

Los Angeles International Airport



Addendum to the Environmental Impact Report for the Midfield Satellite Concourse

PREPARED FOR:

Los Angeles World Airport



PREPARED BY:
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Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of Los Angeles World Airports and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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1. Purpose

The Los Angeles World Airports Board of Airport Commissioners is in the process of constructing a new multi-level concourse at Los Angeles International Airport (LAX) west of Tom Bradley International Terminal (TBIT). Development of the new multi-level concourse is called the Midfield Satellite Concourse Program (MSC Program); the first phase of the MSC Program is the development of the northern half of the concourse, called the MSC North Project. Ricondo & Associates, Inc. (R&A) completed the required California Environmental Quality Act (CEQA) documentation for the Midfield Satellite Concourse (MSC) Program and MSC North Project in 2014. A Final Environmental Impact Report (EIR) for the MSC Program and MSC North Project was adopted by the Board of Airport Commissioners (BOAC) through Resolution No. 25478 on July 21, 2014.

As discussed within the MSC EIR, construction of the MSC North Project will require the relocation and/or removal of several existing airfield facilities including the existing FAA Remote Transmitter/Receiver (RTR) facility that is located at the east end of World Way West immediately east of Air Operations Area (AOA) Post 5. Several potential on-airport relocation sites were identified within the MSC EIR, but the EIR noted that these sites would be subject to a Federal Aviation Administration (FAA) siting study and selection of a preferred relocation site.

Subsequent to completing the CEQA environmental review process for the MSC North Project, the FAA completed siting studies for relocation of the existing Remote Transmitter/Receiver (RTR) facility. Because the RTR is an FAA facility, FAA was responsible for evaluating and selecting a preferred site that meets siting, line-of-sight, and radio transmission criteria for the RTR facility. This selection process was completed in October 2014. Although the relocation of the RTR facility was incorporated into the project description and analysis within the MSC EIR, the FAA selected a preferred location for the facility that was not assessed as a potential site within the MSC EIR.

This Addendum has been prepared to augment the EIR certified by the BOAC for the MSC North Project. The adopted EIR, along with this Addendum, serve as the environmental review of the proposed Project pursuant to the provisions of CEQA, Public Resources Code Section 21000 *et. seq.*, and State and local CEQA Guidelines.

2. Previously Approved Project

The MSC North Project analyzed in the EIR and approved by the BOAC, includes the construction of the northern portion of a new multi-level concourse, construction of tunnels for passenger and baggage conveyance and utilities, as well as a new taxilane, taxiway, and apron and utilities required to serve the MSC North building that would be located west of the Central Terminal Area (CTA) of LAX. The MSC Program includes the southern portion of the multi-level concourse, conveyance systems connecting the MSC to the CTA, and passenger processing space. Due to the size and scale of the MSC Program, LAWA will develop the MSC Program in phases. Phase I (MSC North Project) of the MSC Program includes 1) a concourse of up to 11-gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) ramp tower or Federal Aviation Administration (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. Future phase(s) involving the development of the remaining components of the MSC Program were analyzed at a programmatic level.

As discussed within the MSC EIR, construction of the MSC North Project will require the relocation and/or removal of several existing airfield facilities including the FAA Remote Transmitter/Receiver (RTR) facility that is located at the east end of World Way West immediately east of Air Operations Area (AOA) Post 5. Several potential on-airport relocation sites were identified within the MSC EIR, but the EIR noted that these sites would be subject to an FAA siting study and selection of a preferred relocation site subsequent to the approval of the MSC EIR.

3. Actions Subsequent to the Adoption of the EIR

As part of the MSC evaluation, LAWA requested that R&A prepare a Draft RTR and Airport Beacon Relocation Report¹, which evaluated potential relocation sites for the existing RTR facility and airport rotating beacon, which are located adjacent to each other in the infield area between Runways 6R-24L and 7L-25R, west of the Tom Bradley International Terminal (TBIT) and east of Taxiway R. The RTR facility is a standalone facility, while the airport rotating beacon is located on a large steel tower structure. The report examined the basic requirements for the FAA equipment impacted and identified preliminary candidate sites to be considered for relocation. The report identified 13 potential relocation sites: 8 sites could accommodate both the RTR facility and airport rotating beacon, 3 sites could accommodate the RTR facility only, and 2 sites could accommodate the airport rotating beacon only.

An RTR facility is an air to ground communication system with transmitters and receivers serving a terminal area. RTR facilities may contain radio equipment for transmitting and receiving approach, departure, local, ground, clearance delivery, gate area, and weather communications. A typical RTR facility is a fenced in area approximately 140 feet by 140 feet in size. RTR facilities consist of the following equipment:

- Four platform towers with multiple antennas
- Transmission lines
- Transformer
- Combiners
- Coaxial line
- Coaxial RF line sections
- Circulators
- Filters
- Radio Control Equipment
- Coaxial relays
- VHF and UHF Transmitters and Receivers (Main and standby equipment)
- Remote Maintenance Monitoring Equipment

¹ Ricondo & Associates, Inc., *LAX Midfield Satellite Concourse RTR and Airport Beacon Relocation*, July 15, 2013.

- Lightning and surge protection
- Battery supply with charger
- Backup generator
- Communication lines (Mini-Demarc)

Requirements for siting an RTR facility are listed below:

