is required in the MSC EIR.

MSC North Project: The MSC North Project site is located in the seismically active Southern California region; however, there is no evidence of faulting at the project site, and it is not located within an Alquist-Priolo Special Study Zone.[24] Nevertheless, structures and people (relative to existing conditions) would be exposed to seismically induced ground shaking throughout the design life of the MSC North Project. As noted in the LAX Master Plan EIR, this is a condition that exists throughout the Los Angeles region. All construction associated with the MSC North Project would be designed in accordance with the provisions of the UBC and the LABC.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is located in the seismically active Southern California region; however, there is no evidence of faulting at the future phase(s) of the MSC Program site, and the site is not located within an Alquist-Priolo Special Study Zone.[25] All construction associated with the future phase(s) of the MSC Program would be designed in accordance with the provisions of the Uniform Building Code (UBC) and the City of Los Angeles Building Code (LABC).

iii. Seismic-related ground failure, including liquefaction?

a.iii. ***Less Than Significant Impact.***

Because all construction would comply with UBC and LABC requirements, potential impacts associated with seismic-related ground failure would be less than significant, and no further analysis of this issue is required for the MSC EIR.

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[21] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

[22] *Ibid.*

[23] *Ibid.*

[24] *Ibid.*

[25] *Ibid.*

MSC North Project: Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. As indicated in the LAX Master Plan EIR, the depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the MSC North Project site has a very low susceptibility to liquefaction. However, perched groundwater[26] conditions have been noted in the upper 20 to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered medium to low. Liquefaction could, therefore, occur in localized areas; however, the overall potential for liquefaction at LAX is considered low.[27]

Strong ground shaking also could affect partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements could differ across LAX, but are generally estimated to be between negligible and 0.5-inch; the overall potential for damaging seismically induced settlement is considered low.[28]

Seismically induced ground shaking also can cause slope-related hazards through various processes including slope failure, lateral spreading,[29] flow liquefaction, and ground lurching.[30] Because there are no existing slopes at the MSC North Project site, there is no potential for such failures associated with the proposed project.

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[31] 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 vicinity of LAX. Isolated zones of potential seismic slope instability are identified near the western edge of LAX, within the dune area to the west of the MSC North Project site.[32]

In summary, the potential for seismic-related ground failure at the MSC North Project site is considered low. In addition, all construction would be designed in accordance with the provisions of the UBC and the LABC.

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[26] *Perched groundwater is groundwater that is generally shallow and is isolated and not connected to an aquifer.*

[27] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

[28] *Ibid.*

[29] *Lateral Spreading is 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. This reduces the shear strength of the soil, causing failure and "spreading" of the slope.*

[30] *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.*

[31] *California Public Resources Code, §2690-2699.6 (Seismic Hazards Mapping Act of 1990).*

[32] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

The Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site would have no different risk of seismic ground failure or liquefaction. The potential for seismic-related ground failure at the future phase(s) of the MSC Program site is considered low. In addition, all construction would be designed in accordance with the provisions of the UBC and the LABC.

iv. Landslides?

a.iv. ***No Impact.***

No impacts resulting from landslides would occur, and no further analysis of potential impacts associated with landslides is required in the MSC EIR.

MSC North Project: The MSC North Project site and surrounding areas are relatively flat, primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the MSC North Project site that contain unstable slopes prone to seismically produced landslides.[33] Implementation of the MSC North Project would not result in the exposure of people or structures to the risk of landslides during a seismic event.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site would have no different risk of landslides. Implementation of the future phase(s) of the MSC Program would not result in the exposure of people or structures to the risk of landslides during a seismic event.

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

b. ***Less Than Significant Impact.***

No impacts resulting from soil erosion would occur, and no further analysis of potential impacts associated with soil erosion is required in the MSC EIR.

MSC North Project: The potential for soil erosion on the MSC North Project site is low due to its level topography. In addition, the MSC North Project site is developed with buildings and/or covered with impervious surfaces. The MSC North Project would result in excavation and use of fill during construction. Conformance with LABC Sections 91.7000 through 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 if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). LAWA would be required to prepare an erosion control plan to reduce soil erosion.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is currently developed with buildings and/or covered with impervious surfaces on level topography. Similar to the MSC North Project, LAWA would be required to prepare an erosion control plan to reduce soil erosion.

[33] *City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas in the City of Los Angeles, 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?

c. ***Less Than Significant Impact.***

Impacts related to unstable soils are anticipated to be less than significant, and no further analysis of potential impacts associated with unstable soils is required in the MSC EIR.

MSC North Project: Settlement of soils beneath engineered structures or fills typically results from the consolidation and/or compaction of foundation soils in response to the increased load induced by the structure or fill. As indicated in the LAX Master Plan EIR, 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 will be in accordance with the UBC and with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work. This will reduce the potential for excessive settlement beneath the MSC North Project facilities; the overall potential for damaging settlement is considered low.[34] See also Responses VI.a.iii and VI.a.iv, above.

Future Phase(s) of the MSC Program: Implementation of facilities associated with the future phase(s) of the MSC Program will be required to incorporate the same foundation design features and construction methods in accordance with the UBC and with LABC Sections 91.7000 through 91.7016. This will reduce the potential for excessive settlement beneath the MSC Program facilities; the overall potential for damaging settlement is considered low.[35]

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

d. ***Less Than Significant Impact.***

Impacts related to expansive soils are anticipated to be less than significant, and no further analysis of potential impacts associated with expansive soils is required in the MSC EIR.

MSC North Project: 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. As indicated in the LAX Master Plan EIR, fill materials located in the vicinity of LAX could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[36]

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[34] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

[35] *Ibid.*

[36] *Ibid.*

Facilities associated with the MSC North Project could be subject to the effects of expansive soils. However, because construction of these facilities would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized.

Future Phase(s) of the MSC Program: Facilities associated with the future phase(s) of the MSC Program could be subject to the effects of expansive soils. However, because project construction of these facilities would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized.

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?

e. ***No Impact.***

No impacts related to septic systems would occur, and no further analysis of potential impacts associated with septic systems is required in the MSC EIR.

MSC North Project: The MSC North Project site is located in an urbanized area where wastewater infrastructure is currently in place. The MSC North Project would not use septic tanks or alternative wastewater disposal systems. Therefore, the ability of on-site soils to support septic tanks or alternative wastewater systems is not relevant, and no mitigation measures are required.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is located in an urbanized area where wastewater infrastructure is currently in place. The future phase(s) of the MSC Program would not use septic tanks or alternative wastewater disposal systems. Therefore, the ability of on-site soils to support septic tanks or alternative wastewater systems is not relevant, and no mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

a, b. ***Potentially Significant Impact.***

The MSC EIR will evaluate the potential for the MSC North Project and the future phase(s) of the MSC Program to have significant greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Because analysis of greenhouse gas emissions was not required at the time the LAX Master Plan EIR was prepared, these impacts were not addressed in the LAX Master Plan EIR.

MSC North Project: Construction and operation of the improvements being considered for the MSC North Project would generate greenhouse gas emissions, which were not evaluated in the LAX Master Plan EIR.

Future Phase(s) of the MSC Program: Construction and operation of the improvements being considered for the future phase(s) of the MSC Program would generate greenhouse gas emissions, which were not evaluated in the LAX Master Plan 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?

a. ***Less Than Significant Impact.***

Construction and operation of the MSC North Project or the future phase(s) of the MSC Program would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, this issue does not require any further analysis in the MSC EIR.

