SEPTEMBER 2016



Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX) Landside Access Modernization Program

City of Los Angeles
Los Angeles World Airports

Appendix A

Los Angeles World Airports

Appendix A

Notice of Preparation (NOP), Initial Study and Distribution List, Scoping Meeting Materials, NOP Comments



A.1 Initial Study and Distribution List

A.2 Notice of Preparation (NOP)

A.3 Scoping Reference Materials

A.4 NOP Comments

A.1

Initial Study and Distribution List



INITIAL STUDY CHECKLIST

LEAD AGENCY	COUNCIL DISTRICT	DATE
Los Angeles World Airport (LAWA)	Council District 11	February 5, 2015

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

PROJECT TITLE/NO.	CASE NO.
Los Angeles International Airport (LAX) Landside Access Modernization Program	To be assigned

PROJECT DESCRIPTION:

Project components associated with the LAX Landside Access Modernization Program include: 1) an Automated People Mover (APM) system with six APM stations connecting the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 4) intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, retail, dining options and other amenities, parking, and access to the APM system; 5) Consolidated Rental Car Facility (CONRAC) that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the LAX Landside Access Modernization Program on property adjacent to the proposed ground transportation facilities at a programmatic level.

ENVIRONMENTAL SETTING:

Los Angeles International Airport is located at the western edge of the City of Los Angeles. The LAX Landside Access Modernization Program includes an APM that would convey passengers from the CTA to the proposed West ITF, East ITF, and CONRAC located east of the CTA. Existing uses in the area east of Sepulveda Boulevard include parking garages, surface parking lots, rental car facilities, hotels, Los Angeles County Metropolitan Transportation Agency (MTA or Metro) facilities, former residential areas, industrial and commercial uses, highways and roadways managed by Caltrans, and existing streets. Uses immediately surrounding the LAX Landside Access Modernization Program areas east of Sepulveda Boulevard include hotels, office buildings, parking lots, rental car facilities, light industrial, office buildings, roadways and highways, and former residential areas. The area between the CTA and Interstate 405 is home to the Gateway to Los Angeles Business Improvement District, which includes more than 40 properties adjacent to LAX and approximately 12.3 million square feet of office, parking, retail, restaurant space, and hotels.

Existing uses in the area west of Sepulveda Boulevard include runways and taxiways, passenger terminals, air cargo facilities, parking garages, surface parking lots, LAWA administrative offices, Federal Aviation Administration (FAA) facilities, utilities, and roadways. Uses immediately surrounding the LAX Landside Access Modernization Program areas west of Sepulveda Boulevard include parking garages, passenger terminals, the LAX Central Utility Plant, Airport Traffic Control Tower, the LAX Theme Building, LAWA administrative offices, and roadways.

PROJECT LOCATION:

The LAX Landside Access Modernization Program would include improvements that would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the CTA of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north.

PLANNING DISTRICT	PLAN STATUS:
Los Angeles International Airport Plan Los Angeles International Airport Specific Plan LAX Community Plan (updated December 14, 2004) Westchester-Playa del Rey Community Plan (updated April 13, 2004)	☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING LAX - A Zone: Airport Airside Sub-Area LAX - L Zone: Airport Landside Sub-Area Commercial, Light Industrial, Limited Industrial	☒ **DOES CONFORM TO PLAN*** ☒ **DOES NOT CONFORM TO PLAN** ☐ **NO DISTRICT PLAN**

PLANNED LAND USE & ZONE Airport related landside uses; commercial; light industrial	
SURROUNDING LAND USES North – Airport Uses; Light Industrial; Multi-family Residential East – Interstate Highway, Industrial, Commercial, Multi-family Residential South – Airport Uses, Commercial, Light Industrial, Interstate Highway West – Airport Uses	

* The LAX Landside Access Modernization Program conforms to existing plans, but the existing plans may need to be amended to reflect updated Specific Plan boundaries and the physical location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Christopher Koontz	Chief of Airport Planning
SIGNATURE	**TITLE**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

INITIAL STUDY CHECKLIST	
PROPONENT NAME Los Angeles World Airports	**PHONE NUMBER** 800.919.3766
PROPONENT ADDRESS 1 World Way, Room 218, Los Angeles, CA 90045	
PROPONENT NAME Los Angeles World Airports	**DATE SUBMITTED** February 5, 2015
PROPOSAL NAME Los Angeles International Airport (LAX) Landside Access Modernization Program	

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

ENVIRONMENTAL IMPACTS		(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
		Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS		(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
		Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

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

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

ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS		(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
		Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XVI.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e.	Result in inadequate emergency access?	☒	☐	☐	☐
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐

ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

1. Project Description

1.1 Introduction

Los Angeles World Airports (LAWA) is in the midst of a multi-billion dollar modernization program at Los Angeles International Airport (LAX or the Airport). LAX is the largest commercial service airport in southern California, and the third busiest airport in the United States, handling approximately 636,706 aircraft landings and takeoffs and 70.66 million passengers in 2014.[1] LAX is also the world's busiest origin and destination airport, as more passengers begin and end their trip at LAX, rather than connecting with another flight. This presents many challenges to passengers accessing the airport as over 50 percent of departing air passengers drive to LAX, and over 6,000 vehicles an hour enter the LAX Central Terminal Area (CTA) during peak periods.

As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program Project (Project) to continue to transform LAX into a world-class airport by relieving traffic congestion within the CTA and on the surrounding street network, improving access options and the travel experience for passengers, and providing connection to the regional Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system.

The LAX Landside Access Modernization Program proposed by LAWA consists of several primary components. At the centerpiece of the proposed Project is an Automated People Mover (APM) system, which would provide free, fast, convenient, and reliable access to the CTA for passengers, employees and other users of LAX, 24 hours a day. The APM system would offer passengers a new option to access the CTA.

The APM would be built completely above grade and would connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas in the CTA. The APM would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a state-of-the-art Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. In addition, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Metro as a separate and independent project to provide the opportunity for passengers to access the Metro regional rail system.

The LAX Landside Access Modernization Program is designed to redistribute the traffic that is currently concentrated in the terminal areas to intermodal facilities and regional transit located outside the CTA by providing easily accessible and comfortable areas to pick up or drop off passengers, and through roadway improvements providing more direct vehicle access to and from the freeway system. The intermodal transportation facilities would include efficient passenger pick up and drop off alternatives to the CTA, offer

[1] Los Angeles World Airports, *Los Angeles World Airports (LAWA) Traffic Comparison (TCOM), Los Angeles International Airport, Calendar YTD January to December 2014*, January 2015.

amenities and concessions for passengers, and long-term and short-term parking options with close proximity to the APM system. These facilities would also offer commercial transportation providers, including off-airport parking providers, long-distance shuttle providers, and hotel shuttles, with convenient access to the APM system.

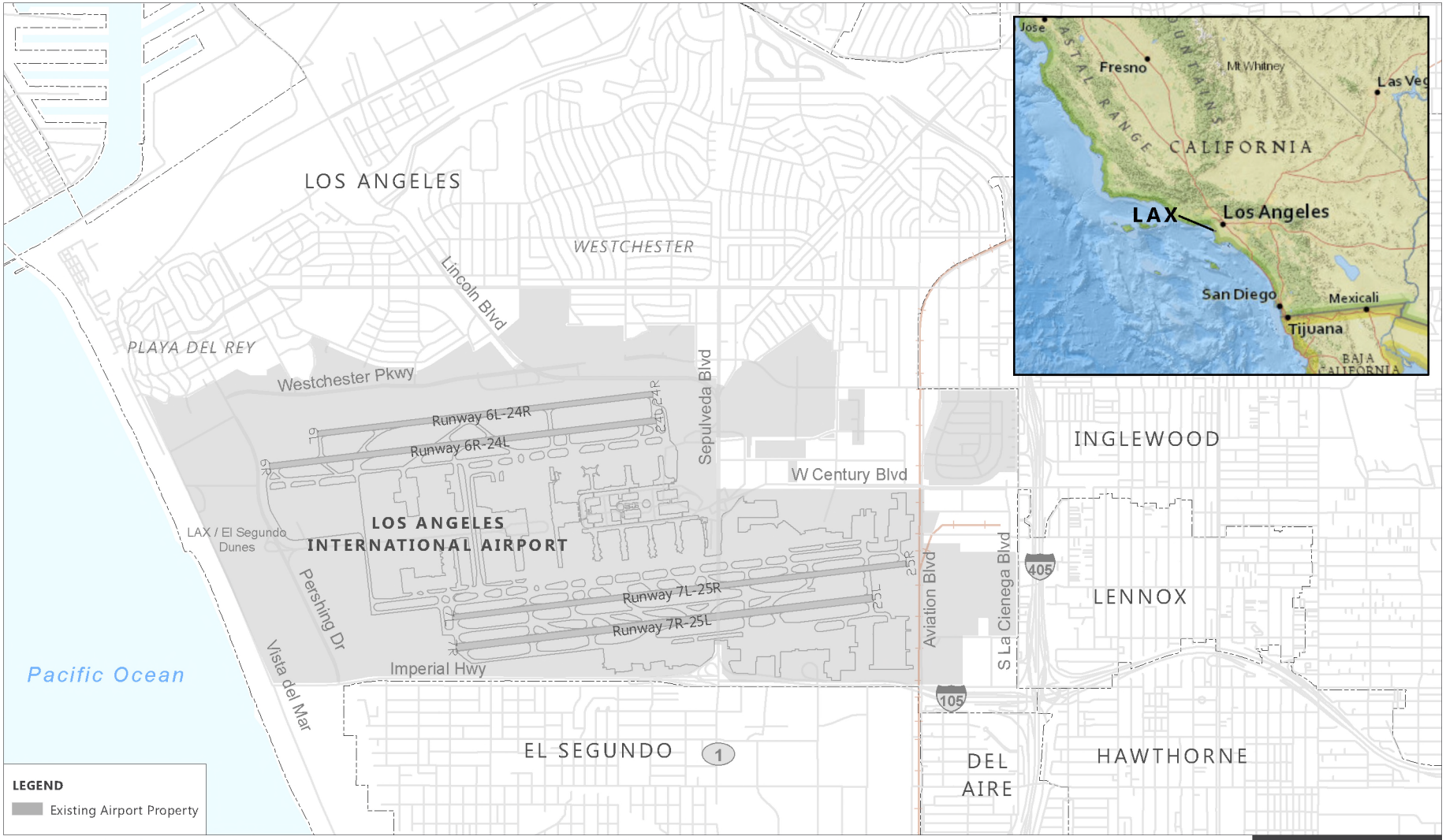
The LAX Landside Access Modernization Program has been developed to reduce traffic volumes and congestion within the CTA as well as on local streets. The LAX Landside Access Modernization Program reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards defined under the federal Clean Air Act.

1.2 Environmental Setting

Los Angeles International Airport (LAX) is located at the western edge of the City of Los Angeles (see **Figure 1**) within a developed, urbanized area consisting of airport, commercial, and residential areas, and other transportation facilities, including interstate highways and regional rail facilities. To the north of LAX are the communities of Westchester and Playa del Rey in the City of Los Angeles, to the east are the Cities of Inglewood and Hawthorne and unincorporated areas under the jurisdiction of Los Angeles County, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Regional access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

As described above, the LAX Landside Access Modernization Program includes a proposed APM system that would carry passengers from the CTA to intermodal transportation facilities and the CONRAC proposed east of the CTA, and provide a connection to the multi-modal/transit facility at 96th Street /Aviation Boulevard planned by Metro. Existing uses east of Sepulveda Boulevard within and around the site for these proposed facilities include parking garages, surface parking lots, rental car facilities, hotels, Metro facilities, light industrial and commercial uses, vacant land owned by LAWA, highways and roadways managed by Caltrans, and existing streets.

Uses immediately surrounding the LAX Landside Access Modernization Program areas east of Sepulveda Boulevard include hotels, office buildings, parking lots, rental car facilities, light industrial, office buildings, roadways and highways, and former residential areas. The area adjacent to LAX, between the CTA and Interstate 405 includes more than 40 properties located in the Gateway to Los Angeles Business Improvement District, which contains approximately 12.3 million square feet of office, parking, retail, restaurant space, and hotels.



SOURCES: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010 (runways, taxiways, terminal area, airport property boundary).
National Geographic World Map, ESRI Database, 2011.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 1

NORTH 0 3,000 ft.

General Location and Vicinity Map

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Existing uses in the area west of Sepulveda Boulevard at LAX include runways and taxiways, passenger terminals, air cargo facilities, parking garages, surface parking lots, LAWA administrative offices, Federal Aviation Administration (FAA) facilities, utilities, and roadways. Uses immediately surrounding the LAX Landside Access Modernization Program areas proposed west of Sepulveda Boulevard include parking garages, passenger terminals, the LAX Central Utility Plant (CUP), Airport Traffic Control Tower, the LAX Theme Building, LAWA administrative offices, and roadways.

1.3 Relationship to Existing Plans and Documents

1.3.1 RELATIONSHIP TO LAX MASTER PLAN AND LAX MASTER PLAN EIS/EIR

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

The LAX Master Plan identified the development of a Ground Transportation Center (GTC), to be developed east of the Central Terminal Area, the construction of an Intermodal Transportation Center, the development of a Consolidated Rental Car facility, and the development of an APM system that would connect to all of these facilities (see **Figure 2**).

1.3.2 RELATIONSHIP TO LAX SPECIFIC PLAN

In connection with approval of the LAX Master Plan Program in December 2004, the City Council approved the LAX Specific Plan.[3] The LAX Specific Plan contains zoning and land use regulations and procedures for the processing of future individual projects and activities anticipated under the LAX Master Plan Program to ensure consistency with the LAX Plan – the City of Los Angeles' general plan component for LAX – and to ensure the adequacy of environmental review and documentation of those individual projects. Section 7.H of the LAX Specific Plan (as approved in 2004) required LAWA to complete a "Specific Plan Amendment Study" prior to seeking a determination of compliance with the LAX Plan, including development of the GTC, and construction of the APM from the GTC to the CTA.

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[2] City of Los Angeles, Los Angeles World Airports, and Federal Aviation Administration, *Final Environmental Impact Statement/Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

[3] City of Los Angeles, *Los Angeles International Airport Specific Plan (Ordinance No. 176,345)*, September 29, 2004, as amended by Ordinance No. 179,148, August 24, 2007.