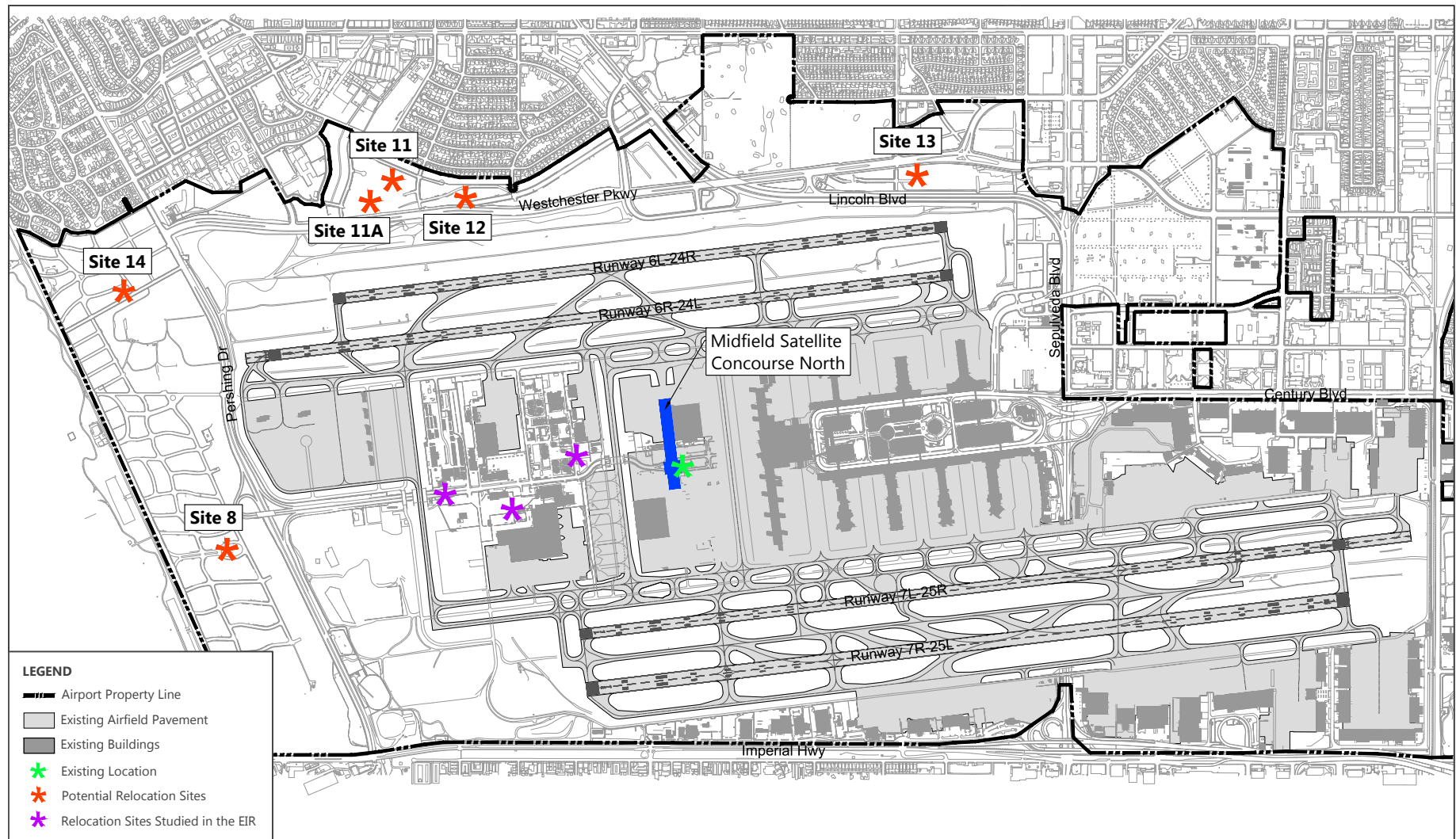
- Clear line-of-sight between aircraft communication towers and aircraft to ensure the air traffic service volume communication requirements are achievable and that frequency protection criteria are met.
- Antennas must be at an adequate height to provide coverage to aircraft in the terminal area and on the ground.
- Antennas must be sited an adequate distance apart to ensure there is no interference from transmitters or receivers.
- An RTR is not fixed by function; therefore it must be clear of runway and taxiway safety and object free areas (AC 150/5300-13A), FAR Part 77, and TERPS surfaces.
- Site area must be free from jet blast
- Site area must be able to support adequate grounding
- Site area must be secure and allow 24-hour maintenance access
- Minimize reflections from structures in the area
- Site must have available power and communication lines (including redundancy)
- Equipment must be flight checked upon establishment of new facility.
- No interruption in service can occur as part of the establishment of a new facility at LAX.

The FAA reviewed the Draft RTR and Airport Beacon Relocation Report² and chose one of the locations from the report (Site 8) and proposed five additional locations (S11, S11A, S12, S13, and Alt. #14) to conduct site testing for frequency compatibility (see **Figure 1**). FAA is not relocating the airport rotating beacon adjacent to the relocated RTR facility; thus, this Addendum only assesses the modifications to the relocation of the RTR facility. All of the potential relocation sites for the RTR facility selected by the FAA are located outside of the AOA; the MSC EIR assumed that the RTR facility would remain within the AOA. FAA conducted field testing at each of the 6 remaining potential relocation sites, which consisted of checking the ground coverage around the northern half of the airfield at two antenna heights (20 feet and 30 feet) and determining which site and antenna height would provide the best coverage. In addition to signal strength measurement, voice quality data at pre-determined runway/taxiway intersections was evaluated. After these tests were conducted, FAA determined that only 2 sites (Sites 8 and S13) were viable. FAA then conducted air-to-ground coverage tests and determined that Site S13 was the best site for relocation of the RTR facility.³

² Ricondo & Associates, Inc., *LAX Midfield Satellite Concourse RTR and Airport Beacon Relocation*, July 15, 2013.

³ Los Angeles World Airports, *Project Definition Booklet (PDB), Remote Transmitter/Receiver (RT-1), Relocation, LAX*, October 10, 2014.

[Preliminary Draft for Discussion Purposes Only]



SOURCE: HNTB Corporation, Los Angeles International Airport, Future Airport Layout Plan Sheet, July 2012; Ricondo & Associates, Inc., July 2013.
 PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 1



Remote Transmitter/Receiver Facility Relocation Potential Sites Considered

Drawing: Z:\LAWA\MSFC EIR\FAA NAVAIDS Siting\CAD\FAA NAVAIDS Siting_v3.dwg_Layout: 03_Overview_Feb 06, 2015, 9:19am