MSC North Project: Construction and operation of the MSC North Project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated. As indicated in the LAX Master Plan EIR, compliance with existing federal, state, and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material and would minimize the impact of an accident, should one occur.[37]

Future Phase(s) of the MSC Program: Construction and operation of the future phase(s) of the MSC Program would involve similar use of hazardous materials and would be subject to compliance with existing federal, state, and local regulations, as well as routine precautions to reduce the potential for accidental releases of hazardous materials to minimize the impact of an accident, should one occur.

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?

b. ***Less Than Significant with Mitigation Incorporated.***

Implementation of mitigation measures would ensure that potential hazardous materials impacts would be reduced to a less than significant level. As such, no further analysis of potential hazardous materials impacts is required for the MSC EIR.

MSC North Project: A Phase I environmental site assessment to determine the potential for the presence of hazardous materials contamination of soil and/or groundwater at the MSC North Project site was conducted in

[37] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.*

January 2013 (see **Appendix B**). While no specific hazardous waste sites were located within the Project site, due to the aircraft maintenance and other activities that have historically and are currently occurring in this portion of the airfield, the Phase I environmental site assessment noted several areas of potential concern. Demolition of structures built prior to 1980 may result in the exposure of the public and/or the environment to asbestos-containing material (ACMs) and or lead-based paint (LBP). During construction, previously unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes may be encountered and may result in the exposure of the public and/or the environment to hazardous materials. Additionally, construction activities, including demolition, may encounter or generate hazardous or solid wastes and debris and may result in the exposure of the public and/or the environment to hazardous materials. Because a significant impact could occur, mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) will be required.[38]

Future Phase(s) of the MSC Program: There is the potential that previously unidentified contaminated soils at the future phase(s) of the MSC Program site could be encountered during construction of the future phase(s) of the MSC Program. A Phase I environmental site assessment to determine the potential for the presence of hazardous materials contamination of soil and/or groundwater at the future phase(s) of the MSC Program site was conducted to identify any known issues (see **Appendix B**). While no specific hazardous waste sites were located within the MSC Program site, due to the aircraft maintenance and other activities that have historically and are currently occurring in this portion of the Airport, the Phase I environmental site assessment noted several areas of potential concern. Because a significant impact could occur, mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) will be required.[39]

Mitigation Measure MM-HM-2. Handling of Hazardous Materials Encountered During Construction. Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations.

Mitigation Measure MM-HM (MSC)-1. Asbestos-Containing Materials and Lead Based Paint. Prior to construction activities, LAWA, or its contractors, will conduct an evaluation of all buildings (built prior to 1980) to be demolished to evaluate the presence of asbestos-containing materials and lead-based paint. Remediation will be implemented in accordance with the recommendation of these evaluations.

Mitigation Measure MM-HM (MSC)-2. Hazardous Materials Contingency Plan. LAWA or its contractors will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. The contingency plan will address UST decommissioning, field screening and materials testing methods, mitigation and contaminant management requirements, and health and safety requirements.

Mitigation Measure MM-HM (MSC)-3. Hazardous and Solid Waste Disposal. Construction contractors will dispose of all hazardous or solid wastes and debris encountered or generated during construction and demolition activities in accordance with all federal, state, and local laws and regulations.

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[38] *City of Los Angeles, Los Angeles World Airports (LAWA), LAX Master Plan Alternative D Mitigation Monitoring and Reporting Program, September 2004.*

[39] *Ibid.*

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

c. ***No Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would emit hazardous emissions or involve the handling of acutely hazardous materials. Also, there are no schools located within one-quarter mile of the proposed sites; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project would not cause hazardous emissions to be emitted. Construction and operation of the MSC North Project would result in the handling of hazardous, but not acutely hazardous, materials. However, there are no existing or proposed schools located within one-quarter mile of the MSC North Project site.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would not cause hazardous emissions to be emitted. Construction and operation of the future phase(s) of the MSC Program would result in the handling of hazardous, but not acutely hazardous, materials. However, there are no existing or proposed schools located within one-quarter mile of the future phase(s) of the MSC Program site.

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

d. ***No Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program are located on hazardous waste and substance sites pursuant to Government Code Section 65962.5; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: Government Code Section 65962.5 requires that the California Department of Toxic Substances Control (DTSC) compile and maintain a list of all hazardous substance release sites pursuant to Section 25356 of the Health and Safety Code. DTSC's list of sites that meet the criteria of HSC § 25356 has been compiled into a "Cortese" list. A review of this list has determined that the MSC North Project site is not located on a DTSC hazardous waste and substance site.[40]

Future Phase(s) of the MSC Program: A review of the DTSC "Cortese" list has determined that the future phase(s) of the MSC Program site is not located on a DTSC hazardous waste and substance site.[41]

[40] *California Department of Toxic Substances Control, available at: www.envirostor.dtsc.ca.gov/public/search.asp?basic=True. Accessed November 12, 2012.*

[41] *Ibid.*

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?

e. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in a significant impact with regard to safety for people working in the project area. As such, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project site is located within a public airport. Numerous safeguards are required by law to minimize the potential for and the effects from an accident if one were to occur. FAA's airport design standards establish, among other things, land use related guidelines to protect people and property on the ground, including establishment of safety zones that keep areas near runways free of objects that could interfere with aviation activities. City of Los Angeles Ordinance No. 132,319 regulates building height limits and land uses within the Hazard Area established by the Los Angeles Planning and Zoning Code to protect aircraft approaching and departing from LAX from obstacles. In addition to the many safeguards required by law, LAWA and tenants of LAX maintain Emergency Response and Evacuation Plans that also serve to minimize the potential for and the effects of an accident.

The improvements associated with the MSC North Project would meet all applicable safety related design standards.

Future Phase(s) of the MSC Program: All of the areas associated with the future phase(s) of the MSC Program site are located within a public airport. All of the components of the future phase(s) of the MSC Program would comply with FAA design standards, City of Los Angeles' ordinances, and applicable safety related design standards.

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

f. ***No Impact.***

Neither the MSC Project nor future phase(s) of the MSC Program are located in the vicinity of a private airstrip. Thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project site is not located within the vicinity of a private airstrip but rather within a public airport (see Response VIII.e, above).

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is not located within the vicinity of a private airstrip but rather within a public airport (see Response VIII.e, above).

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

g. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would significantly impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. As such, this issue does not require any further analysis in the MSC EIR.

MSC North Project: LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident, should one occur. Construction of the MSC North Project may result in temporary closures to local Airport circulation roads at LAX. However, this possible obstruction would be temporary and occur only at limited access points at any one time. Other areas of the Airport would be kept clear and unobstructed at all times during construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would be required to adhere to FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Coordination of any temporary closures to local Airport circulation roads would be made with the City of Los Angeles Fire Department to ensure no interference with emergency response or emergency evacuation plans.

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

h. ***No Impact.***

Implementation of the MSC North Project or the future phase(s) of the MSC Program would not result in the exposure of people or structures to hazards associated with wildland fires; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project site and surrounding areas are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees on the MSC North Project site. Furthermore, the MSC North Project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[42]

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site and surrounding areas are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees and the future phase(s) of the MSC Program site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.