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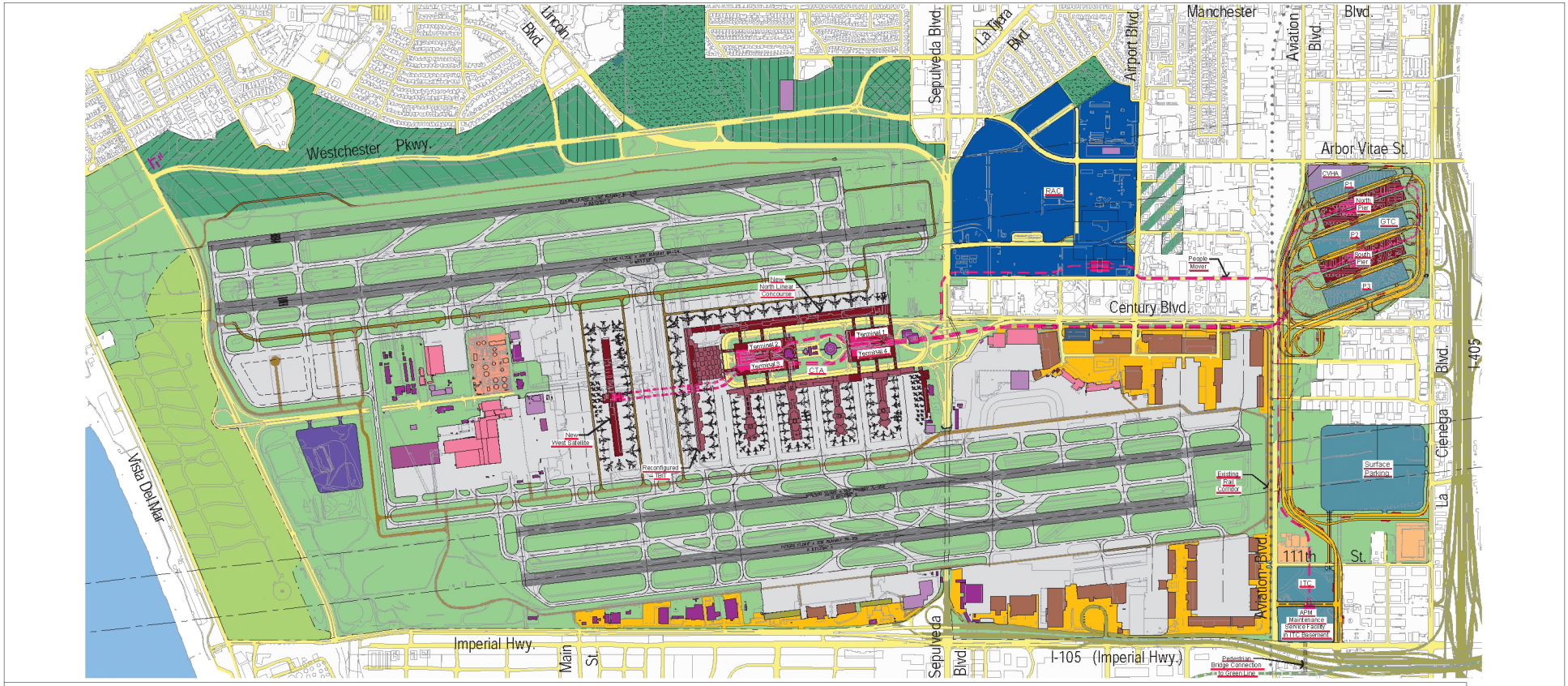

LEGEND

- Airport Property Boundary Line
- El Segundo Blue Butterfly Habitat Restoration Area
- Airfield/Airport Open Space
- Runways
- Taxiways/Aircraft Aprons
- Existing Terminal Buildings
- Existing Cargo Building
- Existing Maintenance Facility
- Existing Light Rail Transit
- Existing Collateral Development
- Existing Ancillary Facility
- Existing Roadways
- Existing Commercial Use
- Existing Off-Airport Use
- Existing Employee Parking
- Existing Fuel Farm
- Proposed Terminals
- Existing MTA Right-of-Way
- Proposed Cargo Building
- Proposed Maintenance Facility
- Proposed Ancillary Facility
- Proposed Airside Service Roads
- Proposed Public Parking
- Proposed Commercial Vehicle Staging Area
- Proposed Employee Parking
- Airport Landside
- Proposed People Mover
- Proposed Rental Car Facility
- High Density Mixed Use (Hotel, Office, Retail)
- Medium Density Mixed Use (Hotel, Office, Retail)
- R/D Business Park
- Airport Related
- Golf Course/Open Space/Recreation
- ANMP Acquisition Area

SOURCE: Landrum & Brown, April 2003.
PREPARED BY: Ricondo & Associates Inc., September 2013.

FIGURE 2

NORTH 0 Not To Scale

LAX Master Plan Alternative D

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1.3.3 RELATIONSHIP TO LAX SPECIFIC PLAN AMENDMENT STUDY (SPAS) AND SPAS EIR

LAWA completed the Specific Plan Amendment Study (SPAS) and a programmatic Final EIR evaluating the environmental effects of the SPAS alternatives in 2013.[4] The SPAS comprehensively addressed potential alternative designs, technologies, and configurations for certain LAX Master Plan projects identified as the "Yellow Light" projects, subject to additional planning and environmental review prior to implementation. The SPAS studied airfield improvements, terminal improvements, and ground access improvements, including alternatives to the GTC and construction of the APM from the GTC to the CTA as envisioned in the Master Plan, at a programmatic level. Following completion of the SPAS and certification of the SPAS Final EIR, the Board of Airport Commissioners and the Los Angeles City Council selected the LAWA "Staff Recommended Alternative" as the best alternative to the problems the Yellow Light projects were designed to address, subject to future detailed planning, engineering, and project-level environmental review, including project level review of individual improvements under CEQA and the evaluation and approval processes of the FAA. The LAX ground access improvements selected for further study as part of the Staff Recommended Alternative included, among other things, development of an Intermodal Transportation Facility (ITF), CONRAC facility, parking outside of the CTA, and an APM linking these new facilities to the CTA and connecting them to the planned Metro facilities (see **Figure 3**). These components form the conceptual framework of the proposed LAX Landside Access Modernization Program.

1.3.4 LAX LANDSIDE ACCESS MODERNIZATION PROGRAM PROJECT EIR

Since the completion of the LAX Master Plan EIR and SPAS Final EIR, LAWA has further refined the components of the proposed LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program Project EIR is a new project-level EIR being prepared to assess the environmental effects of constructing and operating the proposed components of the LAX Landside Access Modernization Program Project in detail to disclose these effects to LAWA, affected agencies and jurisdictions, and the general public, in compliance with CEQA. While the EIR may reference and rely on information developed for and included in the LAX Master Plan EIS/EIR and the SPAS EIR, it does not "tier" from either of these documents, as that term is defined in CEQA.

In addition to evaluating the planned components of the LAX Landside Access Modernization Program, the EIR will also evaluate related actions proposed at this time. These related actions include the relocation and demolition of existing facilities and buildings required to implement the Project, as described in Section 1.4, amendments to the City's General Plan, the LAX Plan, and the LAX Specific Plan, and changes to the current zoning and the configuration of parcels that would be affected by this Project.

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[4] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, January 2013.

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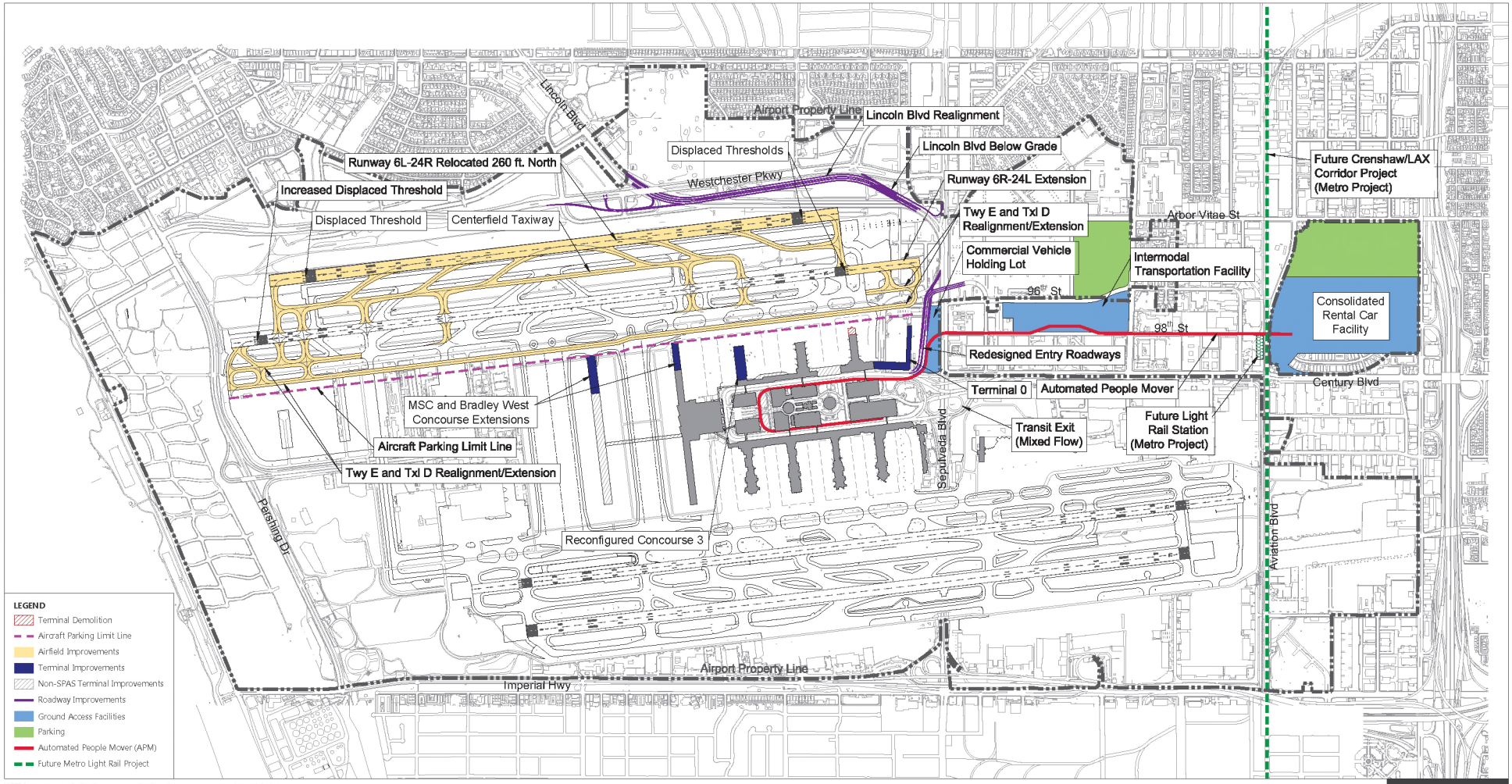

NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: Ricondo & Associates, Inc., December 2012.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 3

LAX SPAS Preferred Alternative

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Implementation of the proposed Project would result in areas adjacent to the proposed West ITF, East ITF, and CONRAC available for development in the future with commercial or light industrial land uses oriented towards serving passengers and visitors to LAX or supporting operations at LAX after completion of construction of the proposed LAX Landside Access Modernization Program facilities. Because there are no defined development proposals for this land at this time, the potential environmental effects of changing the zoning on this land will be evaluated at a programmatic level in the EIR.

1.3.5 RELATIONSHIP TO FAA RECORD OF DECISION AND AIRPORT LAYOUT PLAN

In its 2005 Record of Decision (ROD), the FAA approved the ground transportation improvements as described in the approved LAX Master Plan and as depicted on the LAX Airport Layout Plan (ALP) adopted in connection with the ROD. Prior to construction of the LAX Landside Access Modernization Program, the specific details of the proposed Project will be evaluated by the FAA in compliance with NEPA and other federal requirements, and LAWA must obtain the appropriate approvals from the FAA, including an amended ALP.

1.4 Project Characteristics

The LAX Landside Access Modernization Program includes the following components proposed to be implemented by LAWA: 1) an APM system with six APM stations connecting the CTA to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 4) intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, retail, dining options and other amenities, parking, and access to the APM system; 5) a CONRAC that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the LAX Landside Access Modernization Program. To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing LAX construction staging areas. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the LAX Landside Access Modernization Program on property adjacent to the proposed ground transportation facilities at a programmatic level. **Figure 4** provides an illustration of the proposed elements associated with the LAX Landside Access Modernization Program. In addition there are a variety of enabling projects, including the relocation of existing facilities and the demolition of existing buildings, necessary to implement the Project. These components are described below:

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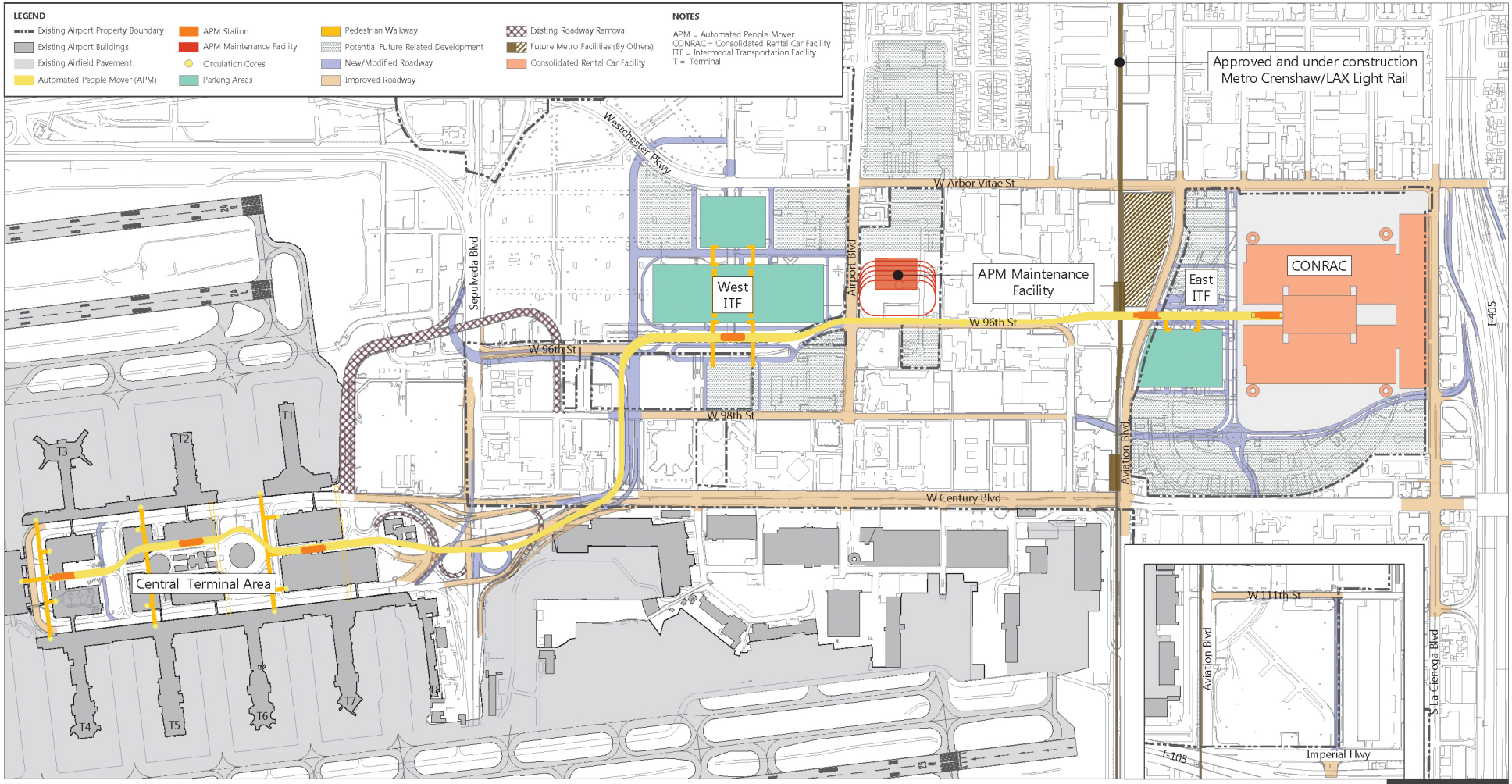

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 4

LAX Landside Access Modernization Program Components

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1.4.1 AUTOMATED PEOPLE MOVER SYSTEM

The proposed APM system is the primary component of the LAX Landside Access Modernization Program that will provide reliable, time-certain access to the CTA for passengers, employees, and other users. Today, regardless of what mode of travel is chosen, all airport users end up using the existing roadway and curb areas in the CTA. The APM is designed to provide additional choices to access LAX.

The proposed APM would be a fully automated, grade-separated, mass transit system, which would consist of an elevated dual-lane guideway with six stations for passenger loading and unloading. The APM would be built completely above grade, thereby avoiding traffic and easing congestion on roads, and would be designed specifically to accommodate travelers with luggage.

The APM guideway would be approximately 2-1/4 miles in length and would be up to 70 feet in height above existing grade. **Figure 5** shows the proposed alignment for the APM, which would include three stations within the CTA: 1) a West Station located between Terminals 3 and 4, east of the Tom Bradley International Terminal; 2) a North Center Station located between Terminals 2 and 6, north of the existing Airport Traffic Control Tower (ATCT) and Center Way; and 3) an East Station located between Terminals 1 and 7.