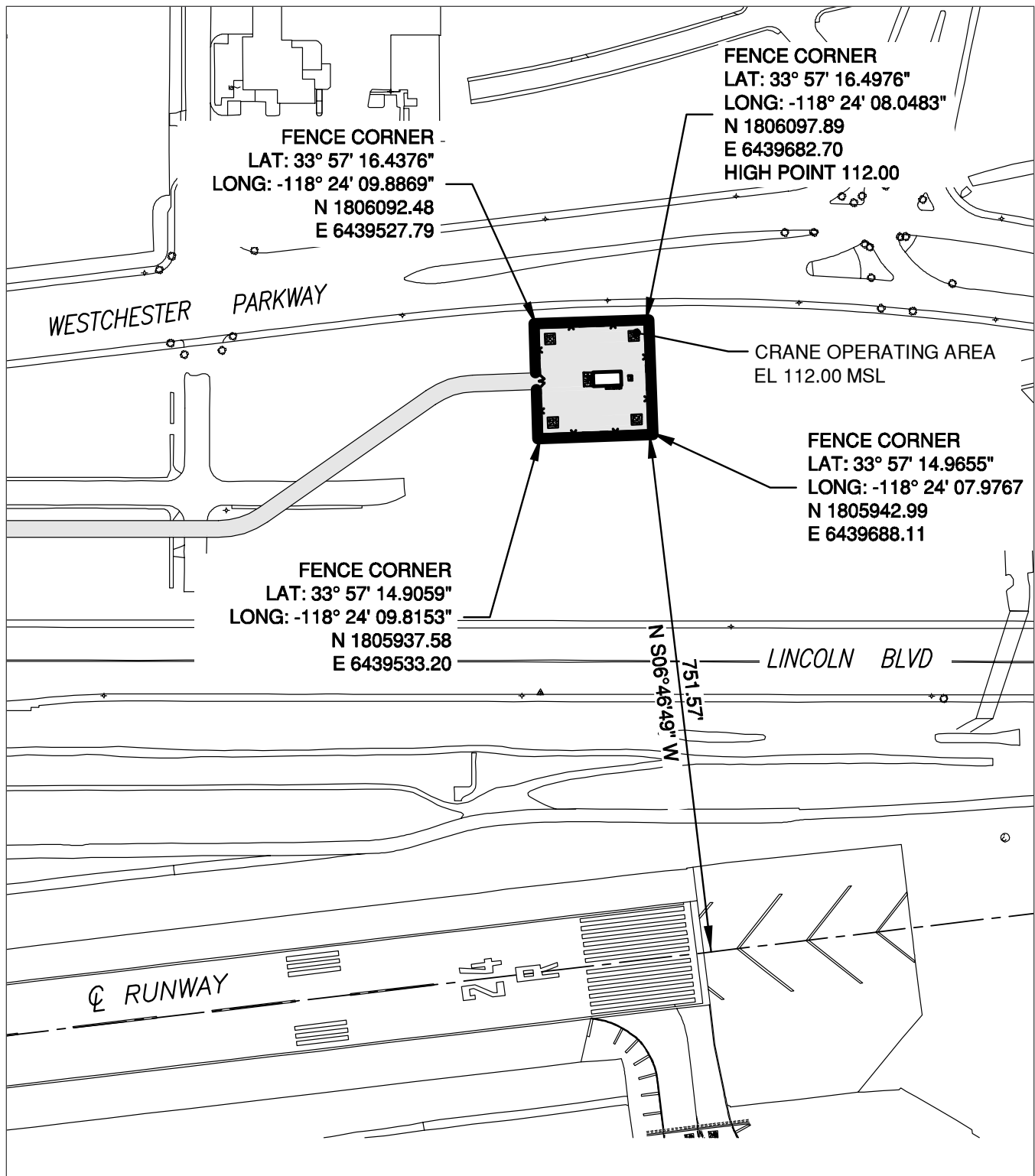
4. Project Changes Addressed in this Addendum

This Addendum to the MSC EIR addresses the FAA selected relocation site for the FAA's RTR facility. Although the demolition of the existing RTR facility and construction of a replacement facility was anticipated and assessed in the MSC EIR, the final siting studies carried out by FAA were pending at the time of Project approval by the BOAC in July 2014. Since Project approval, the FAA has determined that Site S13 is the most appropriate area for the RTR facility relocation. Site S13 is located on LAX property, near the southeast T-intersection of Westchester Parkway and Emerson Avenue, across the street from Los Angeles Fire Department (LAFD) Fire Station No. 5 (**Figure 2**). Site S13 was not included in the group of potential RTR facility relocation sites assessed within the MSC EIR.

The relocated facility includes:

- Construction of one new building, which could be up to approximately 20 feet x 40 feet outside nominal building dimensions, 10-foot nominal building ceiling height, with generator, communication racks and equipment (note: if building does not require a stand-alone generator, the outside nominal building dimensions would be approximately 20 feet x 24 feet);
- Construction of four new tower structures, with a standard antenna tower height of up to 30 feet above average terrain with two antenna towers at a standard height of 30 feet above average terrain and two antenna towers at 40 feet above average terrain, or as determined by FAA;
- Construction of security/perimeter fence around the new RTR facility;
- Supporting infrastructure (electrical, mechanical, communications, etc.); and
- Providing diversity communication paths that connect the new RTR facility to the LAX Airport Traffic Control Tower.

[DRAFT]



SOURCE: Los Angeles World Airports, Project Definition Booklet, Remote Transmitter/Receiver, RT-1 Relocation, June 2014.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 2



0 Not To Scale

Remote Transmitter/Receiver Site S13 Plan

5. Required Findings for Use of an Addendum

Section 15162 of the State CEQA Guidelines identifies the circumstances that necessitate the preparation of a subsequent EIR. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) *The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;*
 - (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

If none of the above conditions are met, the BOAC may prepare an Addendum in order to make minor technical changes to a previously certified EIR and to document as to why no further environmental review is required.

6. Evaluation of Environmental Impacts

In performing the required analysis and determining that the criteria are met for use of an addendum, this Addendum relies on use of a Modified Environmental Checklist Form. This Addendum has evaluated each of the changes to the MSC North Project (as previously approved) and measures the impacts of those changes against the checklist of questions presented in Section 7 of this document. The proposed RTR facility relocation was referenced against the standard environmental topics listed in Appendix G of the State CEQA Guidelines.⁴ Section 7 of this document contains the Modified Environmental Checklist Form, with certain topic-specific discussions, and summarizes the responses to the questions in Section 5. Section 8 contains the discussion/analysis relative to cumulative impacts. A summary of the changes in potential impacts due to the change in the RTR facility relocation site (relative to the potential sites identified in the MSC EIR) is provided in Section 9, and the reasons why an Addendum is appropriate in this situation is provided in Section 10.

⁴ California Administrative Code, Title 14, Division 6, Chapter 3, Sections 15000-15387, "Guidelines for Implementation of the California Environmental Quality Act."

7. Modified Environmental Checklist Form

The Modified Environmental Checklist Form (Form) was used to compare the anticipated environmental effects of the relocation of the RTR facility with those disclosed in the certified MSC EIR and to review whether any of the conditions set forth in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR are met. The Form was used to review the potential environmental effects of the proposed change for each of the following areas:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

There are six possible responses to each of the questions included on the Form:

(A) Substantial Change in Project Requiring Major Revision of Previous EIR.

This response is used if the project has changed to such an extent that major revisions of the previous EIR are required due to the involvement of new significant environmental effects or an increase in the severity of the previously identified significant effects.

(B) Substantial Change in Circumstances under which Project is Undertaken Requiring Major Revision of Previous EIR.

This response is used if the circumstances under which the project is undertaken have changed to such an extent that major revisions to the previous EIR is required because such changes would result in the project having new significant environmental effects or would substantially increase the severity of the previously identified significant effects.