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

IX. HYDROLOGY AND WATER QUALITY

Would the project:

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

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

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

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

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

f. **Otherwise substantially degrade water quality?**

a-f. ***Less Than Significant Impact.***

Implementation of the MSC North Project or the future phase(s) of the MSC Program would not result in significant adverse impacts to water quality, stormwater, and groundwater, and no further analysis of potential impacts associated with water quality, stormwater, or groundwater is required in the MSC EIR.

MSC North Project: Construction of the MSC North Project would occur in areas that are currently developed and paved. In addition, the existing drainage system at LAX is sized to accommodate runoff from all impervious surfaces in the vicinity of the MSC North Project site. As such, the MSC North Project would not materially alter existing drainage patterns or surface water runoff rates or quantities.

The agency with jurisdiction over water quality at LAX is the Los Angeles Regional Water Quality Control Board (LARWQCB). The Clean Water Act prohibits the discharge of pollutants to waters of the U.S. from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the Clean Water Act, LAX is within the area covered by NPDES Permit No. CAS004001 issued by the LARWQCB, and construction and operation of the MSC North Project would be in compliance with the LAX NPDES permit.[43]

According to utility plans for the MSC Program, the site for the MSC North Project is within two drainage watersheds, the Pershing sub-basin and the Imperial sub-basin. The utility plans recommend a new drainage system within the Pershing sub-basin similar to the existing drainage system; however, the new drainage system would reroute runoff north and south around the MSC North Project site and be connected to the existing trunk line in World Way West, which can readily accommodate it.

[43] *Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 01-182; NPDES No. CAS0041 as Amended by Regional Order R4-2007-0042 on August 9, 2007).*

Construction of the MSC North Project could result in the potential for short-term impacts to surface water (i.e., stormwater) quality, due to grading and other temporary surface disturbance. The Storm Water Pollution Prevention Plan (SWPPP) for the MSC North Project would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts. Control measures such as best management practices are specified in LAWA's existing Construction SWPPP for LAX. These include, but are not limited to, the following: soil stabilization (erosion control) techniques; sediment control methods; contractor training programs; material transfer practices; waste management practices; roadway cleaning/tracking control practices; vehicle and equipment practices; and fueling practices.

As part of the MSC North Project, implementation of the Standard Urban Storm Water Mitigation Plan (SUSMP) would occur. Although the MSC North Project would not change the quantity or pattern of stormwater runoff from the Project site to any notable degree, LAWA would be required to incorporate source control and treatment control measures in the form of best management practices to improve surface water quality discharge compared to existing conditions, including collecting stormwater runoff in a clarifier before being discharged. SUSMP requirements include, but are not limited to, the following: minimizing stormwater pollutants of concern; providing storm drain system stenciling and signage; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance.

As indicated in the LAX Master Plan EIR, LAX is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes.[44] Construction and operation of the MSC North Project would not require the use of groundwater and, thus, would not deplete groundwater supplies. In addition, since the MSC North Project site is paved/improved, no notable adverse change in the amount of permeable areas would occur.

Future Phase(s) of the MSC Program: Construction of the future phase(s) of the MSC Program would occur in areas that are currently developed and paved. In addition, the existing drainage system at LAX is sized to accommodate runoff from all impervious surfaces in the vicinity of the MSC Program sites. As such, the future phase(s) of the MSC Program would not materially alter existing drainage patterns or surface water runoff rates or quantities.

The construction and operation of the future phase(s) of the MSC Program would be in compliance with the LAX NPDES permit.[45] Drainage would be accommodated through existing features in the CTP and through the system constructed for the MSC North Project. A Storm Water Pollution Prevention Plan (SWPPP) for the future phase(s) of the MSC Program would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts. Implementation of the SUSMP would also occur under the future phase(s) of the MSC Program. Construction and operation of the future phase(s) of the MSC Program would not require the use of groundwater and, thus, would not deplete groundwater supplies. In addition, since the future phase(s) of the MSC Program site is paved/improved, no notable adverse change in the amount of permeable areas would occur.

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[44] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.7, April 2004.*

[45] *Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 01-182; NPDES No. CAS0041 as Amended by Regional Order R4-2007-0042 on August 9, 2007).*

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

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

g-h. ***No Impact.***

Neither the MSC Project nor the future phase(s) of the MSC Program would place housing or structures within a 100-year floodplain; thus, no further analysis of this issue is required for the MSC EIR.

MSC North Project: The MSC North Project site is located within the boundaries of the LAX Master Plan study area, and as indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.[46] Further, the MSC North Project does not involve the construction of housing.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is located within the boundaries of the LAX Master Plan study area, and as indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.[47] Further, the future phase(s) of the MSC Program does not involve the construction of housing.

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?

i. ***No Impact.***

No impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: As delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[48] the MSC North Project site is not within a boundary of an inundation area from a flood control basin. Further, the MSC North Project site is not located within the downstream influence of any levee or dam.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is not within a boundary of an inundation area from a flood control basin or located within the downstream influence of any levee or dam.

j. Inundation by seiche, tsunami, or mudflow?

j. ***No Impact.***

No impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur, and no further analysis of this issue is required in the MSC EIR.

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[46] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.13, April 2004.*

[47] *Ibid.*

[48] *City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, November 1996.*

MSC North Project: The MSC North Project site is located approximately two miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami affected area on the City of Los Angeles Inundation and Tsunami Hazard Areas map.[49] Seiches and mudflows are not a risk as the MSC North Project site is located on, and is surrounded by, relatively level terrain and urban development.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is not delineated as a potential inundation or tsunami affected area and the MSC and CTP sites are located on, and are surrounded by, relatively level terrain and urban development.

X. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

a. ***No Impact.***

No division of an established community would occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: The MSC North Project site is located entirely within the boundaries of a developed Airport in an urbanized area and development of the MSC North Project would not disrupt or divide the physical arrangement of an established community.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is located entirely within the boundaries of a developed Airport in an urbanized area and development of the future phase(s) of the MSC Program would not disrupt or divide the physical arrangement of 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?

b. ***Less Than Significant Impact.***

No conflicts with any land use would occur, and no further analysis of potential impacts associated with land use conflicts is required in the MSC EIR.

MSC North Project: Land use designations and development regulations applicable to LAX are set forth in the LAX Plan[50] and LAX Specific Plan,[51] both approved by the Los Angeles City Council in December 2004. The MSC North Project would be located within an area designated as "Airport Airside" in the LAX Plan. In the LAX Specific Plan, the MSC North Project is in an area designated as "LAX - A Zone: Airport Airside Sub-Area."

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[49] *City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, November 1996.*

[50] *City of Los Angeles, Los Angeles World Airports (LAWA), LAX Plan, September 29, 2004.*

[51] *City of Los Angeles, Los Angeles World Airports (LAWA), Los Angeles International Airport Specific Plan, September 29, 2004.*

Section 9.B of the LAX Specific Plan delineates the permitted uses within the Airport Airside Sub-Area. Of the numerous uses listed, the following permitted uses relate most directly to the MSC North Project:

- Airline clubs, retail uses, and restaurants;
- Aircraft under power;
- Runways, taxiways, aircraft parking aprons, and service roads;
- Passenger handling facilities, including but not limited to baggage handling and processing, passenger holdrooms, boarding gates, ticketing, and passenger check-in functions;
- Automated People Mover System, its stations and related facilities; and
- Security-related equipment and facilities.