Three additional stations are proposed to serve the new ground transportation facilities proposed outside the CTA as shown in **Figure 6**: 1) a West Intermodal Transportation Facility Station; 2) an East Intermodal Transportation Facility Station; and 3) a CONRAC Station. The station at the East Intermodal Transportation Facility would provide the opportunity for a connection to the MTA rail transit system at the adjacent multi-modal/transit facility MTA has planned at 96th Street/Aviation Boulevard. This MTA facility is a separate and independent project that would be entitled, constructed and operated by MTA.

The LAWA APM stations would be designed to include, among others, features such as escalators and elevators, concession areas, passenger waiting areas, airline check-in kiosks, signage, equipment rooms, baggage check-in areas, and/or passenger walkways connecting the stations to existing terminals for the stations located within the CTA, or to the proposed ground transportation facilities located outside of the CTA.

The APM would transport passengers between the 6 stations and would accommodate up to nine, 4-car trains operating approximately every 2-3 minutes. Each APM station would have platforms sized to accommodate an APM train length of 4 rubber-tired train cars and would be up to approximately 70 feet in height above existing grade. Each train car would be up to 40 feet long and 14 feet tall. The APM train would be a driverless, self-propelled electric train, controlled remotely from the Central Control Room located in the APM Maintenance and Storage Facility (described below).

The APM system would consist of a dual track guideway, equipment to guide the movement of trains between stations, emergency walkways and lighting, communications systems, a command and control system, a public information system, and closed circuit TV system to monitor activity at station platforms, along the guideway, and at the APM Maintenance and Storage Facility.

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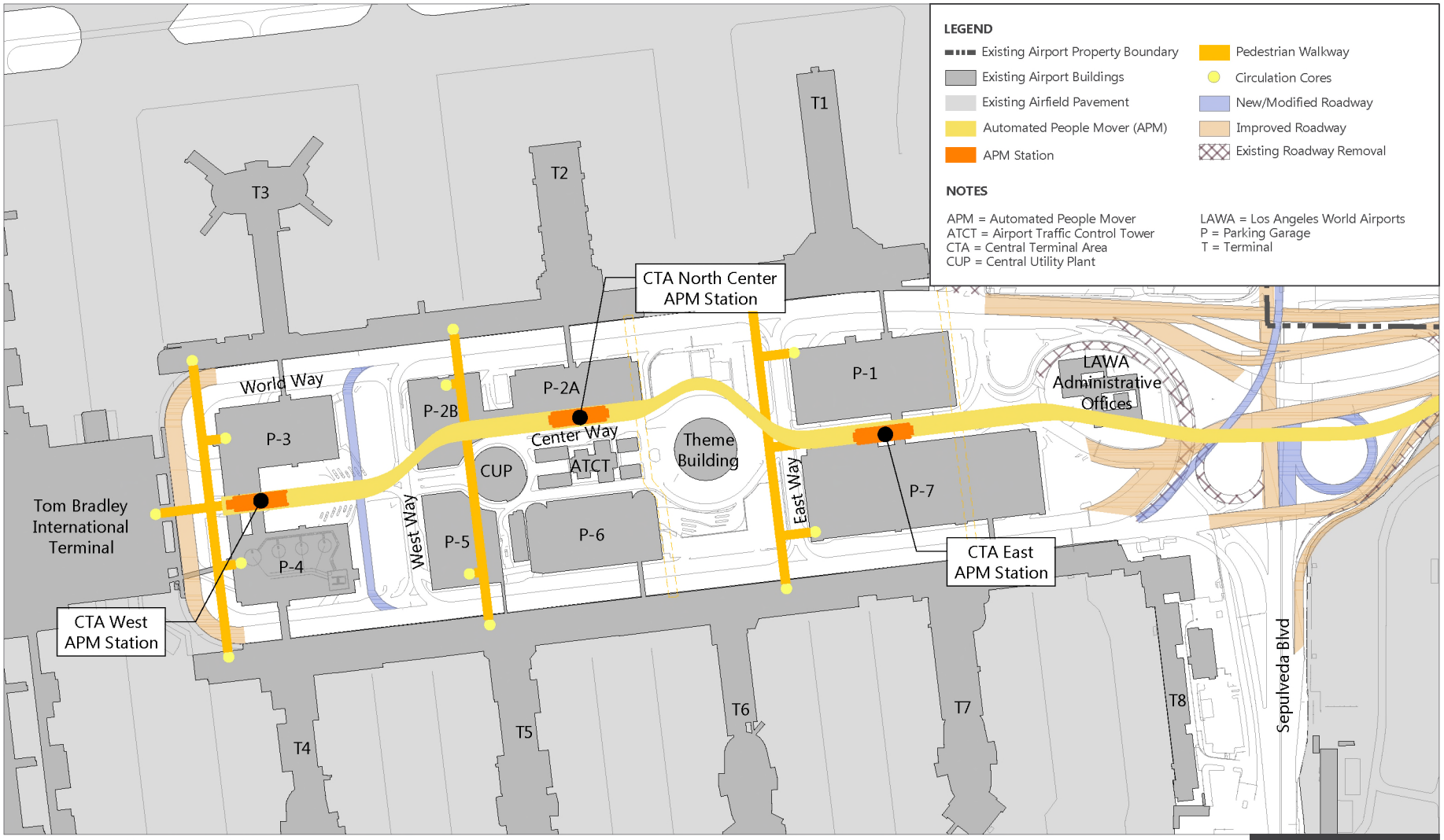

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 5

Automated People Mover Central Terminal Area

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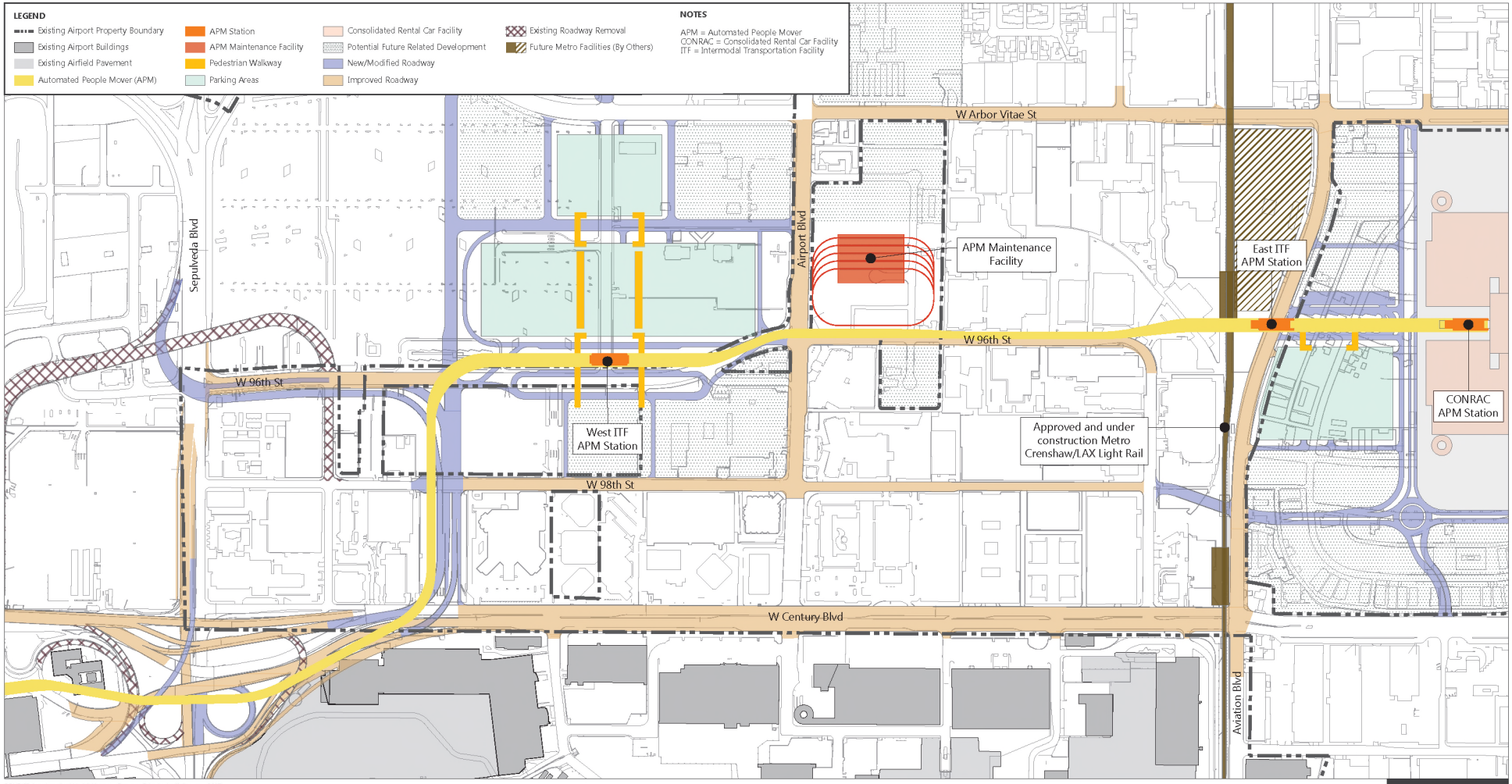

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 6

NORTH 0 500 ft.

Automated People Mover
East of Central Terminal Area

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The APM system would be electrically powered and would require up to three traction power substations, each of which would be up to 3,000 square feet in size. These APM traction power substations are proposed adjacent to the East APM Station in the CTA, the West ITF, and the East ITF.

The APM Maintenance and Storage Facility would be located on an 8-acre site northeast of the intersection of Airport Boulevard and West 96th Street. The APM Maintenance and Storage Facility would consist of an approximately 90,000 square foot multi-level building that would house maintenance facilities, administration facilities, parts and vehicle storage, workshops, equipment rooms, an APM car wash, and employee parking. The APM lead track, secondary tracks, and switching tracks would occupy the majority of the 8-acre site for the APM Maintenance and Storage Facility.

1.4.2 PASSENGER WALKWAY SYSTEMS

Passenger walkways would connect the APM stations to the passenger terminals, CTA parking garages, or to the other proposed ground transportation facilities located outside the CTA. The walkways would be designed to minimize walk distance and the number of level changes passengers would be required to make to access the APM stations, passenger terminals, CTA parking garages, or off-airport facilities. The walkways would be elevated enclosed structures containing escalators and elevators for level changes and moving walkways to transport passengers from the APM station to the passenger terminal, CTA parking garage, or ground transportation facility. The enclosed walkways will need to be constructed either above or below the APM stations to provide grade separation between the APM guideway and the passenger walkways. If the walkways are constructed above the APM stations, the top of the enclosed walkways could be up to 120 feet in height above existing grade and approximately 30 feet in width. The length would vary at each APM station. **Figure 7** provides a conceptual illustration of a typical passenger walkway.

1.4.3 MODIFICATIONS TO EXISTING PASSENGER TERMINALS AND PARKING GARAGES

The passenger walkways associated with the APM stations located in the CTA would need to connect to the existing passenger terminals and CTA parking garages (see Figure 5). This would require construction of a vertical circulation core consisting of elevators, stairways, and escalators to transport passengers between the passenger walkway and the departures (ticketing) level and arrivals (baggage claim) level of the existing terminals. Vertical circulation cores would also be provided at the CTA parking garages to allow passengers to access the APM stations and passenger terminals through the passenger walkway system. These vertical circulation cores would extend above the roofline of the existing terminals, and would be sized to accommodate up to 8 elevators, 2 stairways, and 4 up-down escalators. These vertical circulation cores could be up to approximately 130 feet in height. Modification to some access ramps to existing CTA parking garages would also be required.

1.4.4 INTERMODAL TRANSPORTATION FACILITIES

LAWA proposes to construct two intermodal transportation facilities (ITF), a West ITF and an East ITF (see Figure 6). These intermodal transportation facilities would be designed to intercept vehicle traffic on its way to terminal areas, reduce congestion on the internal airport roadway network, improve traffic around the airport, and enhance the arrival and departure experience for passengers. Each of these facilities is described further below.

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SOURCE: Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 7

NORTH 0 Not to scale

Typical Passenger Walkway

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The West ITF would be located north of West 98th Street, west of Airport Boulevard, and south of Westchester Parkway (see **Figure 8**). The West ITF is planned to provide an alternative location to drop off and pick up passengers or to park and take the APM to a passenger terminal without having to enter the CTA. To make the West ITF an attractive alternative to the CTA for passenger pick up and drop off, the West ITF would be designed to include airport amenities, which may include, among others, valet parking, waiting areas, commercial amenities such as dining and retail concessions, baggage check facilities, and ticketing/information kiosks. The West ITF would require modifications to adjacent streets to facilitate access, including modifications to Jenny Avenue between Westchester Parkway and West 96th Street; the addition of a new north-south street connecting these two roadways; and modifications to West 96th Street, Airport Boulevard, and West 98th Street.

To reduce congestion and address the potential for conflicts between the various transportation modes within the CTA, the West ITF would provide an optional location for commercial vehicles, such as off-airport private parking shuttles and hotel shuttles, to drop off and pick up passengers. The West ITF would include a drop off and pick up curb area for commercial and private vehicles providing convenient access to the APM station. It would also include internal circulation roads, a new 5-level public parking garage, a new 5-level employee parking garage, and walkways connecting the West ITF facilities to the APM station and surrounding uses. The new public parking garage would provide off-airport parking for passengers, and would have a footprint of up to approximately 400,000 square feet with up to approximately 5,500 parking spaces. The employee parking garage would have a footprint of up to approximately 200,000 square feet with up to approximately 3,000 parking spaces. The West ITF would be convenient to existing hotels and businesses located along West Century Boulevard and would be designed to encourage and invite pedestrian access, which could include above-grade pedestrian connections to the hotels and surrounding office buildings.

The East ITF would be located north of West 98th Street, east of Aviation Boulevard, south of West Arbor Vitae Street, and west of the proposed CONRAC (see **Figure 9**). The East ITF would include internal circulation roads, a drop off and pick up curb area for commercial and private vehicles, a new 5-level parking garage located south of the proposed ITF East, and walkways connecting the garage to the APM station. The proposed garage may require the realignment of Aviation Boulevard. The East ITF could include up to 800,000 square feet of related development, such as commercial space or a new hotel. Structures in this area would be limited to a maximum of 155 feet above grade to stay below the protected departure and arrival airspace associated with existing Runways 6L-24R and 6R-24L at LAX. The East ITF would offer another location to drop off and pick up passengers or to park and take the APM to a passenger terminal without having to enter the CTA in a private vehicle. The East ITF facility is intended to intercept vehicle traffic on its way to LAX and provide convenient access to the APM and quick and easy access to airport facilities.