(C) New Information of Substantial Importance Showing New or Greater Significant Effects Than Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows that the project would have a new significant environmental effect or more severe significant effect than identified in the previous EIR.

(D) New Information of Substantial Importance Showing Ability to Substantially Reduce Significant Impacts Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows:

- (1) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that although previously found to be infeasible are in fact now feasible, but the project proponent declines to adopt them; or
- (2) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR, but the project proponent declines to adopt them.

(E) Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a new EIR.

This response is used if:

- (1) The potential impact of the project is determined to be below known or measurable thresholds of significance and would not require mitigation; or
- (2) There are no changes in the project or circumstances and no new information that would require the preparation of a new EIR pursuant to Public Resources Code Section 21166 and Section 15162 or the State CEQA Guidelines.

(F) No Impact

This response is used if the proposed project does not have any measurable environmental impact.

The Modified Environmental Checklist Form and accompanying evaluation of the responses provide the information and analysis upon which the BOAC makes its determination that no new EIR is required for the proposed RTR facility relocation.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------|
| AESTHETICS: Would the project: | | | | | | |
| (a) Have a substantial adverse effect on a scenic vista? | | | | | | X |
| (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | | | X |
| (c) Substantially degrade the existing visual character or quality of the site and its surroundings? | | | | | X | |
| (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | | X | |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts on aesthetics. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts to aesthetics, and, therefore, was eliminated from further analysis within the EIR.

The proposed RTR facility relocation site, identified as a construction staging area for the LAX Runway 6L-24R and Runway 6R-24L Runway Safety Area and Associated Improvements Project, is in a highly disturbed area surrounded by airport uses. Although the site may be visible from areas off-Airport, it is not located adjacent to or within the viewshed of a designated scenic highway or scenic vista. The proposed RTR facility would include standard lighting for security purposes that would be directed downward. Additionally, the communications tower would include obstruction hazard lights, similar to other tall structures in the vicinity of the airport. The nearest residences to the proposed RTR facility relocation site are located approximately 1,200 feet northwest of the proposed RTR facility relocation site. Located between these residences and the proposed RTR facility relocation site is a golf course and the existing Los Angeles Fire Department (LAFD) Station No. 5; additionally, Lincoln Boulevard is located just south of the proposed RTR facility site and Westchester Parkway is located just north of the proposed RTR facility site. All of these elements are existing light sources located adjacent to the proposed RTR facility relocation site. Thus, the proposed RTR facility relocation would not introduce significant new sources of light or glare and new lighting associated with all components of the MSC North Project will be in compliance with applicable FAA standards and in conformance with relevant LAWA guidelines.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to visual or aesthetic resources. No substantial changes in the aesthetic or visual environment have occurred since certification of the MSC EIR, and no substantial new scenic resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant aesthetic impacts or a substantial increase in previously identified aesthetic impacts would occur as a result of the proposed RTR facility relocation. All mitigation measures previously adopted for the approved MSC North Project will apply to the proposed RTR facility relocation described herein, as applicable. Therefore, the impacts to aesthetic resources as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------|
| AGRICULTURE AND FORESTRY | | | | | | |
| RESOURCES: Would the project: | | | | | | |
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | | | X |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | | | X |
| (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 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | | | X |
| (d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | | | X |
| (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? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts on agricultural and forestry resources. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts to agricultural and forestry resources, and, therefore, was eliminated from further analysis within the EIR.

As indicated in the LAX Master Plan EIR⁵, there are no agricultural or forestry resources within or near the proposed RTR facility relocation site. None of the areas surrounding the proposed Project site or the airport are zoned for agricultural or forestry uses. Thus, no impacts to agricultural or forestry resources would occur as a result of the proposed RTR facility relocation.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to agricultural or forestry resources. No substantial changes in the environment have occurred since certification of the MSC EIR, and no substantial new agricultural or forestry resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant impacts or a substantial increase in previously identified impacts to agricultural or forestry resources would occur as a result of the proposed RTR facility relocation. Therefore, the impacts to agricultural and forestry resources as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

⁵ 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.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------|
| AIR QUALITY: Would the project: | | | | | | |
| (a) Conflict with or obstruct implementation of the applicable air quality plan? | | | | | X | |
| (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | | | X | |
| (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)? | | | | | X | |
| (d) Expose sensitive receptors to substantial pollutant concentrations? | | | | | X | |
| (e) Create objectionable odors affecting a substantial number of people? | | | | | X | |

Discussion:

The MSC EIR concluded that the MSC North Project would result in significant and unavoidable construction-related air quality impacts and would also result in cumulatively considerable significant and unavoidable construction-related air quality impacts. Demolition of the existing RTR facility and construction of a new RTR facility were included as part of the construction-related air quality assessment in the MSC EIR; assumptions for the relocated RTR facility in terms of size and structures remains the same as was assumed in the MSC EIR. Relocation of the RTR facility to the new site preferred by FAA would not substantially change the construction emissions disclosed for the MSC North Project in the MSC EIR.

Operational emissions of the proposed MSC North Project would not exceed the Project-specific significance thresholds for CO, VOC, NO_x, SO₂, PM₁₀, and PM_{2.5}. The MSC North Project modifications do not propose any changes to the operational characteristics of the MSC North Project; therefore, there are no potential

increased direct or indirect emissions associated with the relocation of the RTR facility that were not discussed in the MSC EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to air quality resources. No substantial changes in air quality have occurred since certification of the MSC EIR, and no new significant effects related to air pollutant emissions have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

The proposed MSC North Project modifications would not increase the severity of previously identified air quality impacts, nor would it result in any new significant effects related to air emissions that were not previously identified in the MSC EIR. All mitigation measures previously adopted for the approved MSC North Project will apply to the proposed RTR facility relocation described herein, as applicable. Therefore, the impacts to air quality as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------|
| 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 Wildlife or U.S. Fish and Wildlife Service? | | | | | X | |
| (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 Wildlife or U.S. Fish and Wildlife Service? | | | | | X | |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------|
| 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? | | | | | X | |
| (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? | | | | | X | |
| (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | | X | |
| (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? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts on biological resources. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts to biological resources, and, therefore, was eliminated from further analysis within the MSC EIR.

The site of the RTR facility relocation was included within the literature review and biological surveys that were conducted in 2013 and 2014 for the LAX Runway 6L-24R and Runway 6R-24L Runway Safety Area and Associated Improvements Project. The RTR facility relocation site consists of developed area and disturbed grassland. No federal or state listed, endangered, threatened, or candidate species or designated critical

habitat is present in or near the RTR facility relocation site area. The potential for occurrence of such species in the area is low due to the urban condition of the Airport and surrounding area.