Based on the above, the MSC North Project – which includes taxiways and gates for aircraft, passenger and baggage handling facilities, passenger holdrooms, security-related equipment and facilities, ticketing and passenger check-in functions, and passenger convenience facilities such as lounges and concessions – is consistent with all applicable land use plans, including the LAX Plan and LAX Specific Plan.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would be located within an area designated as "Airport Airside" in the LAX Plan. In the LAX Specific Plan, the future phase(s) of the MSC Program is in an area designated as "LAX - A Zone: Airport Airside Sub-Area."

The CTP site is in an area designated as "Airport Landside (Central\Terminal Area)" in the LAX Plan. In the LAX Specific Plan, the CTP site is in an area designated as "LAX - L Zone: Airport Landside Sub-Area." Section 10.B. of the LAX Specific Plan delineates the permitted uses within the Airport Landside Sub-Area. Of the numerous uses listed, the following permitted uses relate most directly to the CTP:

- Airline clubs, retail uses, and restaurants;
- Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption;
- Incidental retail uses - permanent or temporary retail uses, which may include kiosks and carts;
- Passenger handling facilities, including but not limited to baggage handling and processing, passenger holdrooms, boarding gates, ticketing, and passenger check-in functions;
- Service roads;
- Automated People Mover System, its stations and related facilities; and
- Security-related equipment and facilities.

Based on the above, the future phase(s) of the MSC Program – which include taxiways and gates for aircraft, passenger and baggage handling facilities, passenger holdrooms, security-related equipment and facilities, ticketing and passenger check-in functions, and passenger convenience facilities such as lounges and concessions – are consistent with all applicable land use plans, including the LAX Plan and LAX Specific Plan.

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

c. ***No Impact.***

No conflicts with any habitat conservation plan would occur, and no further analysis of potential impacts associated with conflicts with a habitat conservation plan is required for the MSC EIR.

MSC North Project: The Los Angeles/El Segundo Dunes Specific Plan Area is located to the west of the MSC North Project site and west of Pershing Drive. Also located within this site is the El Segundo Blue Butterfly Habitat Restoration Area. However, the MSC North Project would be located within an urbanized airport area within and adjacent to existing airport uses, and would not affect the Dunes Specific Plan Area. There is no adopted or approved habitat conservation plan or natural community conservation plan that includes the MSC North Project site.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would be located within an urbanized airport area within and adjacent to existing airport uses, and would not affect the Los Angeles/El Segundo Dunes Specific Plan Area. There is no adopted or approved habitat conservation plan or natural community conservation plan that includes the site of the future phase(s) of the MSC Program.

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?

a. ***No Impact.***

No impacts to the availability of mineral resources would occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: The State Mining and Geology Board classifies mineral resource zones throughout the State. As indicated in the LAX Master Plan EIR, the MSC North Project site is contained within an MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[52] The MSC North Project site is within the boundaries of LAX and surrounded by airport-related uses. There are no actively mined mineral or timber resources on the MSC North Project site, nor is the site available for mineral resource extraction given the existing airport uses.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is contained within an MRZ-3 zone and are located within the boundaries of LAX, surrounded by airport-related uses. There are no actively mined mineral or timber resources on the future phase(s) of the MSC Program site, nor is the future phase(s) of the MSC Program site available for mineral resource extraction given the existing airport uses.

[52] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.17, April 2004.*

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?

b. ***No Impact.***

No impacts to the availability of a locally important mineral resource recovery site would occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: The MSC North 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] Furthermore, the MSC North Project site is disturbed and in an area that is not available for mineral resource extraction due to the existing Airport uses.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map, is located in developed areas, and is not available for mineral resource extraction due to the existing Airport uses.

XII. NOISE

Would the project result in:

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

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

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

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

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

a-e. ***Less Than Significant Impact.***

Due to the location of the MSC North Project and future phase(s) of the MSC Program construction site, construction noise is considered to have a less than significant noise impact, and no mitigation measures are required. Because neither the MSC North Project nor the future phase(s) of the MSC Program would result in increased operations at LAX, minimal change in operational noise is anticipated. Thus, these issues do not require any further analysis in the MSC EIR.

[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.*

MSC North Project: Noise levels from outdoor construction activities, independent of background ambient noise levels, indicate that the noisiest phases of construction are typically during excavation and grading, and that the noise level from equipment with mufflers is typically 86 dBA[54] L_{eq}[55] at 50 feet from the noise source. As described in Section 4.1.2.4 of the LAX Master Plan EIR, this type of sound typically dissipates at a rate of 4.5 dBA to 6.0 dBA for each doubling of distance. For the noise analysis of the MSC North Project, the more conservative attenuation rate of 4.5 dBA has been used. Utilizing this conservative attenuation rate, a sound level of 86 dBA at 50 feet from the noise source would be approximately 81.5 dBA at a distance of 100 feet, 77 dBA at a distance of 200 feet, and so on. That sound drop-off rate does not take into account any intervening shielding or barriers such as structures or hills between the noise source and noise receptor.

Development and operation of the MSC North Project would occur in an area generally removed from the communities near LAX. The nearest noise-sensitive land use is residential development approximately 3,000 feet to the south in El Segundo. Based on a noise attenuation rate of 4.5 dBA per doubling of distance, the noise levels from construction activities within the MSC North Project site would be approximately 59.2 dBA L_{eq} at the residential area in El Segundo. The existing daytime ambient noise level at the nearest sensitive receptor (i.e., residential development in El Segundo south of Imperial Avenue) is approximately 72 dBA L_{eq} or higher,[56] with the nighttime ambient noise level being approximately 5 dBA lower. Thus, the noise level from construction activity in the MSC North Project site would be below the ambient noise levels. The CEQA threshold for a significant impact is a 5 dBA increase over ambient noise levels.

Construction staging for the MSC North Project would occur on the project site and within LAWA Construction Staging Area A. This construction staging area is located in the northwestern portion of the Airport property, immediately south of Westchester Parkway between Pershing Drive and Lincoln Boulevard, and accommodates construction staging for several on-going LAX Master Plan projects including the Bradley West Terminal project. Construction staging for the MSC North Project could also occur in an area located on the southwest side of the Airport along the east side of Pershing Drive, just north of Imperial Highway. This area is currently used as construction employee parking. Based on a typical mix of construction equipment anticipated to be used for the MSC North Project, noise levels at Construction Staging Area A would be expected to be approximately 69 dBA L_{eq}. Noise levels associated with construction traffic parking at these sites would be lower.[57] These noise levels would not exceed ambient noise levels by 5 dBA or more at a sensitive noise use.

No significant impact on noise levels is expected from MSC North Project-related construction traffic on area roads. To reach the CEQA threshold of significance of a 5 dBA increase, traffic volumes on roads with good operating conditions (i.e., Level of Service of B or better) would have to increase more than three-fold; they would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse).

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54 *dbA: A-weighted decibels are an expression of the relative loudness of sounds as perceived by the human ear.*

55 *Leq (Equivalent Noise Level) is a measure used to express the average sound level (typically expressed in dBA) over a given period of time.*

56 *City of Los Angeles, Los Angeles World Airports (LAWA), LAWA Noise Management, California State Airport Noise Standards Quarterly Report. 3Q11, available at: http://lawa.org/uploadedFiles/LAX/pdf/lax3Q11 noise contour map.pdf. Accessed on August 27, 2012.*

57 *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Bradley West Project, Section 4.8, May 2009.*

Based on similar analyses conducted for other LAX construction projects,[58,59] the anticipated levels of construction traffic would not result in a significant noise level increase.