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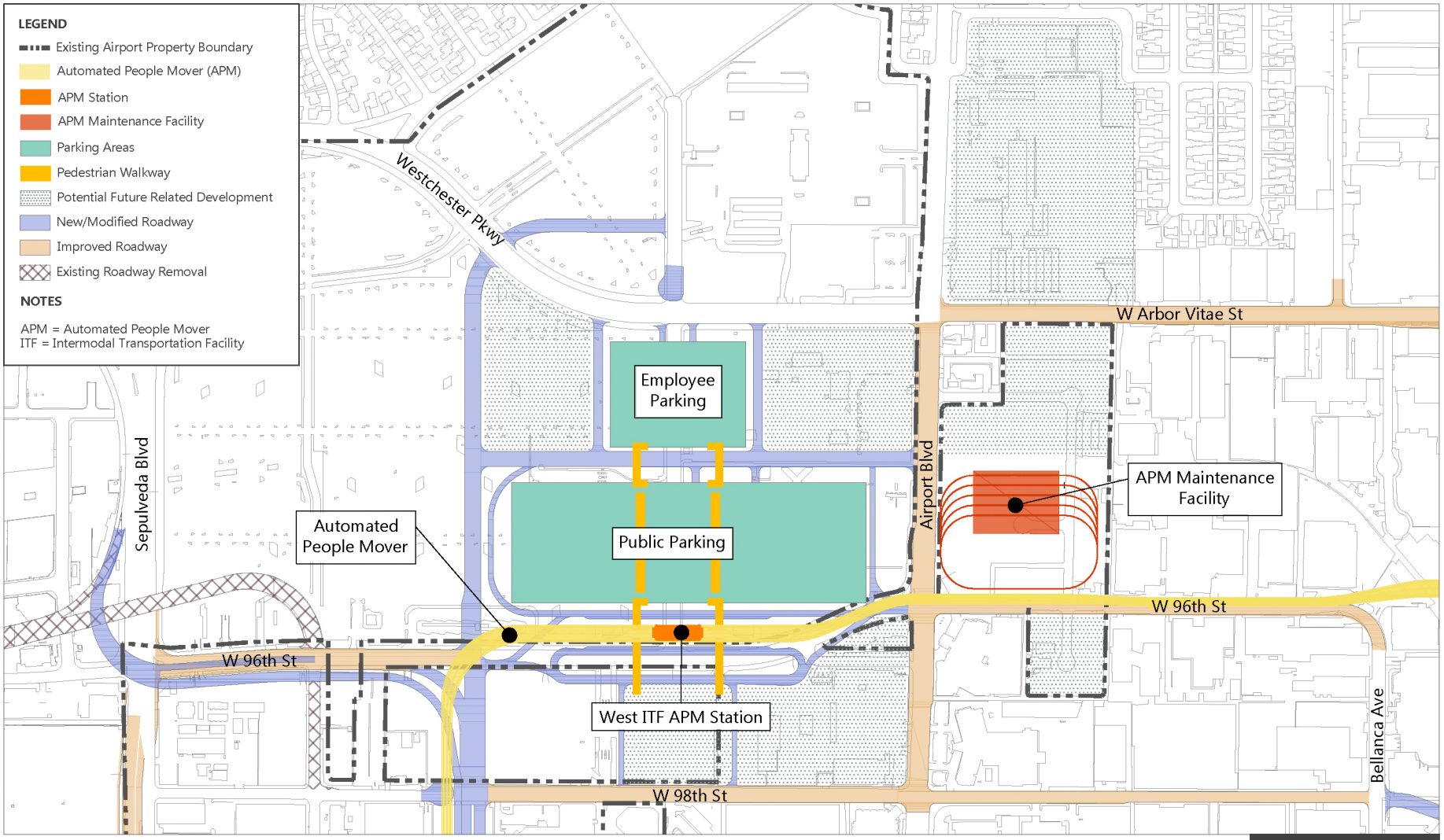

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 8

NORTH 0 600 ft.

West Intermodal Transportation Facility

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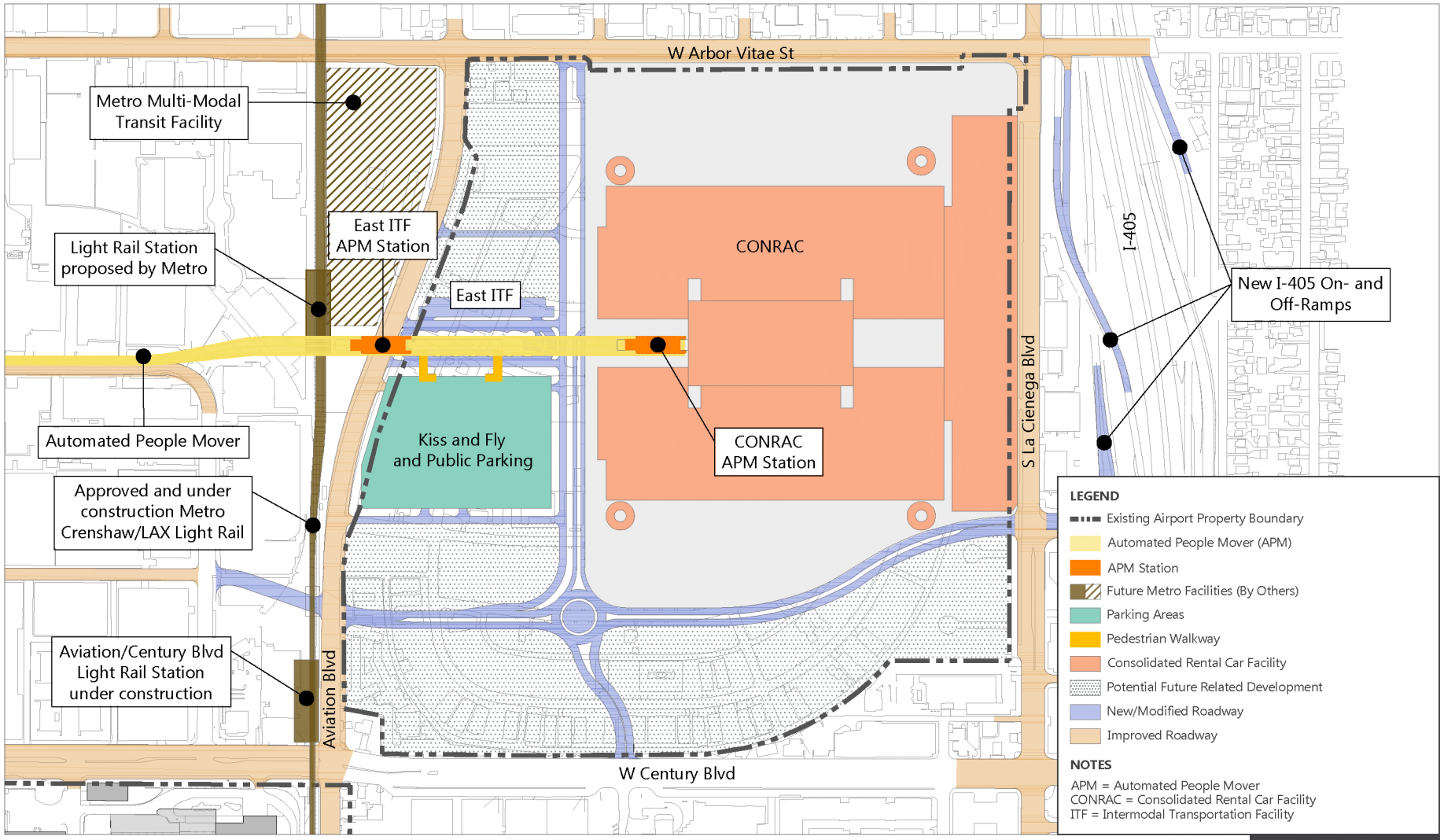

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 9

NORTH 0 500 ft.

East Intermodal Transportation Facility and Consolidated Rental Car Facility

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The East ITF creates additional flexibility and efficiency by offering another location for commercial vehicles, such as shared ride vans and charter buses, to drop off and pick up passengers. To make the East ITF an attractive alternative to the CTA for passenger pick up and drop off, the East ITF would be designed to include, among others, airport amenities, which may include valet parking, waiting areas, commercial amenities such as dining and retail concessions, baggage check facilities, and ticketing/information kiosks. The new parking garage would provide off-airport parking for passengers and employees, and would have a footprint of up to approximately 475,000 square feet with up to approximately 8,000 parking spaces.

1.4.5 CONSOLIDATED RENTAL CAR FACILITY

The proposed Consolidated Rental Car Facility (CONRAC) would provide a centralized location for rental car agencies serving LAX. The CONRAC is proposed south of West Arbor Vitae Street, east of Aviation Boulevard, north of West Century Boulevard, and west of South La Cienega Boulevard (see Figure 9).

The CONRAC is intended to improve the rental car customer experience and the day-to-day operations of the rental car companies. The CONRAC is proposed to improve traffic flow in the CTA by removing all rental car shuttles driving into the terminal area at LAX and dramatically reducing the number of people on the airport roadway and curb. Currently, rental car facilities can be found in over 20 locations northeast of the airport. LAWA seeks to improve traffic congestion in the surrounding area of LAX by relocating rental car companies into a centralized location adjacent to Interstate 405 with improved connections to the APM system and the nearby freeways.

The facility would be up to approximately 6 million square feet in size and would include up to approximately 8,000 ready/return parking spaces for rental cars; a Quick Turnaround Area (QTA) building that would include areas for vehicle queuing, fueling, wash bays, and light maintenance; and a Customer Service Building that would include customer service counters, office space, restrooms, and retail areas. A water reclamation system to capture and reuse water used for washing rental vehicles may be incorporated into the proposed CONRAC. Additionally, the CONRAC would include up to approximately 11,000 parking spaces for overflow vehicles needed to meet peak demands, up to 1,700 employee parking spaces, and up to 800 QTA spaces. A circulation roadway system would be constructed to include access points to Aviation Boulevard, West Century Boulevard, South La Cienega Boulevard, and West Arbor Vitae Street. Improved access to Interstate 405 and Interstate 105 are also proposed by adding new on- and off-ramps, in coordination with Caltrans.

1.4.6 ROADWAY IMPROVEMENTS

Improvements to roadways serving the CTA and new proposed facilities are an important component of the LAX Landside Access Modernization Program. The proposed roadway improvements are designed to reduce congestion and enable passengers to more efficiently access LAX. The proposed roadway improvements would alleviate congestion during the construction period of the Project, provide convenient access to and from the proposed intermodal transportation facilities and the CONRAC, and provide improved access to the CTA. These proposed improvements may include, among others, new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new freeway ramps, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements.

1.4.6.1 Central Terminal Area Access Road Improvements

Improvements to the airport access road system being considered in coordination with Los Angeles Department of Transportation, Caltrans, and other relevant agencies (see **Figure 10**) may include the following:

1. A new underpass from southbound Sepulveda Boulevard (north of West 96th Street) to West 96th Street.
2. Improvements to northbound Sepulveda Boulevard (north of West Century Boulevard) for traffic to exit onto West 96th Street.
3. A new overpass allowing vehicles on the departures level to transition directly onto northbound Sepulveda Boulevard without having to transition down to the arrivals level roadway system.
4. The removal of the arrivals to departures transition ramp in the west area of the CTA.
5. A new north-south road east of Sepulveda Boulevard between Westchester Parkway and West Century Boulevard.
6. Shift of southbound Sepulveda Boulevard lanes between West 96th Street and West Century Boulevard to the west.
7. Improvements to West Century Boulevard between Aviation Boulevard and the CTA.
8. Elimination of the existing ramp from southbound Sepulveda Boulevard to the West 96th Street overpass/Sky Way.
9. Elimination of the Sky Way/West 96th Street Bridge over Sepulveda Boulevard.
10. Elimination of the ramp from northbound Sepulveda Boulevard to World Way.
11. Elimination or modification of the recirculation road around the Clifton Moore Administration Building (Admin East).
12. Improvements to World Way.
13. Realignment and modifications to West Way.
14. Realignment or modifications to East Way.

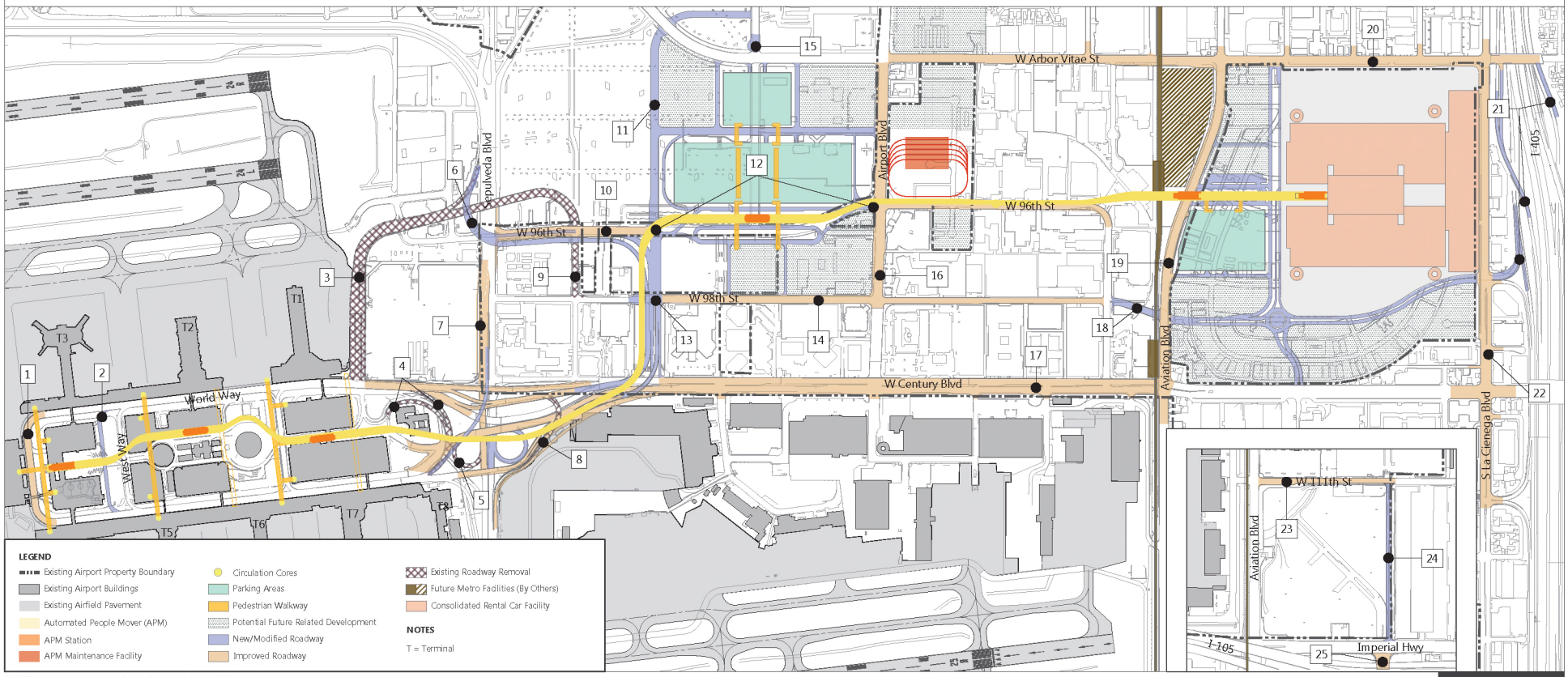
1.4.6.2 Roadway Improvements outside the CTA

Improvements to roadways proposed to provide access to the West ITF, East ITF, and the CONRAC (see Figure 10) being considered in coordination with Los Angeles Department of Transportation, Caltrans, and other relevant agencies, may include the following:

1. Improvements to West 96th Street between Sepulveda Boulevard and the new north-south road between Westchester Parkway and West Century Boulevard.
2. Improvements to West 98th Street between Aviation Boulevard and the new north-south road between Westchester Parkway and West Century Boulevard.

Roadway Improvements/Modifications

1. World Way improvements
2. West Way improvements
3. Elimination of Sky Way/W 96th St bridge demolition
4. Recirculation ramps demolition
5. Demolition of W Century Blvd eastbound ramp
6. New underpass from southbound Sepulveda Blvd to W 96th St
7. Shift of southbound Sepulveda Blvd lanes to the west
8. Demolition of Sepulveda northbound ramp
9. Vicksburg Ave closure
10. W 96th St improvements
11. New North-South Road
12. W 96th St closure
13. W 98th St Cul-de-Sac closure
14. W 98th St improvements
15. Jenny Ave Cul-de-Sac closure
16. Airport Blvd improvements
17. W Century Blvd improvements
18. W 98th St extension
19. Aviation Blvd improvements
20. W Arbor Vitae St improvements
21. New I-405 and I-105 on-and off-ramps
22. S La Cienega Blvd improvements
23. W 111th St improvements
24. New connection between W 111th St and Imperial Hwy/I-105 ramps
25. I-105 ramp improvements



SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

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FIGURE 10

Roadway Improvements

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3. Improvements to Airport Boulevard between West Century Boulevard and Westchester Parkway.
4. New connection between 111th Street and Imperial Highway/I-105 ramps. Improvements to 111th Street between Aviation Boulevard and this new roadway.
5. Improvements to Aviation Boulevard between West Arbor Vitae Street and West Century Boulevard.
6. New ramps to West Arbor Vitae Street or improvements to existing I-405 and I-105 ramps from West Arbor Vitae Street/proposed CONRAC.
7. Improvements to South La Cienega Boulevard, including the ramps from and to I-405, between West Arbor Vitae Street and I-405.
8. Improvements to West Arbor Vitae Street between Airport Boulevard and South La Cienega Boulevard.
9. Extension of West 98th Street from Bellanca Avenue to South La Cienega Boulevard.
10. Realignment of Jenny Avenue north of Westchester Parkway.
11. Closure of Vicksburg Avenue between West 96th Street and West 98th Street.