Further, no adverse effect on any riparian habitat, wetland, or other sensitive natural community would occur as a result of the proposed RTR facility relocation because of the lack of a riparian zone, wetland, or other sensitive natural communities on or in close proximity to the site. The Argo Ditch, which is south of the RTR facility relocation site and within U.S. Army Corps of Engineers (USACE) jurisdiction will not be affected by the relocation of the RTR facility. The proposed RTR facility, located north of Lincoln Boulevard from the Argo Ditch, would not markedly increase impermeable surfaces and would have no impact on the Argo Ditch/dry channel.

There are no current or proposed Habitat Conservation Plans or Natural Community Conservation Plan areas covering, or adjacent to, the proposed RTR facility relocation site.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to biological resources. No substantial changes in the biological environment have occurred since certification of the MSC EIR, and no substantial new biological resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant biological impact or a substantial increase in previously identified biological impacts would occur as a result of the proposed RTR facility relocation. Therefore, the impacts to biological resources as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| CULTURAL RESOURCES: Would the project: | | | | | | |
| (a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? | | | | | | X |
| (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? | | | | | X | |
| (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | | | X | |
| (d) Disturb any human remains, including those interred outside of formal cemeteries? | | | | | X | |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts on cultural resources. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts to cultural resources, and, therefore, was eliminated from further analysis within the MSC EIR.

There are no structures currently on the proposed RTR facility site. Adjacent to the proposed RTR facility relocation site is an existing FAA radar facility, which would not be affected. Site S13 was evaluated for historic, archaeological, and cultural resources as part of the LAX Runway 6L-24R and Runway 6R-24L Runway Safety Area Improvements project. No historical, archaeological, or cultural resources were identified during the literature review or site surveys conducted as part of that project in 2013. Additionally, the MSC Mitigation, Monitoring, and Reporting Program (MMRP) requires that all construction adhere to the Archaeological Treatment Plan and the Paleontological Treatment Plan, which contain procedures for the handling of any unanticipated discoveries.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to circumstances under which the MSC North Project will be undertaken, and there is no new information of substantial importance regarding cultural/ paleontological resources that

has become available relative to cultural and paleontological resources. No substantial changes to cultural and paleontological resources have occurred since certification of the MSC EIR, and no substantial cultural or paleontological resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant cultural or paleontological impacts or a substantial increase in previously identified cultural or paleontological impacts would occur as a result of the proposed RTR facility relocation. All mitigation measures previously adopted for the approved MSC North Project will apply to the proposed RTR facility relocation described herein, as applicable. Therefore, the impacts to cultural/paleontological resources as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| GEOLOGY AND SOILS: Would the project: | | | | | | |
| (a) Expose people or structures to potential substantial adverse effects, including the risk or 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? | | | | | X | |
| (ii) Strong seismic ground shaking? | | | | | X | |
| (iii) Seismic-related ground failure, including liquefaction? | | | | | X | |
| (iv) Landslides? | | | | | | X |
| (b) Result in substantial soil erosion or the loss of topsoil? | | | | | X | |
| (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a | | | | | | X |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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 Uniform Building Code (1994), creating substantial risks to life or property? | | | | | X | |
| (e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts on geology and soils. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts to geology and soil resources, and, therefore, was eliminated from further analysis within the MSC EIR.

While the proposed RTR facility relocation site is located within the seismically active Southern California region, it is not located within an Alquist-Priolo Special Study Zone.⁶ Geotechnical literature and mapping data indicates that the Charnock Fault runs north to south approximately 3,000 feet east of Sepulveda Boulevard.^{7,8} The Charnock Fault is not considered active by the State of California, and therefore, is not subject to the zoning restrictions of the Alquist-Priolo Earthquake Fault Zoning Act. Additionally, the

⁶ 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.

⁷ City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Earth/Geology Technical Report, January 2001.

⁸ United States Geological Survey, Quaternary Faults, 2010.

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.⁹

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990¹⁰ 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 most recent Seismic Hazard Maps for the Inglewood and Venice Quadrangles, 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 undeveloped dune area to the west of the Project site.^{11,12} Thus, the MSC North Project site is not located in an area of high risk for liquefaction or earthquake-induced landslides. 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 or landslides would be less than significant.

The erosion potential for the proposed MSC North Project modifications would be similar to the approved MSC North Project. Although the proposed RTR facility development would result in excavation and use of fill during construction, the potential for soil erosion is low due to its level topography. 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.

The proposed RTR facility relocation site may include soil layers that are prone to settlement. However, foundation design features and construction methods will be performed 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 proposed RTR facilities; thus, the overall potential for damaging settlement is considered low.

No impacts related to septic systems would occur. The proposed RTR facility relocation site is located in an urbanized area where wastewater infrastructure is currently in place. The ability of on-site soils to support septic tanks or alternative wastewater systems is not applicable.

⁹ 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.

¹⁰ California Public Resources Code, §2690-2699.6 (Seismic Hazards Mapping Act of 1990).

¹¹ State of California, *Seismic Hazard Zones, Inglewood Quadrangle*, March 25, 1999.

¹² State of California, *Seismic Hazard Zones, Venice Quadrangle*, March 25, 1999.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There is no potential for significant changes in geological, seismic, soils, or mineral resource conditions within the area of the MSC North Project since the time of certification of the MSC EIR, because such resources are relatively static. There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to geology and soils. No substantial changes in geology and soils have occurred since certification of the MSC EIR, and no substantial new information on geology and soils have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

None of the changes or additions to the proposed MSC North Project involve new significant impacts or a substantial increase in previously identified impacts to geology, soils, or mineral resources. Therefore, the impacts to geology and soils as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| GREENHOUSE GAS EMISSIONS: | | | | | | |
| Would the project: | | | | | | |
| (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | | | X | |
| (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | | X | |

Discussion: The MSC EIR concluded that the MSC North Project would result in significant and unavoidable impacts, both project-specific and cumulative, to global climate change. The MSC North Project modifications do not propose any changes to the operational characteristics of the MSC North Project or that would be in conflict with measures adopted to show consistency with greenhouse gas (GHG) Reduction Plans, policies, and applicable regulation; therefore, there are no potential increased direct or indirect greenhouse gas emissions associated with the relocation of the RTR facility that were not discussed in the MSC EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

The proposed MSC North Project modifications would not result in an increase in overall GHG emissions. There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to GHG emissions. No substantial changes in GHG emissions have occurred since certification of the MSC EIR, and no substantial new GHG emissions have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

None of the changes or additions to the proposed MSC North Project modifications involve new significant impacts or a substantial increase in previously identified impacts to GHG emissions. All mitigation measures previously adopted for the approved MSC North Project will apply to the proposed RTR facility relocation described herein, as applicable. Therefore, the impacts to GHG emissions as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | | X |
| (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? | | | | | X | |
| (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste | | | | | | X |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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 §65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | | | X |
| (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? | | | | | X | |
| (f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | | | | X |
| (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | | X | |
| (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? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to hazards and hazardous materials. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to hazards and hazardous materials, and, therefore, was eliminated from further analysis within the MSC EIR.