Implementation of the MSC North Project would not affect the overall Airport noise contours reflected in the LAX Master Plan EIR. Those contours are defined primarily by the number of aircraft takeoff and landing operations, which would not be increased by the proposed Project. Nor would the proposed Project affect the flight paths of aircraft taking off and landing at the Airport. However, there will be a redistribution of airfield noise based on a modified taxiing path; some aircraft now going to the West Remote Gates or other gates in the CTA would operate in and out of the MSC instead. Approximately 9 percent of total Airport operations in 2018 could be operating out of the MSC North building. The MSC North Project site is well removed from noise-sensitive uses, and the nature of the proposed activities, being similar to other activities occurring throughout the Airport, would not change. The noise associated with aircraft taxiing to and from the MSC North building is not anticipated to cause a noticeable change in the noise environment.

The MSC North Project would not affect the overall noise contours or increase operational noise; thus, this issue does not require any further analysis in the MSC EIR.

Future Phase(s) of the MSC Program: Noise levels associated with construction of the future phase(s) of the MSC Program would be similar to that of the MSC North Project. Development and operation of the future phase(s) of the MSC Program would occur in an area generally removed from the communities near LAX. The nearest noise-sensitive land use is residential development approximately 3,000 feet to the south in El Segundo. The future phase(s) of the MSC Program would also be approximately 4,000 feet removed from existing residential development in Westchester. Based on a noise attenuation rate of 4.5 dBA per doubling of distance, the noise levels from construction activities within the future phase(s) of the MSC Program site would be approximately 59.2 dBA L_{eq} at the residential area in El Segundo. The existing daytime ambient noise level at the nearest sensitive receptor (i.e., residential development in El Segundo south of Imperial Avenue) is approximately 72 dBA L_{eq} or higher,[60] with the nighttime ambient noise level being approximately 5 dBA lower. Thus, the noise level from construction activity in the future phase(s) of the MSC Program site would actually be below the ambient noise levels. The CEQA threshold for a significant impact is a 5 dBA increase over ambient noise levels. Similar to the MSC North Project, it is assumed that construction staging for the future phase(s) of the MSC Program would occur on the project site or on existing construction staging or employee parking areas. Noise impacts from construction are not anticipated to result in a significant noise impact.

Implementation of the future phase(s) of the MSC Program would not affect the overall Airport noise contours, which are defined primarily by the number of aircraft takeoff and landing operations, reflected in the LAX Master Plan EIR. However, there will be a redistribution of airfield noise based on a modified taxiing path; some aircraft now going to the West Remote Gates or other gates in the CTA would operate in and out of the MSC instead. Approximately 19 percent of total Airport operations in 2025 could be operating out of the MSC. The MSC

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[58] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.1, April 2004.*

[59] *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Bradley West Project, Section 4.8, May 2009.*

[60] *City of Los Angeles, Los Angeles World Airports (LAWA), LAWA Noise Management, California State Airport Noise Standards Quarterly Report. 3Q11, available at: http://lawa.org/uploadedFiles/LAX/pdf/lax3Q11 noise contour map.pdf. Accessed on August 27, 2012.*

Program site is well removed from noise-sensitive uses, and the nature of the proposed activities, being similar to other activities occurring throughout the Airport, would not change. The noise associated with aircraft taxiing to and from the MSC facility is not anticipated to cause a noticeable change in the noise environment.

Implementation of the future phase(s) of the MSC Program would not affect the overall noise contours or increase operational noise; thus, this issue does not require any further analysis in the MSC 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?

f. ***No Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would affect a private airstrip; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project site is not located within the vicinity of a private airstrip, but rather within a public airport.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program site is not located within the vicinity of a private airstrip, but rather within a public airport.

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)?

a. ***Less Than Significant Impact.***

Less than significant impacts associated with population growth would occur, and no further analysis of potential impacts associated with population growth is required in the MSC EIR.

MSC North Project: The MSC North Project does not include residential development. The proposed improvements would not increase existing passenger capacity or aircraft operations at LAX. The MSC North Project would, however, increase building square footage within LAX with a resulting modest increase in long-term employment opportunities. These opportunities include airline personnel, maintenance and janitorial staff, concessionaires, and bus operators. The MSC North Project would not increase employment opportunities for security screening, baggage claim or ticketing/check-in, as these processes would continue to take place in the existing terminals. The potential increase in employment is not expected to be sufficient enough to result in any adverse impacts related to population and housing. With only a modest increase in employment and no increase in passenger capacity or aircraft operations, the MSC North Project would have a less than significant impact on population growth. Furthermore, the site for the MSC North Project is located within a developed airport, and no new public roads or extensions of existing public roads or other growth-accommodating infrastructure are proposed.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program does not include residential development. The proposed improvements would not increase existing passenger capacity or aircraft operations at LAX. The future phase(s) of the MSC Program would, however, increase building square footage within LAX with a resulting modest increase in long-term employment opportunities. These opportunities include airline personnel, maintenance and janitorial staff, concessionaires, and bus operators. Future phase(s) of the MSC Program would also include the CTP which would provide employment opportunities for security screening, baggage claim, and ticketing/check-in personnel. However, the potential increase in employment is not expected to be sufficient enough to result in any adverse impacts related to population and housing. With only a modest increase in employment, no increase in passenger capacity and no increase in aircraft operations, the future phase(s) of the MSC Program would have a less than significant impact on population growth. Employment growth at LAX with the future phase(s) of the MSC Program was assessed as part of the LAX Master Plan EIR. Furthermore, the future phase(s) of the MSC Program site is located within a developed airport, and no new public roads or extensions of existing public roads or other growth-accommodating infrastructure are proposed.

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

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

b-c. ***No Impact.***

No impacts on housing would occur, and no further analysis of potential impacts associated with housing is required in the MSC EIR.

MSC North Project: There are no existing residential properties on the MSC North Project site or within the boundaries of LAX. Implementation of the MSC North Project would not displace housing.

Future Phase(s) of the MSC Program: There are no existing residential properties on the future phase(s) of the MSC Program site or within the boundaries of LAX. Implementation of the future phase(s) of the MSC Program would not displace housing.

XIV. PUBLIC SERVICES

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

a. Fire protection?

a. ***Potentially Significant Impact.***

The MSC EIR will evaluate the potential for significant impacts related to fire protection services.

MSC North Project: The City of Los Angeles Fire Department provides fire protection services throughout LAX, including the MSC North Project site. Three fire stations are located at LAX (Fire Station Nos. 80, 51, and 95). Fire Station No. 80 is located approximately 0.15 miles southwest of the MSC North Project site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 1.7 miles east of the MSC North Project site;

and Fire Station No. 95, located at 10010 International Road, is about 2 miles east of the MSC North Project site.[61] Access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

Fire service requirements are generally based on the size of a building and its relationships to other structures and property lines. The MSC North Project site is currently developed and the MSC North Project would not extend beyond the current Airport boundary. Although the MSC North Project would comply with all applicable city, state, and federal codes and ordinances, and although architectural plans would be reviewed and approved by the City of Los Angeles Fire Department prior to Project implementation, the increase in the square footage associated with the MSC North Project and potential construction of tunnels could result in the need for additional fire protection facilities.