1.4.7 UTILITIES

The LAX Landside Access Modernization Program would also include the provision of utilities to serve the proposed facilities, including: domestic water; fire water; chilled water and heated hot water; reclaimed water; electrical and communication systems; natural gas and fuel systems; storm water and waste water drainage systems.

The LAX Landside Access Modernization Program would also include demolition, reconstruction, and construction of new roadways or facilities within the CTA. Utilities serve the buildings, and are sized for the anticipated demand loads and expected lifetimes of the facilities. Most of the utility main lines are located within roadway rights-of-way, providing relatively free access for maintenance, repair, or upgrades to service. Within the CTA, however, the major drainage facilities provide direct connections from the buildings to the City storm drains and sewer systems under the airfield and are not located within the roadways.

Some of the utilities are private facilities owned by LAWA and some are provided by the respective public utility services. LAWA typically provides the physical infrastructure for utilities (conduits, pipe, duct banks, etc.) whether they are private or public. The operating authority typically provides the supply infrastructure (such as high voltage or low voltage cable), or the utility commodity (such as water and gas, etc.). LAWA provides drainage infrastructure from LAWA properties in the CTA to the appropriate public main infrastructure such as major storm drains or wastewater sewers.

The Los Angeles Department of Water and Power (LADWP) supplies water and power to the airport. This service also includes fire water and recycled or reclaimed water (provided by separate systems). Sempra Energy supplies natural gas. These two utilities will also serve the proposed ground transportation facilities that are east of the CTA. Telephone and internet services will be supplied by a variety of technology providers.

Within the CTA, internet services may be provided by private companies, or by the LAWA Information Technology (IT) Group. Hot and chilled water are provided to LAWA buildings within the CTA, and are produced at the Central Utility Plant (CUP) that is located near Terminals 4 and 5.

Jet fuel to the aircraft is provided at the various terminals through a complex network of pipes, valves, tanks, and hydrant systems. This infrastructure is securely located within the confines of the Air Operations Area (AOA), and would not be affected by the developments comprising the LAX Landside Access Modernization Program.

The LAX Landside Access Modernization Program would also include new buildings or facilities generally located to the east of the CTA (see Figure 6). All of these buildings would require new utility connections for their operations, and may require some level of new infrastructure within the adjacent roadways, depending on the quantity and quality of existing service. Each of the buildings would require new water, power, storm and wastewater drains, natural gas, communications, and related utility services. Utility service may be supplied from existing infrastructure that is typically located in the roadways or special easements; however, if the utility is not available in sufficient quantity then new services would need to be connected from the nearest available supply. These new buildings are likely too distant from the CTA to be able to use the CUP as a source for economical hot and chilled water.

The APM system would be electrically powered and would require up to three traction power substations, each of which would be up to approximately 3,000 square feet in size. The APM traction power substations would be connected to power feeds from the LADWP and are needed to distribute electricity throughout the APM system for vehicle propulsion, communications, and APM operation. Each substation would have an estimated capacity of 1 Megavolt-amps (MVA). The APM traction power substations would be located adjacent to the East APM Station in the CTA, the West ITF, and the East ITF.

As described above, several roadways would be affected under this program. Where existing utility service is located in an affected roadway, the utility would need to be rerouted before the land can be reused. If the utility is not rerouted, then easements may be required to provide for future maintenance, depending on the circumstances of the changed conditions.

The LAX Landside Access Modernization Program would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

1.4.8 ENABLING PROJECTS

Enabling projects required to implement the LAX Landside Access Modernization Program, identified on **Figure 11**, include: 1) demolition of parking garages P2A, P2B, and P5 and construction of replacement garages in the CTA that may result in an increase in the number of parking spaces within the CTA; 2) relocation of LAWA administrative offices housed in the Clifton Moore Administration building and former Airport Traffic Control Tower (1 World Way, also known as Admin East) to the existing LAWA-owned Skyview Center at 6053 West Century Boulevard or another location in the vicinity of LAX; 3) demolition of the Clifton Moore Administration building (1 World Way) and demolition of the former Airport Traffic Control Tower located east of the Clifton Moore Administration building; 4) relocation of existing rental car facilities; 5) demolition of the existing restaurant building located at 9601 Airport Boulevard on property owned by LAWA; 6) demolition of the Metro bus terminal located north of West 96th Street; 7) improvements of portions of Center Way within the CTA; 8) demolition of existing hangars/buildings located at 6150 and 6190 West Century Boulevard owned by LAWA that are currently leased for storage; 9) demolition and potential relocation of the Reliant Medical Center located on LAWA-owned property at 9601 South Sepulveda Boulevard; 10) construction of a new 5-story, 1,700-space Skyview Center replacement garage for displaced surface parking; 11) completion of the Manchester Square acquisition program including the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 West 98th Street; and 12) acquisition of other parcels where the APM or roadway improvements are proposed including, but not limited to: 1) 6141 West Century Boulevard owned by MTA and leased by an off-airport parking operator; 2) 9700 South Sepulveda Boulevard owned by the Los Angeles Community College District and leased by an off-airport parking operator; 3) 5651 West 96th Street owned by China Airlines Cargo; 4) 9606/9610 Bellanca Avenue occupied by Secom International; and 5) 9600 South Sepulveda Boulevard owned by WallyPark.

1.4.9 REGULATORY AMENDMENTS

The proposed Project may require amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan. These amendments are proposed to conform these plans, as necessary, to reflect updated Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program. The LAX Landside Access Modernization Program may require the subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals. In addition to the components of the proposed LAX Landside Access Modernization Program described above, LAWA may also consider changes to fees, pricing, licenses, traffic and agreements with various commercial vehicle operators at LAX and fees and prices imposed on the general public for roadway access and parking at LAX facilities as part of the Project.

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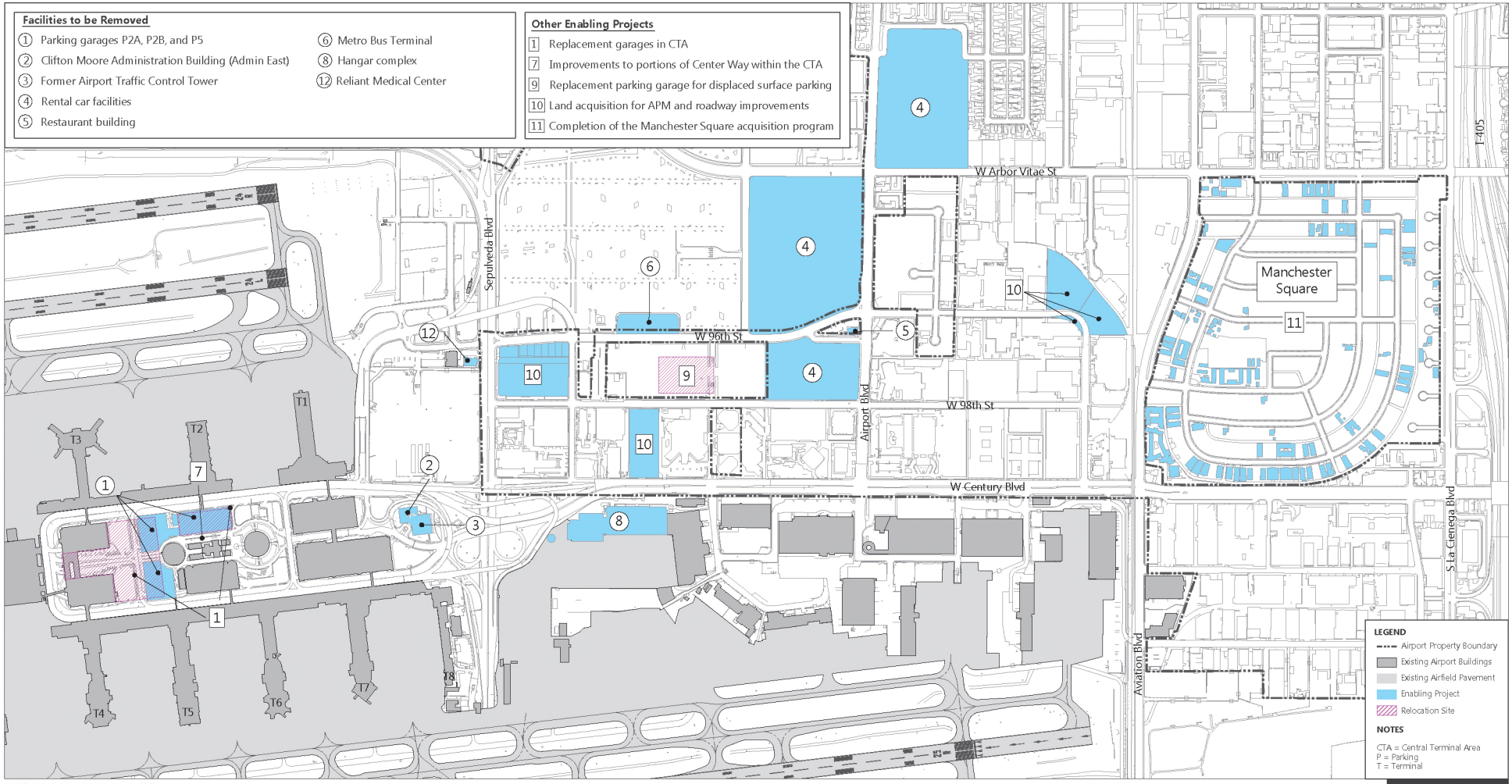

SOURCE: Ricondo & Associates, Inc., January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 11

Enabling Projects

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1.4.10 POTENTIAL FUTURE RELATED DEVELOPMENT

The LAX Landside Access Modernization Program would require changes to the configuration and use of existing parcels owned by LAWA where the Project components are proposed to be constructed. Subdivision of parcels, tract maps, and/or other reconfiguration of parcels may be processed and existing zoning may be changed for these parcels. These changes would create new parcels owned by LAWA available for future development with commercial, light industrial, cargo, airport support, and parking uses. In addition, there are some parcels currently owned by rental car companies that may also need to be rezoned and reconfigured, as part of ongoing negotiations between LAWA and individual rental car companies. Because LAWA has no specific plans for development of these parcels at this time, the potential for environmental effects from future development of these parcels will be examined at a programmatic level in the EIR. LAWA envisions that any future development on LAWA property adjacent to the CONRAC, ITFs, or proposed roadways would provide airport support services or uses that would serve, or be complementary with, LAX passengers and visitors. Development of these areas would occur after construction of the proposed components of the LAX Landside Access Modernization Program. At such time as individual development projects are proposed on these parcels, additional CEQA project-level environmental review would be conducted, as necessary.

Figure 12 identifies the parcels that would be created and/or rezoned that would be available for future development.

1.5 LAX Landside Access Modernization Program EIR

Consistent with the California Environmental Quality Act (CEQA, Public Resources Code §21000 et seq.) and the CEQA Guidelines (California Code of Regulations title 14, §15000 et seq.), LAWA is preparing an EIR to evaluate the environmental impacts of the LAX Landside Access Modernization Program at a project level. This Initial Study Checklist has been prepared to focus the issues that will be studied in further detail in the EIR by identifying the resource areas that could be subject to significant impacts from the LAX Landside Access Modernization Program, and that would require incorporation of mitigation measures where feasible. The Initial Study also identifies resource areas where the environmental effects of the LAX Landside Access Modernization Program would be less than significant with mitigation incorporated, less than significant, or where no impacts are anticipated. Based on a preliminary review of the Project site and in consideration of the proposed activities, LAWA has determined that potentially significant effects may occur related to the topics of Aesthetics, Air Quality, Cultural (Historic) Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation/Traffic, Utilities and Service Systems, and Mandatory Findings of Significance. As a result, these potential impacts will be evaluated further in the LAX Landside Access Modernization Program EIR.

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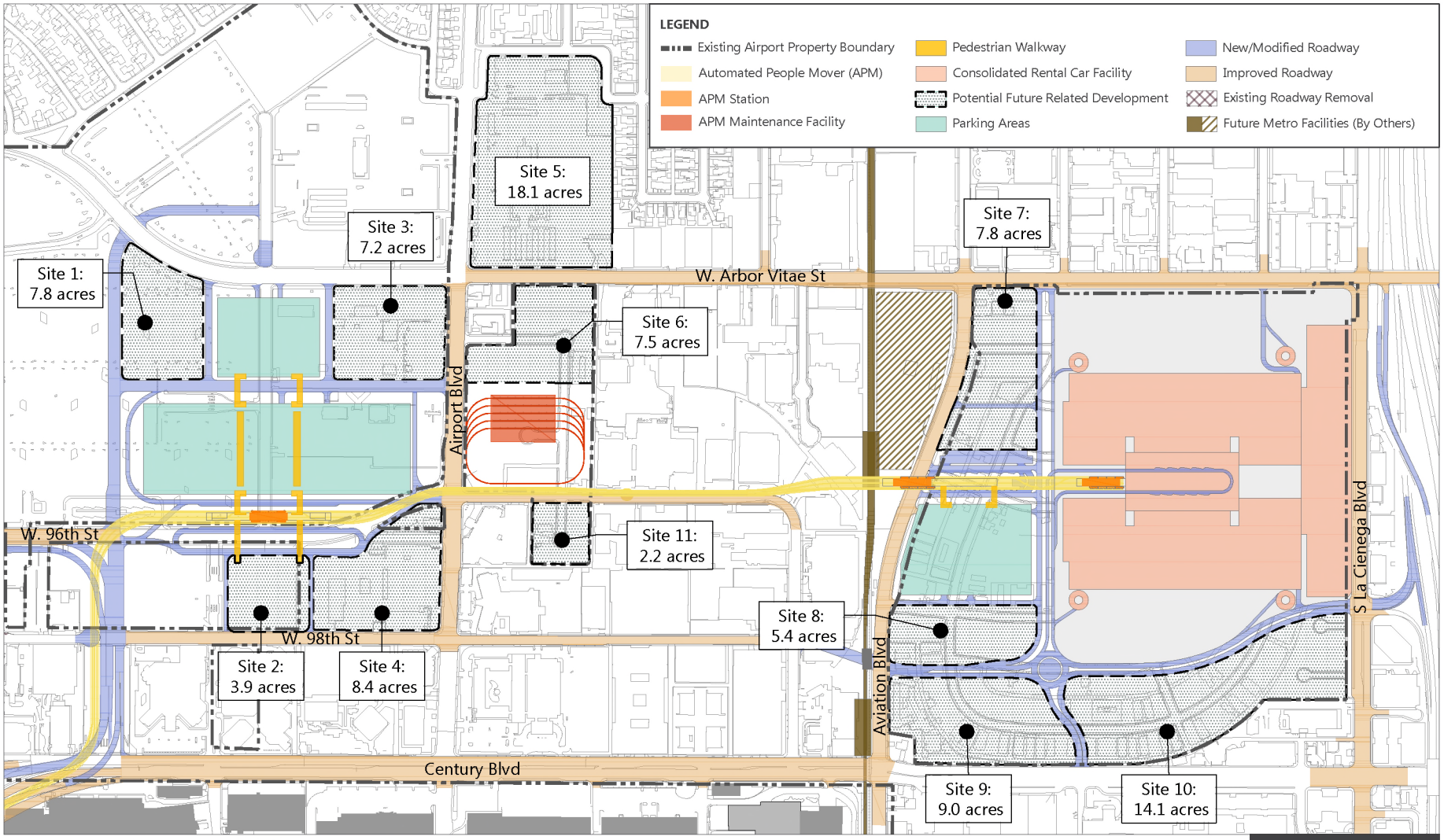

SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 12

NORTH 0 800 ft.