The alternative siting for the proposed RTR facility would not result in any new impacts from hazards and hazardous materials. The proposed RTR facility relocation site is not located in areas that are on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5¹³. The proposed RTR facility would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The Visitation School is located approximately one-quarter mile north of the proposed RTR facility relocation site; however, construction and operation of the RTR facility would not result in any hazardous conditions to the school. The MSC North Project site is not located within the vicinity of a private airstrip but rather within a public airport.

The change in relocation site for the proposed RTR facility will not interfere with any adopted emergency response or evacuation plan. The RTR facility will not block or interfere with access from LAFD No. 5 to LAX. LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident. 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.

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 proposed RTR facility relocation 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.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance relative to hazards or hazardous materials. No substantial changes to hazards and hazardous materials have occurred since certification of the MSC EIR, and no substantial new hazards and hazardous materials have been identified within the vicinity of the proposed RTR facility relocation site.

¹³ Site status verified through CalEPA Cortese List at www.calepa.ca.gov/sitecleanup/corteselist/SectionA, December 16, 2014.

Conclusion

The proposed MSC North Project modification to the siting of the relocated RTR facility does not involve new significant impacts or a substantial increase in previously identified impacts regarding hazards or hazardous materials. All mitigation measures previously adopted for the approved MSC North Project will apply to the proposed RTR facility relocation described herein, as applicable. Therefore the impacts to hazards and hazardous materials as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| HYDROLOGY AND WATER QUALITY: | | | | | | |
| Would the project: | | | | | | |
| (a) Violate any water quality standards or waste discharge requirements? | | | | | X | |
| (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | | | | | X | |
| (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? | | | | | X | |
| (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | | | | | X | |
| (e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems | | | | | X | |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| or provide substantial additional sources of polluted runoff? | | | | | | |
| (f) Otherwise substantially degrade water quality? | | | | | X | |
| (g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | | | | | | X |
| (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | | | | | | X |
| (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? | | | | | | X |
| (j) Inundation by seiche, tsunami or mudflow? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to hydrology and water quality. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to hydrology and water quality, and, therefore, was eliminated from further analysis within the MSC EIR.

The proposed MSC North Project modifications would not result in any new significant hydrologic/water quality impacts, and no substantial increase in previously identified hydrologic/water quality impacts would occur with implementation of applicable laws, regulations, and mitigation required for the MSC North Project.

The improvement area for the proposed RTR facility is surrounded by roadways and hard-packed gravelled areas. The existing drainage system at LAX is sized to accommodate runoff from all impervious surfaces in the vicinity of the new RTR facility site. As such, changing the location of the RTR facility would not materially alter existing drainage patterns or surface water runoff rates or quantities. Although construction of the proposed RTR facility 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 addresses construction-related surface water quality impacts and delineates 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. Therefore, the proposed RTR facility relocation would have no overall effect on water quality standards or wastewater discharge requirements and any potential impact would be less than significant.

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. Further, the MSC North Project does not involve the construction of housing. Therefore, the MSC North Project and proposed RTR facility relocation will have no impact regarding flood hazards.

As delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map¹⁴, the proposed RTR facility relocation 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.

Lastly, the proposed RTR facility relocation 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.¹⁵ Seiches and mudflows are not a risk as the proposed RTR facility relocation site is located on, and is surrounded by, relatively level terrain and urban development.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to hydrology or water quality. No substantial changes in hydrology and water quality have occurred since certification of the MSC EIR, and no substantial new information on hydrology and water quality have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

The proposed MSC North Project modifications would not result in any new significant hydrologic/water quality impacts, and no substantial increase in previously identified hydrologic/water quality impacts would occur with implementation of applicable laws, regulations, and mitigation as discussed above. Therefore, the impacts to hydrology and water quality as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

¹⁴ 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.

¹⁵ 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.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| LAND USE AND PLANNING: Would the project: | | | | | | |
| (a) Physically divide an established community? | | | | | | X |
| (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? | | | | | X | |
| (c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to land use and planning. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to Land Use and Planning, and, therefore, was eliminated from further analysis within the MSC EIR.

The proposed RTR facility relocation site is located entirely within the boundaries of LAX property. Development of the proposed RTR facility at this site would not disrupt or divide the physical arrangement of an established community, as no community exists in this location.

No conflicts with any land use would occur. Land use designations and development regulations applicable to LAX are set forth in the LAX Plan and LAX Specific Plan, both approved by the Los Angeles City Council in December 2004. The proposed RTR facility would be located within an area designated as "LAX Northside" in the LAX Specific Plan.

No conflicts with any habitat conservation plan would occur. The Los Angeles/El Segundo Dunes Specific Plan Area is located to the west of the proposed RTR facility relocation site and west of Pershing Drive. Also located within this site is the El Segundo Blue Butterfly Habitat Restoration Area. However, the proposed RTR facility would be located within an urbanized airport area 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 proposed RTR facility relocation site.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, because there are no new land uses or substantial changes in land use policies or requirements that would affect the MSC North Project. No substantial changes to land use have occurred since certification of the MSC EIR, and no substantial new land uses have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant land use impacts or substantial increase in previously identified land use impacts would occur as a result of the proposed RTR facility relocation. Therefore, the impacts to land use and planning as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | | X |
| (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? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to mineral resources. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to mineral resources, and, therefore, was eliminated from further analysis within the MSC EIR.