Future Phase(s) of the MSC Program: Fire Station No. 80 is located approximately 0.15 miles southwest of the MSC Program facility site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 1.5 miles east of the CTP site; and Fire Station No. 95, located at 10010 International Road, is about 2 miles east of the CTP site.[62] Construction of the CTP may result in temporary full or partial closures to local Airport circulation roads. However, access to the CTP site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

Fire service requirements are generally based on the size of a building and its relationships to other structures and property lines. The MSC Program sites are currently developed and the elements of the future phase(s) of the MSC Program would not extend beyond the current Airport boundary. Although the future phase(s) of the MSC Program would comply with all applicable city, state, and federal codes and ordinances, and although architectural plans would be reviewed and approved by the City of Los Angeles Fire Department prior to project implementation, the increase in the square footage associated with the future phase(s) of the MSC Program could result in the need for additional fire protection facilities.

b. Police protection?

b. *Less Than Significant Impact.*

Less than significant impacts on airport police protection services are expected to occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: 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 MSC North Project site. The LAWAPD and LAPD LAX Detail stations are located approximately 1 mile east of the MSC North Project site. Demand for on-Airport police protection services is typically determined by increases in aircraft activity and employees. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity or aircraft operations at LAX, and would only modestly increase long-term employment. However, the MSC North building would provide additional square footage at LAX that the LAWAPD, the LAPD LAX Detail, and the LAPD would

[61] *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26.1, April 2004.*

[62] *Ibid.*

need to patrol. As a result, the LAWAPD, the LAPD LAX Detail, and the LAPD would potentially need to add personnel to patrol the MSC North building; however, this would be a less than significant impact. As discussed in Section 1.4.1, passengers would be screened by TSA at the existing terminals prior to being transported by bus to the MSC North building.

Future Phase(s) of the MSC Program: The LAWAPD and LAPD LAX Detail stations are located approximately 1 mile east of the MSC Program facility site and 0.75-mile east of the CTP site. Demand for on-Airport police protection services is typically determined by increases in aircraft activity and employees. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity or aircraft operations at LAX, and would only modestly increase long-term employment. Employment growth at LAX with the future phase(s) of the MSC Program was assessed as part of the LAX Master Plan EIR. However, any future phase(s) of the MSC Program would provide additional square footage at LAX that the LAWAPD, the LAPD LAX Detail, and the LAPD would need to patrol. As a result, the LAWAPD, the LAPD LAX Detail, and the LAPD would potentially need to add personnel to patrol the MSC North building; however, this would be a less than significant impact. As discussed in Section 1.4.2, the future phase(s) of the MSC Program would include a CTP, where passengers would be screened by TSA prior to accessing the MSC building.

c. Schools?

c. *Less Than Significant Impact.*

Both the MSC North Project and the future phase(s) of the MSC Program are anticipated to have a less than significant impact to school facilities. Thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: The MSC North Project does not include residential development. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity and would only modestly increase long-term employment, such that indirect growth would not result in significant enrollment increases that would adversely affect schools.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program does not include residential development. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity and would only modestly increase long-term employment, such that indirect growth would not result in significant enrollment increases that would adversely affect schools. Employment growth at LAX with the future phase(s) of the MSC Program was assessed as part of the LAX Master Plan EIR.

d. Parks?

d. *Less Than Significant Impact.*

Both the MSC North Project and the future phase(s) of the MSC Program are anticipated to have a less than significant impact to parks. Thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: The MSC North Project does not include residential development. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity and would only modestly increase long-term employment such that no significant additional demand for parks would occur.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program does not include residential development. As discussed in Response XIII.a, above, the proposed improvements would not increase existing passenger capacity and would only modestly increase long-term employment such that no significant additional demand for parks would occur. Employment growth at LAX with the future phase(s) of the MSC Program was assessed as part of the LAX Master Plan EIR.

e. Other public facilities?

e. ***No Impact.***

No impacts to, or need for, other public facilities would occur, and no further analysis of this issue is required in the MSC EIR.

MSC North Project: Other than emergency access as described in Responses VIII.g and XVI.e, the MSC North Project would have no impacts on other public facilities.

Future Phase(s) of the MSC Program: Other than emergency access as described in Responses VIII.g and XVI.e, the future phase(s) of the MSC Program would have no impacts on other public facilities.

XV. RECREATION

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

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

a-b. ***No Impact.***

No impacts to, or need for, recreation facilities would occur, and no further analysis of these issues are required for the MSC EIR.

MSC North Project: The MSC North Project does not include development of recreational facilities nor does it include residential development. As discussed in Response XIII.a, above, the MSC North Project would not increase existing passenger capacity at LAX and would not materially increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program does not include development of recreational facilities nor does it include residential development. As discussed in Response XIII.a, above, the future phase(s) of the MSC Program would not increase existing passenger capacity at LAX and would not materially increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

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

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

a-b. ***Potentially Significant Impact.***

The MSC EIR will evaluate the potential for the MSC North Project to have significant construction traffic impacts that were not addressed in the LAX Master Plan EIR. The MSC EIR will also evaluate operational traffic impacts associated with the future phase(s) of the MSC Program, because these were not addressed in the LAX Master Plan EIR.

MSC North Project: Construction of the MSC North Project would generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period.

The MSC North Project would have minimal effect on operational traffic within the Central Terminal Area because passengers would access airline terminals the same way they do today. Passengers would check-in, drop off baggage, and go through security screening at one of the existing terminals in the CTA before boarding a bus to access an aircraft gate at the MSC North building. Similarly, arriving passengers would board a bus at the MSC North building, claim their bags at one of the existing terminals in the CTA, and then exit to World Way as they do today. These operations would be distributed throughout the existing terminals, thus, no significant change in surface traffic is anticipated to occur under the MSC North Project.

Future Phase(s) of the MSC Program: Implementation of the future phase(s) of the MSC Program would generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period. However, these construction trips were analyzed in the LAX Master Plan EIR at a program level and would not be substantively different.

The LAX Master Plan EIR assumed that no private vehicles would circulate through the CTA. However, the future phase(s) of the MSC Program assumes that circulation by private vehicles through the CTA remain and that passengers would access the CTP via private vehicle or commercial vehicle. Trips associated with operation of the future phase(s) of the MSC Program would be analyzed at a program level in the MSC EIR.

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?

c. ***No Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would impact air traffic patterns; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project would not increase the number of flights or type of aircraft utilizing the Airport. The MSC North Project will only change the location of aircraft gates, where passengers will board and de-board. This will not result in changes to air traffic patterns or an increase in airport operations.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would not change air traffic patterns or increase airport operations.

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

d. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would substantially increase hazards related to a design feature or incompatible use; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: The MSC North Project would not involve roadway design features that would substantially increase hazards. Construction equipment would be required to use local roadways; however, this is not anticipated to create a safety hazard. When necessary, travel lanes would be closed or restricted to allow for construction access and activities. Signage and/or flaggers would be provided to ensure safe movement of traffic when closures are required.