Potential Future Related Development

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LAWA has determined based on substantial evidence as described below that no significant impacts would occur to Agricultural and Forestry Resources, Biological Resources, Cultural (Archaeological and Paleontological) Resources, Geology and Soils, Mineral Resources, and Recreation. Therefore, these topics will not be evaluated further in the EIR unless identified as necessary through public comments during the 30-day scoping period associated with circulation of the Notice of Preparation (NOP) for this EIR.

1.6 Required Approvals/Consultations

LAWA proposes to implement the LAX Landside Access Modernization Program as soon as the required CEQA environmental review is completed and the environmental approvals identified below are obtained.

1.6.1 FEDERAL

- Unconditional approval of the Airport Layout Plan (ALP) for the Airport depicting the proposed improvements pursuant to 49 U.S.C. 40103(b), 44718, and 47107(a)(16);
- Determination under 49 U.S.C. 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interest of national defense.
- Determinations under 49 U.S.C. §§ 47106 and 47107 relating to the potential eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or under 49 U.S.C. § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) collected at LAX for the proposed project to assist with construction of potentially eligible development items shown on the ALP.
- Approval of a construction safety and phasing plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150-5370-2F, *Operational Safety on Airports During Construction*, under 14 14 CFR 139 (49 U.S.C. 44706).
- Approval of changes to the Airport Certification Manual pursuant to 14 CFR 139 (49 U.S.C. 44706).
- Conformance of the proposed federal actions with the objectives of the State Implementation Plan (SIP) per the requirements of the Clean Air Act, as amended (40 CFR Part 93) for components of the LAX Landside Access Modernization Program
- Other approvals by the U.S. Department of Transportation, Federal Aviation Administration, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Approvals for federal financing plans or districts.

1.6.2 STATE AND REGIONAL ACTIONS

- Caltrans review and approval for I-105/I-405 improvements, Sepulveda Boulevard improvements, and crossing of Sepulveda Boulevard by proposed APM.
- South Coast Air Quality Management District and Southern California Association of Governments (SCAG) review for proposed project conformity with the State Implementation Plan and any permits required under the Clean Air Act.

- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but are not be limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- California Public Utilities Commission review and approval of a System Safety Program Plan and Security Plan for the proposed APM.
- Approvals for state financing plans or districts.

1.6.3 LOCAL

- Certification of the Final EIR for the LAX Landside Access Modernization Program.
- Updates/amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, and the LAX Plan, as well as the LAX Specific Plan. These changes relate to conforming the plans, as necessary, to reflect the physical projects within the LAX Landside Access Modernization Program and technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.
- LAX Plan Compliance determination from City Council pursuant to LAX Specific Plan Section 7.
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division.
- Los Angeles Fire Department approval.
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the project and any associated Department of Public Works permits for infrastructure improvements.
- Tract/parcel map and zone change approvals.
- Approvals for federal, state, or local financing plans or districts.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the project.

2. Explanation of Initial Study Checklist Determinations

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the LAX Landside Access Modernization Program (the proposed Project) as defined in the Project Description may affect existing environmental conditions at the Project site and in the surrounding area. The Environmental Impact Report (EIR) will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions which are carried forward for further analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

I. Aesthetics

Would the project:

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

a. Less Than Significant Impact.

No impacts to scenic vistas would occur with implementation of the LAX Landside Access Modernization Program Project or potential future related development, and no further analysis of potential impacts to scenic vistas is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located on the east end of LAX, an area that is developed with airport, commercial, and industrial uses. The Pacific Ocean is the only scenic vista in the vicinity of the Project site and the primary vista-related sensitive uses are residences located to the north and south of the Airport property. As the improvements associated with the proposed Project are located over 2.0 miles from the Pacific Ocean, which is not visible from the Project site due to topography, distance, and the intervening airport facilities, there will be less than significant impacts on scenic vistas.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, these areas are well removed from the Pacific Ocean, the only scenic vista in the vicinity of the Program site. As the improvements associated with the potential future related development are located over 2.0 miles from the Pacific Ocean, which is not visible from the Project site due to topography, distance, and the intervening airport facilities, there will be less than significant impacts on scenic vistas. Therefore, potential future related development of the LAX Landside Access Modernization Program would have less than significant impacts on scenic vistas.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

b. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on scenic resources in the vicinity of the proposed Project.

LAX Landside Access Modernization Program Project: The Project site is not located within a state scenic corridor. Although Vista Del Mar, a City of Los Angeles-designated scenic highway, is located 1.8 miles west of the Project site, the Project site is not located within or visible from Vista Del Mar. The Project site also does not contain scenic resources, such as trees or rock outcroppings; however, the proposed Project would be constructed adjacent to two historic buildings, the Theme Building and the Union Savings and Loan Building. Additionally, the proposed Project would result in the demolition of the existing former ATCT and the APM guideway would be constructed between the pylons located along West Century Boulevard at the entrance to the airport. These components of the LAX Landside Access Modernization Program would change the visual character of the airport entrance, which could result in a significant visual effect.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to affect scenic resources.

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

c. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on the visual character and quality of the site and its surroundings.

LAX Landside Access Modernization Program Project: The APM would be developed within the CTA, situated on an elevated guideway located between the parking garages and the terminal buildings. The existing parking garages and terminal buildings are aging, functional in nature, and generally lack architectural interest or extensive landscaping, and do not contribute meaningfully to the aesthetic quality of the CTA. As such, the addition of the APM adjacent to these structures, while it would be visually noticeable, would introduce a new, modern feature within the CTA that would be consistent with the airport's image as a gateway to the City of Los Angeles. However, depending on the final height of the APM tracks, passenger walkways, and various support structures, the APM and/or passenger walkways could potentially diminish valued focal views of the LAX Theme Building from a variety of vantage points in the CTA, particularly views from terminal front areas and sidewalks to the north and south. Impacts to valued focal views of the Theme Building from different vantage points within the CTA under the proposed Project could be significant.

Additionally, the proposed Project would result in the demolition of the former ATCT and the APM guideway would be constructed between the pylons located along West Century Boulevard at the entrance to the airport. These components of the LAX Landside Access Modernization Program would change the visual character of the airport entrance, which could result in a significant visual impact.

Impacts to aesthetic and visual resources related to development of the CONRAC, intermodal transportation facilities, and parking areas are expected to be less than significant since the existing visual quality of this area is poor, the improvements would be compatible with surrounding land uses, and new facilities would be subject to design guidelines. Notwithstanding, the LAX Landside Access Modernization Program EIR will also analyze potential aesthetic impacts of these facilities in greater detail.

LAX Landside Access Modernization Program Potential Future Related Development: As specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to the visual character or quality of the site and its surroundings.

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

d. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on lighting and glare to surrounding areas.

LAX Landside Access Modernization Program Project: The proposed Project site is in an urban area with existing sources of ambient lighting from adjacent commercial and industrial development. Light and glare impacts associated with the CONRAC facility, intermodal transportation facilities, and APM would be designed to prevent spillover, while building facades would be required to be constructed of materials that do not generate substantial glare. Moreover, operation of these uses would not alter the existing high ambient light or glare environment at nearby light-sensitive receptors. Light associated with the APM would be directed downward onto the guideway tracks, but because the guideway would be up to approximately 65 feet above grade, the potential for light and glare impacts to surrounding structures will be evaluated in the LAX Landside Access Modernization Program EIR.

The parking facilities at the intermodal transportation facilities and CONRAC facility would potentially be visible from some elevated south-facing residential uses north of the airport property, and would be visible from adjacent hotels and businesses. While the parking facilities would replace existing brightly lit airport parking areas, they would introduce elevated structures in these areas, which could create new light and glare impacts. The potential for the LAX Landside Access Modernization Program project components to create a new source of substantial light or glare will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential to create a new source of substantial light or glare.

II. 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 in the California Resources Agency, to non-agricultural use?

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

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

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

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

a-e. No Impact.

No impacts to agriculture or forestry resources would occur with implementation of the LAX Landside Access Modernization Program Project or potential future related development, and no further analysis of potential impacts to agriculture and forestry resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located within and adjacent to a fully-developed airport, surrounded by airport-related uses and urbanized areas, which have been disturbed and paved. There are no farmlands that are considered prime, unique or of statewide or local importance in the vicinity of the Project site. As indicated in the LAX Master Plan EIR, no agricultural resources or operations currently exist, or have existed in the recent past on the Project site or the vicinity of the Project site.[5] Furthermore, there are no Williamson Act contracts in effect on the Project site or surrounding areas.

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

Additionally, no forest or timberland resources exist at the Project site or in the vicinity of the Project site. Consequently, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland (including timberland zoned as Timberland Production) or result in the loss or conversion of forest land to non-forest use.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, there are no farmlands that are considered prime, unique or of statewide or local importance in the vicinity of these areas. As indicated in the LAX Master Plan EIR, no agricultural resources or operations currently exist, or have existed in the recent past in the vicinity of the potential future related development sites.[6] *Furthermore, there are no Williamson Act contracts in effect on the potential future related development sites or surrounding areas. Additionally, no forest or timberland resources exist at the potential future related development sites or in the vicinity of these sites. Consequently, the potential future related development would not conflict with existing zoning for, or cause rezoning of, forest land or timberland (including timberland zoned as Timberland Production) or result in the loss or conversion of forest land to non-forest use.*

III. Air Quality

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

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

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d. Expose sensitive receptors to substantial pollutant concentrations?

a-d. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the proposed Project and potential future related development to have a significant impact on air quality.

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

LAX Landside Access Modernization Program Project: The Project site is located within the South Coast Air Basin (Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the federal level, the Basin is designated as a nonattainment area for ozone (O_3), fine particulate matter ($PM_{2.5}$), and lead (Pb). At the state level, the Basin is designated as nonattainment for O_3, particulate matter (PM_{10}), and $PM_{2.5}$.[7] Air emissions associated with construction activities and operations consist of carbon monoxide (CO), oxides of nitrogen (NOx), PM_{10}, $PM_{2.5}$, Pb, sulfur dioxide (SOx), and volatile organic compounds (VOC). These emissions related to construction and operations of the LAX Landside Access Modernization Program may exceed the SCAQMD CEQA thresholds, which could violate air quality standards or contribute to an existing air quality violation. These results may occur even after including the extensive air emissions control measures that LAWA currently employs and the measures mandated and recommended by SCAQMD.

LAX Landside Access Modernization Program Potential Future Related Development: While specific development proposals for areas adjacent to the West ITF, East ITF, and CONRAC facility have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for future compatible uses in these areas to significantly impact air quality.

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

e. Less Than Significant Impact.

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. As none of these types of facilities are proposed as part of the Project or potential future related development, no significant impact would occur from objectionable odors from either the Project or potential future related development. Therefore, this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project would not include facilities typical of odor sources, as outlined above. However, diesel-fueled construction equipment associated with construction of the Project components would generate some odors associated with diesel exhaust. The proposed Project would comply with reduction strategies such as USEPA 2010 on-road emission standards for heavy-duty trucks and USEPA off-road emission standards for heavy-duty construction equipment. Due to mandatory compliance with SCAQMD Rules and compliance with reduction strategies, no construction activities or materials are proposed which would create objectionable odors affecting a substantial number of people. Therefore, impacts are expected to be less than significant and this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

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[7] California Environmental Protection Agency, Air Resources Board, Area Designation Maps / State and National, effective June 2013.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals for these areas have not been identified, proposed zoning and use of these parcels would not include any of the typical odor source facilities mentioned above. Therefore, impacts are expected to be less than significant and this topic will not be discussed further in the LAX Landside Access Modernization Program EIR.

IV. Biological Resources

Would the project:

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

a. No Impact.

The LAX Landside Access Modernization Program Project would not affect any species identified as a candidate, sensitive, or special status species or species meeting the CEQA criteria for endangered, rare, or threatened in CEQA Guidelines Section 15380. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located in a highly urbanized area in and around LAX. As further described in Section 1, Project Description, Project improvements are primarily proposed within airport property, including areas within and to the east of the CTA, various developed parcels generally east of Sepulveda Boulevard, areas within the largely vacant Manchester Square neighborhood, and areas along or within existing roadways associated with the proposed APM alignment. With the exception of a few undeveloped parcels along West 96th Street, and the vacant areas within Manchester Square, both of which support non-native ruderal vegetation with extremely low habitat value to wildlife, the Project site is almost entirely developed with airport-related or urban uses.

Due to the urbanized nature of the Project site and surrounding area, the site does not support habitats for candidate, sensitive, or special status species. According to the LAX Specific Plan Amendment Study EIR, the nearest such species occur some 1.4 miles to the west of the Project within the southern tarplant mitigation area and Los Angeles/El Segundo Dunes.[8] Based on a review of biological surveys previously performed for

[8] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.3, January 2013.

the LAX Master Plan[9], a biological field survey of the unpaved/undeveloped portions of the LAX property conducted for the LAX Specific Plan Amendment Study,[10] a review of the California Natural Diversity Database (CNDDB),[11] and a review of the California Native Plant Society Inventory of Rare and Endangered Plans of California,[12] sensitive plant, wildlife and fish species are not known to occur on or otherwise utilize the Project site. Also, while nine ephemerally wetted areas on the Project site were found in 2001 to contain embedded cysts of the Riverside fairy shrimp, a federally-listed endangered species, (1) field surveys of these areas in 2003 concluded that these areas did not represent either federally protected wetlands or wetted areas subject to California Department of Fish and Game (CDFG) jurisdiction;[13] (2) the cysts were subsequently removed from the site, and the top layer of soil from occupied ponds was removed to prevent future formation of shrimp habitat, in July and August 2005 pursuant to LAX Master Plan Mitigation Measure ET-1 and the 2004 and 2005 Biological Opinions from the United States Fish and Wildlife Service (USFWS)[14], and (3) the U.S. Army Corps of Engineers (USACE) determined in 2009 that these areas are not waters of the United States.[15] Also, habitat assessments conducted in fall 2011 of the airport property, including the Project site, detected no new ephemerally ponded areas on the airport property (including on the Project site) that could support fairy shrimp.[16] Therefore, the Project would not directly impact sensitive species or their habitats. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

<u>LAX Landside Access Modernization Program Potential Future Related Development:</u> The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from sensitive biological resources. As stated above, due to the urbanized nature of the surrounding area, the site does not support habitats for candidate, sensitive, or special status species. Therefore, the potential future related development areas would not directly impact sensitive species or their habitats. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

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9 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.11, April 2004.

10 Glen Lukos & Associates, *Biological Resources Technical Report for the LAX Specific Plan Amendment Study*, May 2012.

11 California Department of Fish and Game, *California Natural Diversity Database, Rarefind 3*, Sacramento, accessed December 2014.

12 California Native Plant Society, *Online Inventory of Rare and Endangered Plans of California, 8th Edition*, Available: http://www.cnps.org/cnps/rareplants/inventory/, accessed December 2014.

13 City of Los Angeles, Los Angeles World Airports, *Draft Environmental Impact Report, Los Angeles International Airport (LAX) Bradley West Project*, page 5-60, May 2009.

14 Sapphos Environmental, Inc. *Documentation of Salvage and Storage of Riverside Fairy Shrimp Cyst-Bearing Soil in Support of the April 20, 2004 Biological Opinion for Alternative D and the April 8, 2005 Biological Opinion for Operations and Maintenance*, 2005

15 Department of the Army, Los Angeles District, Corps of Engineers, *Letter from Daniel P. Swenson, D. Env. Chief, Los Angeles Section, to Robert Freeman, Los Angeles World Airports*, December 30, 2009.

16 Glen Lukos & Associates, *Biological Resources Technical Report for the LAX Specific Plan Amendment Study*, May 2012.

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

b. No Impact.