No impacts to the availability of mineral resources would occur from the change in the relocation site of the proposed RTR facility. The proposed RTR facility relocation would occur on land that is currently and has been historically used for aviation and aviation related purposes. The proposed RTR facility relocation area, the Airport, and the surrounding areas are not known to contain any significant mineral resources of value to the region or residents of the state. There are no actively mined mineral or timber resources on the proposed RTR facility relocation site, nor is the site available for mineral resource extraction given the existing airport uses.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to mineral resources. No substantial changes to mineral resources have occurred since certification of the MSC EIR, and no substantial new mineral resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant mineral resource impacts or substantial increase in previously identified mineral resource impacts would occur as a result of the proposed RTR facility relocation. Therefore, the impacts to mineral resources and the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | X | |
| (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | | | X | |
| (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | | | X | |
| (d) A substantial temporary or periodic increase in ambient noise levels in the project | | | | | X | |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | X | |
| (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? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts associated with noise. The NOP/IS concluded that for all six noise-related thresholds, the proposed MSC North Project and MSC Program would result in a "less than significant impact" and that no further analysis of that topic in an EIR was required. However, during the MSC EIR Notice of Preparation (NOP) public comment period, LAWA received a request to analyze the potential impacts of aircraft noise from changes to taxi routes that would occur as a result of the proposed MSC North Project; therefore, the MSC EIR analyzed potential taxi-noise impacts. All other noise related impacts were eliminated from further analysis within the MSC EIR.

The MSC EIR concluded that the MSC North Project would not result in a significant noise impact resulting from changes to taxi routes. The proposed MSC North Project modifications do not propose any changes to the operational characteristics of the MSC North Project; therefore, there are no potential increased noise impacts associated with the relocation of the proposed RTR facility. The proposed RTR facility relocation site is bounded by Lincoln Avenue on the south and Westchester Parkway on the north. The RTR facility is not a significant noise generator; it transmits signals to aircraft via radio waves. The proposed RTR facility relocation site is not located within the vicinity of a private airstrip, but rather within a public airport.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project will be undertaken, and there is no new information of substantial importance that has become available relative to noise. No substantial changes to noise have occurred since certification of the MSC EIR, and no substantial new noise sources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant noise or vibration impacts or a substantial increase in previously identified noise impacts would occur as a result of the proposed RTR facility relocation. Therefore, noise and vibration impacts as a result of the proposed RTR facility relocation site modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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)? | | | | | | X |
| (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | | | X |
| (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to population and housing. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to population and housing, and, therefore, was eliminated from further analysis within the MSC EIR.

The proposed relocation of the RTR facility does not include any development of new housing, businesses, or other facilities that would directly induce substantial population growth. The proposed RTR facility relocation is located on Airport property in an area where no currently existing housing has been developed nor residential population is located. Thus, no effect to population and housing is expected.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project will be undertaken, and there is no new information of substantial importance that has become available relative to population and housing. No substantial changes to population and housing have occurred since certification of the MSC EIR, and no substantial new population or housing have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant population and housing impacts or a substantial increase in previously identified population and housing impacts would occur as a result of the proposed RTR facility relocation. Therefore, population and housing impacts as a result of the proposed RTR facility site relocation modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | X | |
| (b) Police protection? | | | | | X | |
| (c) Schools? | | | | | | X |
| (d) Parks? | | | | | | X |
| (e) Other public facilities? | | | | | | X |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts associated with public services. The NOP/IS concluded that four of the five public service related thresholds would result in a "less than significant or no

impact” and that no further analysis of that topic in an EIR was required. The EIR analyzed potential impacts to fire protection services with the remaining public service impacts being eliminated from further analysis within the EIR. The MSC EIR concluded that with implementation of LAX Master Plan Commitments and compliance with FAR and fire code requirements, the MSC North Project would result in a less than significant impact to fire protection services.

The change in relocation site of the RTR facility would not result in any changes in or create the need for additional fire protection services. The relocated RTR facility would not interfere with emergency access routes from LAFD No. 5 to LAX. Furthermore, the proposed Project modifications would not result in residential, commercial, or industrial growth, and therefore, would not require additional services or utilities. The revised MSC North Project would not result in an increase in the maximum energy use that was contemplated in the MSC EIR.

No new significant public utilities and service system impacts or a substantial increase in previously identified public utilities and service system impacts would occur as a result of the proposed MSC North Project modifications.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to public services. No substantial changes to public services have occurred since certification of the MSC EIR, and no substantial new public services have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant public services impacts or a substantial increase in previously identified public services impacts would occur as a result of the proposed RTR facility relocation. Therefore, the public services impacts and proposed RTR facility site relocation modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| RECREATION: | | | | | | |
| (a) Would the project increase the use of existing neighborhood and regional parks or other recreational | | | | | | X |

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?

X

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to recreation. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to recreation, and, therefore, was eliminated from further analysis within the MSC EIR.

The proposed MSC North Project modifications would not generate demand for, or affect any existing neighborhood parks, regional parks, or other recreational facilities. Therefore, no impact to recreation resources resulting from the proposed MSC North Project modifications would be anticipated.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to recreation. No substantial changes to recreational resources have occurred since certification of the MSC EIR, and no substantial new recreational resources have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant recreation impacts or a substantial increase in previously identified recreation impacts would occur as a result of the proposed RTR facility relocation. Therefore, the impacts to recreation as a result of the proposed RTR facility site relocation modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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? | | | | | X | |
| (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? | | | | | X | |
| (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? | | | | | | X |
| (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | | | X |
| (e) Result in inadequate emergency access? | | | | | | X |
| (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? | | | | | | X |

Discussion:

The Notice of Preparation/Initial Study (NOP/IS) for the MSC Project and MSC Program, published on February 8, 2013, analyzed the potential impacts associated with transportation. The NOP/IS concluded that four of the six transportation-related thresholds would result in a "less than significant or no impact" and that no further analysis of those topics in an EIR was required. The EIR analyzed potential impacts from conflicts

with plans, ordinances, or policy establishing the measures of effectiveness for the performance of the system and conflicts with the congestion management program. The remaining transportation related impacts were eliminated from further analysis within the EIR.

The Project modifications do not propose any changes to the operational or traffic generating characteristics of the MSC North Project; therefore, there are no potential increases in transportation impacts associated with the relocation of the RTR facility that were not discussed in the MSC EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to transportation/traffic. No substantial changes to transportation/traffic have occurred since certification of the MSC EIR, and no substantial new transportation/traffic impacts have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant traffic impacts or a substantial increase in previously identified traffic impacts would occur as a result of the proposed RTR facility relocation. Therefore, the traffic impacts as a result of the proposed RTR facility site relocation modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| UTILITIES AND SERVICE | | | | | | |
| SYSTEMS: Would the project: | | | | | | |
| (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | | X | |
| (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 environment effects? | | | | | X | |
| (c) Require or result in the construction of new storm water drainage | | | | | X | |

| Issues (and supporting Information Sources) | Substantial Change in Project Requiring Major EIR Revisions | Substantial Change in Circumstances Requiring Major EIR Revisions | New Information Showing New or Greater Significant Effects than Previous EIR | New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR | Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR | No Impact |
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| 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 entitlement needed? | | | | | X | |
| (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? | | | | | X | |
| (f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | | | X | |
| (g) Comply with federal, state and local statutes and regulations related to solid waste? | | | | | X | |

Discussion: The Notice of Preparation/Initial Study (NOP/IS) for the MSC Program and MSC North Project, published on February 8, 2013, analyzed the potential impacts related to public utilities and service systems. The NOP/IS concluded that the MSC North Project and MSC Program would not result in potentially significant environmental impacts related to public utilities and service systems, and, therefore, was eliminated from further analysis within the MSC EIR.