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program would not involve roadway design features that would substantially increase hazards. Construction equipment would be required to use local roadways; however, this is not anticipated to create a safety hazard. When necessary, travel lanes would be closed or restricted to allow for construction access and activities. Signage and/or flaggers would be provided to ensure safe movement of traffic when closures are required.

e. Result in inadequate emergency access?

e. ***No Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in inadequate emergency access; thus, this issue does not require any further analysis in the MSC EIR.

MSC North Project: As discussed in Response VIII.g, above, the MSC North Project would not significantly impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. According to the Los Angeles Fire Department, the access that is currently provided for each of the stations in the LAX vicinity would not be affected by the construction of the MSC North Project. The fire department does not

anticipate the need to use World Way West to provide emergency access to the MSC North Project.[63] Therefore, any changes to World Way West would not affect emergency access.

Future Phase(s) of the MSC Program: As discussed in Response VIII.g, above, the future phase(s) of the MSC Program would not significantly impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. According to the Los Angeles Fire Department, the access that is currently provided for each of the stations in the LAX vicinity would not be affected by the construction of the future phase(s) of the MSC Program.[64] The fire department does not anticipate the need to use World Way West to provide emergency access to the future phase(s) of the MSC Program. Therefore, any changes to World Way West would not affect 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?

f. ***No Impact***.

Neither the MSC North Project nor the future phase(s) of the MSC Program would have significant impacts related to potential conflicts with transportation-related policies, plans, or programs that were not addressed in the LAX Master Plan EIR; thus, this issue requires no further analysis in the MSC EIR.

MSC North Project: Construction of the MSC North Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. As the MSC North Project is located entirely on the airfield, there will be no impact to public transit/access.

Future Phase(s) of the MSC Program: Implementation of the future phase(s) of the MSC Program would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The majority of any future phase(s) of the MSC Program will be located on the airfield, except for the proposed CTP. The CTP does not conflict with or otherwise decrease the performance or variety of facilities related to existing public transit policies, plans, and programs.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

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

a-b. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in significant impacts to water supply or wastewater treatment facilities; thus, no further analysis of this issue is required in the MSC EIR.

[63] *City of Los Angeles, Los Angeles Fire Department, MSC Discussion, September 19, 2012.*

[64] *Ibid.*

MSC North Project: The LAX Master Plan EIR evaluated the impacts on water and wastewater conveyance and treatment facilities from implementation of the Master Plan alternatives. The improvements associated with the MSC North Project are consistent with the LAX Master Plan; therefore, water demand and wastewater generation are not expected to differ from those identified in the LAX Master Plan EIR. However, an updated description of current conditions relative to 1) water supply and 2) wastewater treatment capacity is provided below.

1) Water Supply:

Water use for the MSC North Project was calculated by applying a generation factor to the building area, as described below. For purposes of this analysis, water use is estimated for passenger-related facilities (i.e., terminals, passenger facilities, and passenger-serving ground access facilities) and thus the square footage of the MSC North passenger related facilities was used. Since passengers engage in the same types of activities as retail visitors (e.g., food service, sanitary, and cleaning) and, consequently, use similar quantities of water on average per square foot of building area, this analysis uses the retail factor for potable water use that was used in the LAX Master Plan EIR and SPAS EIR, which originated from the Los Angeles Department of Water and Power (LADWP). The water use factor used in this analysis is 8.96×10^{-5} AF/year and represents average usage for this land use type.[65]

The MSC North Project water demand from passenger-related facilities would be 67.34 AF/year in 2020. This would represent 0.01 percent of anticipated LADWP water demand in 2020, for which LADWP forecasts sufficient water supplies, as explained below. This increase in demand would not be significant compared to the total future regional water supply.

The Water Supply Assessment (WSA) prepared by LADWP for the LAX Master Plan indicates that "adequate water supplies will be available to meet the water demands of the project." The WSA for the LAX Master Plan is based on the 2001 Urban Water Management Plan (UWMP), which projected water demand to 2020. The WSA was based on a projected activity level at LAX of 78.9 MAP.[66]

LADWP's current UWMP was adopted on April 11, 2011 (2010 UWMP) and uses a service-area-wide method in developing City water demand projections. This methodology does not rely on individual development demands to determine area-wide growth but, instead, looks at the growth in water use for the entire service area. The UWMP provides demand projections in five-year increments through 2035 and includes demographics, weather, and water conservation. The 2010 UWMP demographic projections are based on the 2008 Regional Transportation Plan (RTP) forecast generated by the Southern California Association of Governments (SCAG). The 2008 RTP assumed a future passenger activity level at LAX of 78.9 MAP. The passenger activity level for LAX in the most recent 2012-2035 RTP/Sustainable Communities Strategy is also 78.9 MAP. Therefore, the UWMP plan projections account for growth at LAX to 78.9 MAP. Los Angeles' citywide water use was 555,477 AF in the 2009-2010 fiscal year, while water use for 2020 is projected to be 652,000 AF. The 2010 UWMP indicates that supply will be sufficient to meet projected demand through 2035.[67]

2) Wastewater Capacity:

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65 *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.4, July 2012.*

66 *Ibid.*

67 *Ibid.*

Wastewater generation for the MSC North building was estimated for passenger-related facilities (i.e., terminals, passenger facilities, and passenger-serving ground access facilities). Since passengers engage in the same types of activities as retail visitors (e.g., food service, sanitary, and cleaning) and, consequently, generate similar quantities of wastewater on average per square foot of building area, this analysis uses the retail factor for wastewater generation that is included in the Los Angeles CEQA Thresholds Guide. Wastewater generation from passenger-related facilities at the MSC North building was calculated to be 60,123 gpd (0.06 mgd).

The City of Los Angeles operates four wastewater treatment facilities; the Hyperion Treatment Plant (HTP) treats sanitary wastewater generated by activities at LAX. The HTP had baseline wastewater flows of 299 mgd in 2010 and a design capacity of 450 mgd. The Hyperion Service Area (HSA), which includes the HTP and additional facilities, has a combined capacity of 550 mgd. Historical data shows a significant decrease in wastewater flow within the HSA; future trendlines show continued declines in wastewater flows through 2020, where there will be substantial available capacity within the HSA to treat projected flows.[68] Therefore, the increased wastewater generation from the MSC North Project could be accommodated by the existing wastewater treatment facilities at HTP and within the HSA.

For these reasons, wastewater generation related to the MSC North building would not exceed the existing or future capacity of regional wastewater treatment facilities, and the impacts from increased wastewater generation would be less than significant.

Future Phase(s) of the MSC Program: It is anticipated that the future phase(s) of the MSC Program will result in an increase of water usage increase approximately the same as the MSC North Project. Therefore, demand associated with the future phase(s) of the MSC Program would not be significant compared to the total future regional water supply. Likewise, wastewater generation from passenger-related facilities constructed as part of any future phase(s) of the MSC Program can be accommodated by the existing wastewater treatment facilities at HTP and within the HSA.

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?

c. *Less Than Significant Impact.*

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in significant impacts to storm water facilities; thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: Please see Response IX.a, above.

Future Phase(s) of the MSC Program: Please see Response IX.a, above.

[68] *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.3, July 2012.*

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

d. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in significant impacts to water supply; thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: As noted above in Response XVII.a-b., the improvements associated with the MSC North Project are consistent with the LAX Master Plan and the 2010 UWMP indicates that supply will be sufficient to meet projected demand through 2035[69]; therefore, no significant impact on water demand would occur.