The LAX Landside Access Modernization Program Project would not affect any riparian habitat or other sensitive natural community. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed above, the proposed Project is located in urbanized and highly disturbed areas that are devoid of natural community vegetation. Based on the findings of the LAX Specific Plan Amendment Study (LAX SPAS) EIR, the nearest habitat or natural communities that could be considered riparian or sensitive in this regard are: 1) California bulrush marsh and sandbar willow thicket along the Argo drainage channel located approximately 3,000 feet to the north at its nearest point to the Project; and 2) the El Segundo Blue Butterfly Habitat Restoration Area (Habitat Restoration Area) within the Los Angeles/El Segundo Dunes, located approximately 1.4 miles to the west of the Project's westernmost improvements. At these distances, particularly given intervening airport runways, terminal facilities and industrial development, indirect effects (e.g., increased noise levels, construction activity) on these resources would not result from construction of the Project. There are potential construction staging areas located closer (525 feet) to the California bulrush marsh. However, neither the operation of excessively heavy and loud equipment nor other intense construction activity would occur at the laydown sites. Also, there are no drainage features within the Project site (inclusive of the staging areas) that fall under the regulatory purview of the California Department of Fish and Wildlife (CDFW). Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no mitigation measures are warranted.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from riparian habitat or sensitive natural communities. As stated above, due to the urbanized nature of the surrounding area, the site does not support habitats for sensitive natural communities. Therefore, the potential future related development areas would not directly impact riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

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?

c. No Impact.

The LAX Landside Access Modernization Program Project and potential future related development would not affect any federally protected wetlands. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As with riparian habitats or other sensitive natural communities, no federally protected wetlands occur within or near areas proposed for improvement under the proposed Project. The nearest areas where federal regulatory jurisdiction could occur is the Argo drainage channel, approximately 3,000 feet to the north. As indicated in Response 2.IV.a above, in 2009, the USACE determined that nine areas within the western portion of the airport formerly identified as jurisdictional wetlands were not waters of the United States. As indicated in Response 2.IV.b above, the Project site does not contain federally protected wetlands. No federally protected wetlands occur in the area to be potentially impacted (inclusive of the construction staging areas). Further, the Project would not include construction activities within or proximate to the Argo drainage channel. Therefore, no impact would occur, and no mitigation measures are required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from federally protected wetlands. As stated above, due to the urbanized nature of the surrounding area, the site does not support federally protected wetlands. Therefore, the potential future related development areas would not directly impact federally protected wetlands. Further analysis of this issue is not necessary and no additional mitigation measures are warranted.

d. Interfere substantially with the movement of any 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?

d. Less than Significant Impact with Mitigation Incorporated.

The LAX Landside Access Modernization Program Project and potential future related development would not interfere substantially with the movement of any resident or migratory fish or wildlife species, native resident or migratory wildlife corridors, or the use of native wildlife nursery sites with incorporation of a mitigation measure. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Street trees within areas that have the potential to be directly or indirectly affected by Project construction and improvements were inventoried along the proposed APM alignment and on the lay down sites. In total, data for and the locations of 323 trees were recorded.[17] *These trees consisted of 27 individual species, all of which were non-native and commonly used in ornamental landscaping. Although native birds prefer native trees for nesting, these trees could harbor raptor and other native bird nests. Therefore, significant impacts could occur to nesting birds as a result of Project-related tree removals, trimming, or elevated ambient noise levels due to construction activities. This is considered a potentially significant impact as disturbing or destroying active bird nests is a violation of the federal Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under California Fish and Wildlife Code Section 3503. However, impacts to nesting birds would be less than significant with implementation of the mitigation measure listed below. Specifically, MM-BIO (LAMP)-1, Conservation of Faunal Resources: Nesting Birds/Raptors, requires nesting bird surveys by a biological monitor prior to vegetation clearing if clearing is to occur during the nesting season (generally February 1 to June 30 for raptors and March 15 to August 15 for other nesting birds). The mitigation measure also provides direction in the event active bird nests are found, including the establishment of an appropriate buffer around the nest and construction monitoring. Therefore, with implementation of this mitigation measure, potential impacts to nesting birds would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.*

> ***MM-BIO (LAMP)-1 – Conservation of Faunal Resources: Nesting Birds/Raptors:*** *For those areas of the project site that have a potential for nesting birds/raptors, if construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for nesting birds), vegetation clearing for the proposed project shall be conducted outside the nesting season if feasible. If this is not feasible, then a qualified wildlife biologist shall inspect the shrubs/trees prior to project activities to ensure that no nesting birds/raptors are present. If the biologist finds an active nest within the construction area and determines that the nest may be impacted, the wildlife biologist will delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity. Only construction activities (if any) that have been approved by a Biological Monitor will take place within the buffer zone until the nest is vacated. The wildlife biologist shall serve as a construction monitor during those periods when construction activities shall occur near active nest areas to ensure that no inadvertent impacts on these nests shall occur. Netting or other bird exclusion methods shall be used to discourage birds from nesting in construction equipment and facilities, if determined by the wildlife biologist to be necessary. These construction avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.*

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[17] Carlberg, Cy, *Inventory of City of Los Angeles Trees, Los Angeles World Airports, Landside Transport Program*, January 2015.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. While specific development proposals have not been identified, the potential future related development areas are currently either developed or highly disturbed and well-removed from sensitive biological resources, with the exception of ornamental vegetation in developed areas that may support nesting birds. There are no wildlife movement/migration corridors associated with any portion of the potential future related development areas, however, these areas do contain mature trees that could harbor raptor and other native bird nests. Wth implementation of mitigation measure MM-BIO (LAMP)-1, potential impacts to nesting birds would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

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

e. Less than Significant Impact with Mitigation Incorporated.

The LAX Landside Access Modernization Program would result in the displacement of up to 323 trees, as a result of construction of the proposed Project and potential future related development. With implementation of the mitigation measure provided below, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

LAX Landside Access Modernization Program Project: A total of 323 non-native, ornamental street trees located within public right-of-ways were inventoried along the proposed APM alignment, construction staging areas and other improvement areas. None of these trees meet the criteria for being a locally protected tree, such as native oak, sycamore, or California walnut under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code). However, street trees within the public right-of-way are regulated under the Los Angeles Municipal Code, Chapter VI, Section 62.169 and 62.170. Additionally, removal of trees has the potential to result in impacts to nesting birds or raptors protected under the MBTA and/or California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513. Removal of trees that are documented to support nesting would be a significant impact. As such, Project-related impacts to any street trees within public right-of-ways may be mitigated at the direction of the City Forestry Division. Insofar as the limits of construction activities are not yet known, the total number of regulated street trees that could be affected by the Project cannot be determined at this time. Moreover, the number of trees that are documented to support nesting is not known. Impacts to street trees nesting birds would be less than significant with implementation of the mitigation measure listed below. Mitigation measure (MM-BIO (LAMP)-2 would require tree replacement at a ratio of 2:1. As required, each replacement tree would be at least a 15-gallon or larger specimen. It is anticipated that the replacement required would be incorporated into landscaping plans associated with the Project. Therefore, with implementation of the mitigation measure provided below, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

MM-BIO (LAMP)–2: Conservation of Floral Resources: Mature Tree Replacement - Nesting Raptors*: For those areas of the project site that have a potential for nesting raptors, prior to the initiation of construction activities during the nesting season (February 1 to June 30), all mature trees will be inspected for current or past raptor nesting activity. Inspections shall be conducted by a qualified biologist, and may be conducted outside of nesting season. The wildlife biologist shall identify active nests and/or evidence of past raptor nesting in mature trees to be removed from the construction area.*

LAWA or its designee shall compensate at a ratio of 2:1 for the loss of mature trees with either active nests or evidence of past raptor nesting, which would occur as a result of implementation of any of the project components. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen. The replacement will be implemented within the boundaries of LAX or at a suitable off-site location. If mitigation occurs within LAX boundaries, the replacement site and tree species will be determined in consultation with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.

LAX Landside Access Modernization Program Potential Future Related Development: The Los Angeles Municipal Code maintains a Tree Preservation Policy applicable to specific tree species native to Southern California. A tree survey was undertaken in December 2014 on the potential future related development sites to determine locations of existing trees. A total of 323 non-native, ornamental street trees located within public right-of-ways were inventoried along the proposed APM alignment, construction staging areas, and other improvement areas. None of these trees meet the criteria for being a locally protected tree, such as native oak, sycamore, or California walnut under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code). However, street trees within the public right-of-way are regulated under the Los Angeles Municipal Code, Chapter VI, Section 62.169 and 170. Additionally, removal of trees has the potential to result in impacts to nesting birds or raptors protected under the MBTA and/or California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513. Removal of trees that are documented to support nesting would be a significant impact. With implementation of mitigation measure MM-BIO (LAMP)-2, impacts associated with tree removal would be reduced to a less than significant level; and further analysis of this issue in the LAX Landside Access Modernization Program EIR is not warranted.

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

f. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would affect any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state

habitat conservation plan. Thus, no further analysis of potential impacts to these resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. As mentioned above, the Los Angeles/El Segundo Dunes are located approximately 1.4 miles to the west of the Project's nearest improvements. A portion of the Los Angeles/El Segundo Dune area, the Habitat Restoration Area, has been set aside by LAWA as a natural wildlife preserve and is currently being restored to its native condition, including restored habitat for the federally-listed endangered El Segundo blue butterfly. In addition, the Los Angeles/El Segundo Dunes west of Pershing Drive has been designated as an environmentally sensitive habitat area (ESHA) by the California Coastal Commission as well as a Significant Ecological Area (SEA) by Los Angeles County. Given the intervening distance of approximately 1.4 miles and the terminal, airfield, and other airport facilities located between the Habitat Restoration Area and the Project improvement areas, no direct or indirect Project-related impacts would occur. Therefore, further analysis of this topic is not necessary and no mitigation measures are warranted.

LAX Landside Access Modernization Program Potential Future Related Development: There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the potential future related development areas. The Los Angeles/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX in the land bordered by Pershing Drive to the east, Vista Del Mar Boulevard to the west, Imperial Highway to the south, and Waterview Street and Napoleon Street to the north. This area also includes the 200-acre El Segundo Blue Butterfly Habitat Restoration Area. This area is located 2.5 miles west of the westernmost portion of the potential future related development areas; thus, development of the potential future related development areas would not affect the Los Angeles/El Segundo Dunes or El Segundo Blue Butterfly Habitat Restoration Area.

V. Cultural Resources

Would the project:

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

a. Potentially Significant Impact.

Implementation of the LAX Landside Access Modernization Program would not have any direct impacts to historical resources. However, due to the proximity of the proposed APM and passenger walkways to the LAX Theme Building and the proximity of proposed roadway improvements to the Union Savings and Loan Building, the LAX Landside Access Modernization Program may have an indirect effect to these historic resources. Additionally, the LAX Landside Access Modernization Program EIR will include an evaluation of the eligibility of existing structures within the Project site or vicinity to be listed as a historic resource, as well as potential effects to any such resources identified.

LAX Landside Access Modernization Program Project: The LAX Master Plan EIR[18] included historical resources surveys conducted in 2000. As part of the LAX SPAS EIR[19], additional historical resource surveys were conducted for properties not surveyed for the LAX Master Plan EIR. Previously identified historical resources at LAX include the following:

- *Hangar One (listed on the National Register of Historic Places) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway (approximately 1.1 miles from Project Site);*
- *Theme Building (eligible for the National Register of Historic Places) in the center of the LAX terminals (approximately 200 feet south of the proposed APM alignment);*
- *WWII Munitions Storage Bunker (eligible for the National Register of Historic Places) near the western boundary of LAX (approximately 2.3 miles from Project Site);*
- *Intermediate Terminal Complex (eligible for the California Register of Historical Resources) east of the Central Terminal Area and south of Century Boulevard between Sepulveda Boulevard and Airport Boulevard (approximately 1,200 feet from Project Site); and*
- *Union Savings and Loan Building (eligible for the California Register of Historical Resources) east of the Central Terminal Area and north of Century Boulevard between Sepulveda Boulevard and Airport Boulevard (adjacent to the proposed roadway improvements at Sepulveda and West 98th Street).*

The proposed Project would not affect Hangar One, the WWII Munitions Storage Bunker, or the Intermediate Terminal Complex. Based on the proximity of the Union Savings and Loan Building to the roadway improvements and APM alignment, this historical resource could potentially be impacted. Additionally, based on improvements to the parking garages and the construction of an APM within the CTA, facilities associated with the LAX Landside Access Modernization Program may have a significant impact on the Theme Building. Because the proposed Project could have a potentially significant impact on the historic resources identified above, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: While no known historic resources are located within or adjacent to the potential future related development areas, the LAX Landside Access Modernization Program EIR will include an evaluation of the eligibility of structures surrounding these areas to be considered historic resources. The LAX Landside Access Modernization Program EIR will identify any potential impacts to historic resources from development of the potential future related development areas.

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[18] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.9, April 2004.

[19] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.5, January 2013.

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

b. Less Than Significant with Mitigation Incorporated.

No known archaeological resources would be impacted by the LAX Landside Access Modernization Program. As all of the areas to be impacted by the LAX Landside Access Modernization Program have been previously developed, any resources that may have existed at one time are likely to have been displaced and, as a result, the potential for the LAX Landside Access Modernization Program to impact buried resources is low. LAWA previously adopted the LAX Master Plan Archaeological Treatment Plan (ATP), as part of the mitigation monitoring program for the LAX Master Plan (mitigation measure MM-HA-4)[20], which would ensure that potential impacts associated with archaeological resources would be reduced to a less than significant level. Mitigation measure MM-HA (LAMP)-1 would be implemented to ensure compliance with the ATP, which requires monitoring of construction in sensitive areas. In the event that unknown subsurface deposits are encountered, the ATP will be used as a guideline for the evaluation and treatment of such resources. In addition, MM-HA (LAMP)-2 would ensure that construction personnel were trained to identify archaeological resources during project-related construction activities. With implementation of these measures, impacts to archaeological resources would be less than significant. As such, no further analysis of potential impacts to archeological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: A cultural resource records search was conducted on December 11, 2014 at the South Central Costal Information (SCCIC). The records search indicated that no previously recorded archaeological resources (including historic and/or prehistoric archaeological resources) are located within the Project site; however, 11 archaeological resources have been recorded within a one-half mile radius. Results of the records search also indicated that more than 15 cultural resource studies have been conducted within the Project site. These studies were conducted from 1974 to 2005 and collectively encompass approximately 50 percent of the one-half mile radius around the Project site. In 2004, the LAX Master Plan EIR identified 36 previously recorded and unrecorded archaeological sites within a radius of approximately 2 miles of LAX, including 8 sites located on LAX property.[21] Most recently, a cultural records search performed in 2011 for the LAX SPAS EIR indicated no new archaeological sites near

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[20] MM-HA-4: "Discover. The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; OHP Archaeological Resources Management." Subsequent to publication of the LAX Master Plan Final EIR, the ATP was prepared, thereby satisfying the requirements of MM-HA-4. The ATP provides additional information and guidance for understanding the conditions and implementation of LAX Master Plan Mitigation Measures MM-HA-4 through MM-HA-10 and, in effect, supersedes these mitigation measures.

[21] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.9, April 2004.