The proposed MSC North Project modifications would not result in residential, commercial, or industrial growth. The relocation of the RTR facility would require new utilities to be installed to the RTR facility relocation site; however, the utility requirements would be the same as the existing RTR facility. Therefore, services and utilities would be similar to existing conditions for the RTR facility. 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.

The RTR facility relocation will not have any effect on the approved MSC North Project's requirements to comply with federal, state, and local statutes and regulations related to solid waste that are included in the LAX Master Plan EIR and statutes and regulations adopted after the compilation of the LAX Master Plan EIR.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

There are no substantial changes to the circumstances under which the MSC North Project would be undertaken, and there is no new information of substantial importance that has become available relative to public services and utility systems. No substantial changes to utilities and service systems have occurred since certification of the MSC EIR, and no substantial new utilities and service systems have been identified within the vicinity of the proposed RTR facility relocation site.

Conclusion

Based on the above, no new significant public utilities and service system impacts or a substantial increase in previously identified public utilities and service system impacts would occur as a result of the proposed RTR facility relocation. Therefore, the public utilities and service system impacts as a result of the proposed RTR facility site relocation modifications do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

8. Cumulative Impacts

The MSC EIR concluded that the MSC North Project would have the following cumulatively considerable impacts that cannot be mitigated to a level that is less than significant:

Air Quality

Cumulatively considerable contribution to significant cumulative construction-related air quality impacts, based on significant construction-related MSC North Project impacts.

Greenhouse Gases

Cumulatively considerable contribution to significant cumulative GHG emissions for the MSC North Project and the future phase(s) of the MSC Program.

Human Health Risk Assessment

Cumulatively considerable contribution to acute non-cancer hazards for acrolein for the MSC North Project and the future phase(s) of the MSC Program.

Construction Surface Transportation

Cumulatively considerable contribution to MSC North Project construction-related impacts to two intersections.

Analysis of the Change in the Project

The type and extent of construction activities and the operational characteristics of the proposed MSC North Project modifications would not be different from what was evaluated in the MSC EIR for the approved MSC North Project. The construction and operation of the relocated RTR facility was evaluated in the MSC EIR. This MSC EIR Addendum assesses a different location for the new RTR facility, based on siting studies concluded by the FAA after certification of the MSC EIR. Therefore, no changes relative to the analysis or conclusions regarding cumulative impacts would occur with the proposed MSC North Project modifications, and the findings of the MSC EIR and Initial Study remain the same for the revised MSC North Project.

Substantial Changes with Respect to the Circumstances under Which the Project is Undertaken/New Information of Substantial Importance

As described throughout the analysis of resources, there are no substantial changes to the circumstances under which the MSC North Project would be undertaken and there is no new information of substantial importance that has become available relative to cumulative impacts. Therefore, the effects of additional cumulative development regarding cumulative impacts do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

9. Assessment of Changes in Potential Impacts

Section 15164 of the State CEQA Guidelines identifies the circumstances that permit the completion of an addendum. The State CEQA Guidelines state that, “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” The State CEQA Guidelines also require that a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

An explanation of why none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred is provided below.

- (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

The changes to the MSC North Project analyzed in this EIR Addendum constitute minor changes to the overall MSC North Project. No new or different activities that have the possibility of resulting in a significant physical impact on the environment were identified in this Addendum.

- (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

The MSC North Project and the expected operation of the Project have not changed with the modification assessed in this EIR Addendum. The RTR facility relocation is an essential “enabling component” of the approved MSC North Project and was contemplated in the MSC EIR. The RTR facility relocation does not represent a substantial change in circumstances, no new significant environmental effects have been identified, and there would be no substantial increase in the severity of previously identified significant effects. There have not been any significant changes in City regulations related to the Airport property. Further, there have not been any significant changes in the federal or State rules related to Airport operations.

- (3) *New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

- (A) *The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.*

There is no evidence to suggest that the changes contemplated by this EIR Addendum would result in any new or more significant impacts on the environment. The MSC North Project has not changed in a way that would result in a significant physical impact on the environment that is different from the potential impacts identified in the MSC EIR. All previously identified mitigation measures contained in the MSC EIR's Mitigation Monitoring and Reporting Program remain in effect and applicable per their terms.

- (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR.*

None of the effects identified in this Addendum would be substantially more severe than identified in the MSC EIR. All of the effects identified in this Addendum would be similar to those identified in the MSC EIR.

- (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.*

The MSC North Project has not changed in any way that would allow for significant physical changes in the environment beyond those already contemplated, analyzed, and disclosed in the MSC EIR. The modifications to the MSC North Project have no effect on the mitigation measures contemplated during preparation of the MSC EIR, and no mitigation measures previously found not to be feasible would become feasible with the Project modifications. Further, all mitigation measures identified in the MSC EIR's Mitigation Monitoring and Reporting Program remain applicable.

- (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

This EIR Addendum concluded that there would be no change to the significant impacts identified in the MSC EIR that would result from the change in location of the RTR facility relocation site. No additional mitigation measures or alternatives have been identified that would substantially reduce the significant impacts identified in the MSC EIR. Previously identified mitigation measures contained in the MSC EIR's Mitigation Monitoring and Reporting Program remain applicable.

10. Conclusion

Based on this analysis and the information contained in this EIR Addendum, there is no evidence that the proposed Project modifications require major changes to the MSC EIR, and only the technical changes in the scope of the MSC North Project need to be documented. Comparison of the potential relocation sites assessed within the MSC EIR and the new location (alternative siting was based on FAA Siting Studies carried out subsequent to the certification of the MSC EIR), indicates that the proposed change would not result in a new significant impact or substantial increase in the severity of previously identified impacts in the 2014 MSC EIR. There are no substantial changes to the circumstances under which the MSC North Project will be undertaken, and no new information of substantial importance which was not known and could not have been known when the MSC EIR was certified has since been identified. Therefore, the proposed minor modifications to the MSC North Project do not meet the standards for a subsequent or supplemental EIR as provided pursuant to CEQA Guidelines, Section 15162. As such, this Addendum to the MSC EIR satisfies CEQA requirements for the proposed MSC North Project modifications.