Future Phase(s) of the MSC Program: As noted above in Response XVII.a-b., the improvements associated with the future phase(s) of the MSC Program are consistent with the LAX Master Plan and the 2010 UWMP indicates that supply will be sufficient to meet projected demand through 2035[70]; therefore, no significant impact on water demand would occur.

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

e. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in significant impacts to wastewater treatment capacity; thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: Please see Response XVII.a-b, above.

Future Phase(s) of the MSC Program: Please see Response XVII.a-b, above.

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

f. ***Less Than Significant Impact.***

Neither the MSC North Project nor the future phase(s) of the MSC Program would result in significant impacts to landfill capacity; thus, no further analysis of this issue is required in the MSC EIR.

The issue of impacts to inert solid waste disposal capacity does not require any further analysis in the MSC EIR.

MSC North Project: The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. The improvements associated with the MSC North Project are consistent with the LAX Master Plan; therefore, solid waste generation is not expected to be different from that identified in the LAX Master Plan EIR. However, an updated description of current conditions relative to landfill capacity is provided below.

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[69] *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.4, July 2012.*

[70] *Ibid.*

The most recent waste characterization study for LAX was conducted in 2000. The 2000 study concluded that passenger-related solid waste disposal at LAX in 2000 was 431 tons per MAP, or 0.862 pounds per passenger. However, LAWA's goal is to divert 70 percent of waste by 2015. This diversion rate results in a factor of 0.784 pounds per passenger, for which passenger-related activity would generate a total of 84.7 tpd (30,928 tpy) of waste at 78.9 MAP.[71]

All solid waste from LAX is transferred to the Sunshine Canyon Landfill for disposal. Landfill capacity is evaluated in terms of total disposal capacity as well as daily throughput rate. Sunshine Canyon Landfill has a maximum permitted daily throughput of 12,100 tpd, with 5,500 tpd allotted for City use and 6,600 for County use. As of July 31, 2007, this facility had a remaining total disposal capacity of 80,805,000 tons, and currently has an estimated closure date of 2031.[72] The types of waste accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal wastes.

Maximum passenger activity levels at LAX are forecasted to be 78.9 MAP as a result of projected natural growth. This increase in passenger activity is expected with or without the development of the MSC North Project. As noted above, the municipal solid waste generation factor used for this analysis is 0.784 pounds per passenger, which accounts for a future diversion rate of 70 percent. Using this methodology, passenger-related activity would generate a total of 84.7 tpd (30,928 tpy) of passenger-related solid waste at 78.9 MAP. This would be an increase of 15 tpd compared to 2010 baseline conditions. Sunshine Canyon Landfill, which handles all solid waste from LAX, is permitted to accept 12,100 tpd of solid waste, but only averages 7,845 tpd.[73] Therefore, Sunshine Canyon Landfill has sufficient capacity to accommodate the increase in solid waste associated with the MSC North Project without using any other regional landfills; therefore, impacts to solid waste disposal capacity would be less than significant.

There is expected to be no negative impact from the MSC North Project on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities). As indicated in the SPAS Draft EIR, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 60.2 million tons in 2010. Based on the average countywide disposal rate in 2010, this capacity would not be exhausted for approximately 41 years.[74]

Future Phase(s) of the MSC Program: Sunshine Canyon Landfill has enough capacity to accommodate the increase in solid waste associated with the entire MSC Program without using any other regional landfills. Sunshine Canyon Landfill is estimated to close in 2031, which is well beyond the MSC Program planning horizon. The solid waste generated by passenger activity in 2020 is projected to be within the capacity of Sunshine Canyon Landfill, an existing/permitted regional landfill; therefore, impacts to solid waste disposal capacity would be less than significant.

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71 *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.2, July 2012.*

72 *County of Los Angeles, Department of Public Works, 2010 Annual Report on the Countywide Summary Plan and Countywide Siting Element, February 2011.*

73 *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.2, July 2012.*

74 *City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.19, April 2004.*

There is expected to be no negative impact from the future phase(s) of the MSC Program on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities).

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

g. ***Less Than Significant Impact.***

Both the MSC North Project and the future phase(s) of the MSC Program would comply with all federal, state and local regulations related to solid waste; thus, no further analysis of this issue is required in the MSC EIR.

MSC North Project: The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. The improvements associated with the MSC North Project are consistent with the LAX Master Plan. As such, the MSC North Project will comply with federal, state, and local statutes and regulations related to solid waste that were included in the LAX Master Plan EIR. The MSC North Project will also comply with any statutes and regulations adopted after the compilation of the LAX Master Plan EIR. In December 2010, the Los Angeles City Council adopted Ordinance No. 181519 (signed by the Mayor in January 2011) to assist in meeting the diversion goals of AB 939. Ordinance No. 181519 amended sections of the City's municipal code to require that construction and demolition waste generated within the City of Los Angeles be taken to a City-certified construction demolition waste processing facility.[75]

The MSC North Project would comply with all federal, state, and local statutes and regulations related to solid waste.

Future Phase(s) of the MSC Program: The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. The improvements associated with the future phase(s) of the MSC Program are consistent with the LAX Master Plan. As such, the future phase(s) of the MSC Program will comply with federal, state, and local statutes and regulations related to solid waste that were included in the LAX Master Plan EIR. The future phase(s) of the MSC Program will also comply with any statutes and regulations adopted after the compilation of the LAX Master Plan EIR.

The future phase(s) of the MSC Program would comply with all federal, state, and local statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

a. ***Potentially Significant Impact.***

MSC North Project: The MSC North Project has the potential to degrade the quality of the environment with the potential to have an effect on air quality, greenhouse gas emissions, public services, and transportation/traffic.

[75] *City of Los Angeles, Los Angeles World Airports (LAWA), Draft Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.13.2, July 2012.*

Future Phase(s) of the MSC Program: The future phase(s) of the MSC Program has the potential to degrade the quality of the environment with the potential to have an effect on air quality, greenhouse gas emissions, public services, and transportation/traffic.

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, the effects of other current projects, and the effects of probable future projects).

b. ***Potentially Significant Impact.***

MSC North Project: Implementation of the MSC North Project may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area.

Future Phase(s) of the MSC Program: Implementation of the future phase(s) of the MSC Program may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area.

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

c. ***Potentially Significant Impact.***

MSC North Project: Implementation of the MSC North Project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans.

Future Phase(s) of the MSC Program: Implementation of the future phase(s) of the MSC Program may result in adverse environmental effects which could potentially result in substantial adverse effects on humans.

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4. PREPARERS AND PERSONS CONTACTED

LEAD AGENCY

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

Lisa Trifiletti, Project Manager
Evelyn Quintanilla, City Planner
Arnold Rosenberg, P.E., Senior Vice President, Aviation Program and Construction Management Services, Parsons Brinckerhoff

INITIAL STUDY PREPARATION

Ricondo & Associates, Inc.
5860 Owens Avenue, Suite 250
Carlsbad, California 92008

Joseph Huy, Principal
Joe Birge, Project Manager
Stephen Culberson, Task Manager
Allison Kloiber, Senior Consultant

RS&H
6151 West Century Boulevard, Suite 1114
Los Angeles, California 90045

Dave Full, Task Manager
Natalie Deschapelles, Environmental Analyst
Nicholas Kozlik, Environmental Analyst