LAX.[22] *None of the eight sites identified at LAX are located within the Project site or in its immediate vicinity. The cultural resources records search is included in* ***Appendix A****, of this Initial Study.*

In addition, a Sacred Lands File (SLF) search for the Project site, requested from the Native American Heritage Commission (NAHC), failed to indicate the presence of known Native American cultural resources or sacred lands from the SLF database within the Project site. In accordance with NAHC suggested procedure, follow-up letters were sent via certified mail on January 14, 2015 to the nine Native American individuals and organizations identified by the NAHC as being affiliated with the vicinity of the Project site. The letters requested any additional information or concerns regarding prehistoric or Native American resources (archaeological resources, sacred lands, or artifacts) located within the Project site or surrounding vicinity whose records may not be available at the SCCIC. As of January 23, 2015, no responses have been received from any of the Native American contacts. The Native American consultation documentation is included in ***Appendix A****, of this Initial Study.*

A pedestrian survey of the undeveloped portions of the Project site was conducted on January 7, 2015 and did not identify any new archaeological resources. A detailed description of the methods and results of the pedestrian survey is provided in the Archaeological and Paleontological Resources Assessment Report in ***Appendix A****, of this Initial Study. Much of the Project site is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. The Project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial archaeological resources that may have existed at one time have likely been displaced by these disturbances. While discovery of archaeological resources in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact archaeological resources that have not been disturbed or displaced by previous development. Since the proposed Project would include excavations of varying depths across portions of the Project site, including excavations at depths where native soils could be encountered, the proposed Project has the potential to impact previously unknown buried archaeological resources. Components of the Project with the most notable potential for excavation at depths that would encounter native soils include support columns for the APM guideway, tunneling of a roadway ramp underneath Sepulveda Boulevard, and foundations for parking garages, ITF buildings, and the CONRAC. LAWA adopted a number of mitigation measures as part of the LAX Master Plan, which are applicable to the LAX Landside Access Modernization Program. These are:*

- ***Mitigation Measure MM-HA-5. Archaeological Monitoring****. Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified*

[22] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Specific Plan Amendment Study*, Section 4.5, January 2013.

archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

- ***Mitigation Measure MM-HA-6. Excavation and Recovery**. Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Treatment Plan (ATP). Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.*
- ***Mitigation Measure MM-HA-7. Administration.** Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.*
- ***Mitigation Measure MM-HA-8. Archaeological/Cultural Monitor Report**. Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.*
- ***Mitigation Measure MM-HA-9. Artifact Curation**. All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state requirements.*
- ***Mitigation Measure MM-HA-10. Archaeological Notification**. If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.*

The ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American

monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. Mitigation measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), and Mitigation Measure MM-HA (LAMP)-2, Archaeological Resource Construction Personnel Briefing, described below, would reduce would reduce significant impacts to previously unidentified archaeological resources associated with the proposed Project to a less than significant level.

- ***Mitigation Measure MM-HA (LAMP)-1 – Conformance with LAX Master Plan Archaeological Treatment Plan**: Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain re-deposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of re-deposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.*
- ***Mitigation Measure MM-HA (LAMP)-2 – Archaeological Resource Construction Personnel Briefing**: Construction personnel will be briefed by the consulting archaeologist in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.*

Conformance with the LAX Master Plan ATP and implementation of mitigation measures MM-HA (LAMP)-1 and MM-HA (LAMP)-2 would ensure that potential impacts associated with archaeological resources would

be less than significant. As such, no further analysis of potential impacts to archaeological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: None of the known archaeological sites in the vicinity of the potential future related development areas would be impacted by development of the potential future related development areas. As indicated above, the records search indicated that no previously recorded archaeological resources (including historic and/or prehistoric archaeological resources) are located within the Project site, and the pedestrian survey identified no surficial archaeological resources. Any resources that may have existed on the potential future related development areas at one time are likely to have been displaced and, as a result, the potential for the development of the potential future related development areas to impact buried resources is low. However, excavation into native soils would most likely be necessary to develop the potential future related development areas, which could potentially result in the destruction of archaeological resources. As required for all LAX projects, the LAX Landside Access Modernization Program would conform to the relevant LAX Master Plan mitigation measures as incorporated into the LAX Master Plan ATP. With conformance to the LAX Master Plan ATP, and implementation of mitigation measures MM-HA (LAMP)-1 and MM-HA (LAMP)-2 potential impacts associated with archaeological resources would be less than significant. As such, no further analysis of potential impacts to archaeological resources is required for the Landside Access Modernization Program EIR.

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

c. Less Than Significant Impact with Mitigation Incorporated.

Construction of facilities associated with the LAX Landside Access Modernization Program would require excavation to depths of up to approximately 80 feet; thus, there is a possibility of discovering paleontological resources during ground-disturbing activities. LAWA previously adopted the LAX Master Plan Paleontological Management Treatment Plan (PMTP)[23], as part of the mitigation monitoring program for the LAX Master Plan (mitigation measure MM-PA-1)[24], which would ensure that potential impacts associated with paleontological resources would be reduced to a less than significant level. Conformance with the LAX

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[23] Los Angeles World Airports. December 2005. *Paleontological Management Treatment Plan*. Prepared by: Brian F. Smith and Associates, San Diego, CA.

[24] MM-PA-1: "A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological Management Treatment Plan - PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate." Subsequent to publication of the LAX Master Plan Final EIR, the PMTP was prepared, thereby satisfying the requirements of MM-PA-1. The PMTP provides additional information and guidance for understanding the conditions and implementation of LAX Master Plan Mitigation Measures MM-PA-1 through MM-PA-7 and, in effect, supersedes these mitigation measures.

Master Plan PMTP as required in mitigation measure MM-PA (LAMP)-1, along with implementation of mitigation measure MM-PA (LAMP)-2, would ensure that potential impacts associated with paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation. The Palos Verdes San formation is one of the better known Pleistocene age deposits in southern California. The unit was deposited in a shallow sea that covered the region some 124,000 years ago. These deposits have a high potential for yielding unique paleontological deposits. The Palos Verdes San formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.

A paleontological resources records search commissioned on December 30, 2014 through the Natural History Museum of Los Angeles County (NHMLAC) indicated that no previously recorded vertebrate fossil localities from the NHMLAC database are located within the Project site. However, museum records indicate that two fossil localities, LACM 3264 (Prodoscidea, elephant) and LACM 7332 (Mammuthus, mammoth), are located adjacent to the Project site and five fossil localities, LACM 3789 (Mammuthus), LACM 7332 (Rodentia, rodent), LACM 8734 (Citharichthys sitigmaeus, speckled sanddab), LACM 1180 (Equus sp., horse), and LACM 4942 (Lepus sp., rabbit) are located within a one-half mile radius of the Project site. These fossils were discovered at depths between 13 to 40 feet below the surface. In 2013, invertebrate (shell) fossil specimens were encountered during construction monitoring services for the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

A pedestrian survey of the undeveloped portions of the Project site was conducted on January 7, 2015 and did not identify any new paleontological resources. Much of the Project site is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. According to the NHMLAC, the Project site is comprised of surficial deposits consisting of older Quaternary Alluvium derived as fluvial deposits composed from older Quaternary dune sands located in the western portion of the Project site, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the Project site. Both of these types of sedimentary deposits typically do not contain paleontological resources in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth.

As mentioned above, the Project site is located on artificial fill material ranging in depth throughout due to the disturbances from previous onsite development and operations that have also likely displaced surficial paleontological resources. While discovery of paleontological resources in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact paleontological resources that have not been disturbed or displaced by previous development. Since

the proposed Project would include excavations of varying depths across portions of the Project site, including excavations at depths where native soils would be encountered, the proposed Project has potential to impact previously unknown buried paleontological resources. LAWA adopted a number of mitigation measures as part of the LAX Master Plan, which are applicable to the LAX Landside Access Modernization Program. These are:

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

The LAX Master Plan PMTP provides for evaluation and treatment of paleontological resources consistent with the Society of Vertebrate Paleontology and other applicable guidance and industry standards. Requirements outlined in the PMTP include specific procedures for paleontological construction monitoring, identifying and assessing the significance of resources, reporting, and for the recovery and curation of resources when warranted. Mitigation measures MM-PA (LAMP)-1, Conformance with LAX Master Plan Paleontological Management Treatment Plan, and MM-PA (LAMP)-2, described below, would reduce impacts associated with buried paleontological resources to a level that is less than significant and further analysis of this issue in the EIR is not warranted.

- ***Mitigation Measure MM-PA (LAMP)-1 – Conformance with LAX Master Plan Paleontological Management Treatment Plan:** Prior to initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Final LAX Master Plan MMRP Paleontological Management Treatment Plan (PMTP), who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed. If the project site is*

determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

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

With conformance to the LAX Master Plan PMTP and implementation of mitigation measures MM-PA (LAMP)-1 and MM-PA (LAMP)-2, potential impacts to paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: As construction of potential future related development would require excavation, there is a possibility of discovering paleontological resources during ground-disturbing activities. The disturbance or destruction of potentially significant undiscovered resources by construction-related activities would be considered a significant effect unless mitigated. As required for all LAX projects, the LAX Landside Access Modernization Program would conform to the relevant LAX Master Plan mitigation measures as incorporated into the LAX Master Plan PMTP. In addition, potential future related development would comply with mitigation measures MM-PA (LAMP)-1 and MM-PA (LAMP)-2, potential impacts to paleontological resources would be less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX Landside Access Modernization Program EIR.

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

d. Less Than Significant Impact with Mitigation Incorporated.

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

LAX Landside Access Modernization Program Project: The Project site is in a highly developed area that has been extensively disturbed and is developed with airport, commercial, and industrial uses. Within the vicinity of LAX, any traditional burials would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, and 2011 for the LAX SPAS EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport.

As discussed in Response 2.V.b, a SLF search for the Project site requested from the NAHC failed to indicate the presence of Native American cultural resources or sacred lands from the SLF database within the Project

site. The NAHC results also noted, however, that the "NAHC [SLF] inventory is not exhaustive and does not preclude the discovery of cultural resources during any project groundbreaking activity." Results of the cultural resource records search through the SCCIC and pedestrian survey also did not encounter any known human remains within the Project site. As stated above, the Project site is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial human remains that may have existed at one time have likely been displaced by these disturbances. While discovery of human remains in artificial fill deposits within the Project site is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact human remains that have not been disturbed or displaced by previous development. Since the proposed Project would include excavations of varying depths across portions of the Project site, including excavations at depths where native soils would be encountered, the proposed Project has the potential to impact previously unknown buried human remains. Mitigation Measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan), described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code. Therefore, with incorporation of mitigation measure MM-HA (LAMP)-1, less than significant impacts associated with human remains would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

<u>LAX Landside Access Modernization Program Potential Future Related Development:</u> The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. These potential future related development areas are in a highly developed area. Based on previous surveys conducted at LAX and the results of record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, and 2011 for the LAX SPAS EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity of the Airport. As the potential future related development areas would be located in areas that have been previously disturbed, it is unlikely that human remains would be encountered. However, in the unlikely event that human remains are encountered, existing regulations require all grading and excavation activities in the vicinity to cease immediately, and the appropriate LAWA authority would be notified. Mitigation Measure MM-HA (LAMP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan, described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with the procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code. Therefore, less than significant impacts associated with human remains would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

VI. Geology and Soils

Would the project:

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

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

a.i. Less Than Significant Impact.

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

LAX Landside Access Modernization Program Project: Fault rupture is the displacement that occurs along the surface of a geologic fault during an earthquake. As indicated in the LAX Master Plan EIR, while the Project site is located within the seismically active Southern California region, it is not located within an Alquist-Priolo Special Study Zone.[25] Geotechnical literature and mapping data indicates that the Charnock Fault may be located through the proposed Project site, running north to south approximately 3,000 feet east of Sepulveda Boulevard.[26,27] 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 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.[28]

LAX Landside Access Modernization Program Potential Future Related Development: While the potential future related development areas of the LAX Landside Access Modernization Program are located within the seismically active Southern California region, these areas are not located within an Alquist-Priolo Special Study Zone.[29] The closest fault, the Charnock Fault is considered to have low potential for surface rupture

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

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

27 United States Geological Survey, Quaternary Faults, 2010.

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

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

independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.[30]

ii. Strong seismic ground shaking?

a.ii. Less Than Significant Impact.

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

LAX Landside Access Modernization Program Project: The Project site is located in the seismically active Southern California region along the Charnock Fault; however, the Project site is not located within an Alquist-Priolo Special Study Zone.[31] *Nevertheless, all construction would be designed in accordance with the provisions of the UBC and LABC requirements; thus, potential impacts associated with strong seismic ground shaking would be less than significant.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program is located in the seismically active Southern California region along the Charnock Fault; however, the sites are not located within an Alquist-Priolo Special Study Zone.[32] *All construction associated with the potential future related development of the LAX Landside Access Modernization Program would be designed in accordance with the provisions of the UBC and the LABC.*

iii. Seismic-related ground failure, including liquefaction?

a.iii. Less Than Significant Impact.

Because all construction would comply with UBC and LABC requirements and appropriate geotechnical design recommendations, potential impacts associated with seismic-related ground failure would be less than significant, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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

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

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

LAX Landside Access Modernization Program Project: Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. As indicated in the LAX Master Plan EIR, the depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the Project site has a very low susceptibility to liquefaction. However, perched groundwater[33] conditions have been noted in the upper 20 to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered medium to low. Liquefaction could, therefore, occur in localized areas; however, the overall potential for liquefaction at LAX is considered low.[34]

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

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[38] 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.[39,40]

Finally, the LAX Landside Access Modernization Program Project would comply with UBC and LABC requirements and appropriate geotechnical design recommendations, regarding seismic construction materials and methods. Therefore, less than significant impacts associated with seismic-related ground

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33 Perched groundwater is groundwater that is generally shallow and is isolated and not connected to an aquifer.

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

35 Lateral Spreading is deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction. This reduces the shear strength of the soil, causing failure and "spreading" of the slope.

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

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

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

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

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

failure would occur, and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program would have no different risk of seismic ground failure or liquefaction. The potential for seismic-related ground failure at the potential future related development areas of the LAX Landside Access Modernization Program is considered low. In addition, all construction would be designed in accordance with the provisions of the UBC and the LABC. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

iv. Landslides?

a.iv. No Impact.

No impacts resulting from landslides would occur, and no further analysis of potential impacts associated with landslides is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site and surrounding areas are relatively flat, primarily surrounded by existing airport and urban development. Isolated zones of potential seismic slope instability have been identified near the western edge of LAX, within the undeveloped dune area to the west of the Project site. Construction and operations of facilities associated with the LAX Landside Access Modernization Program would not result in the exposure of people or structures to the risk of landslides during a seismic event and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program would have no different risk of landslides. Implementation of the potential future related development of the LAX Landside Access Modernization Program would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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

b. Less Than Significant Impact.

Impacts related to soil erosion would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The potential for soil erosion on the Project site is low due to its gentle topography. In addition, the LAX Landside Access Modernization Program site is predominantly developed with buildings and/or covered with impervious surfaces. Construction of the

proposed Project would include grading, excavation, and use of fill. 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. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are predominantly covered with impervious surfaces on level topography. LAWA would be required to conform with LABC Sections 91.7000 through 91.7016 and to prepare an erosion control plan to reduce soil erosion. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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

c. Less Than Significant Impact.

Impacts related to soil settlement would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement. The Lakewood Formation also includes some silt and clay layers prone to settlement. However, foundation design features and construction methods can reduce the potential for excessive settlement at LAX.[41] Project design and construction would be required to adhere to the engineering and design recommendations of a future geological and/or soils report required by LAMC Section 91.7006.2. 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 LAX Landside Access Modernization Program facilities; thus, the overall potential for damaging settlement is considered low.[42] See also Responses VI.a.iii and VI.a.iv, above.

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41 City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report, Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, April 2004.

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

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of facilities associated with the potential future related development of the LAX Landside Access Modernization Program will be required to incorporate the same foundation design features and construction methods in accordance with the UBC and with LABC Sections 91.7000 through 91.7016. This will reduce the potential for excessive settlement beneath the potential future related development facilities; thus, the overall potential for damaging settlement is considered low.[43] Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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?

d. Less Than Significant Impact.

Impacts related to expansive soils would be less than significant and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Fill materials located in some portions of LAX could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX, may also be prone to expansion due to their high content of clay and silt.[44] All construction would occur in accordance with the LAMC Sections 91.7001 through 91.7016 and with the City of Los Angeles Department of Building and Safety requirements, which include construction requirements for grading, excavation, and foundation work, and the requirement to prepare a geological and/or soils report.

LAX Landside Access Modernization Program Potential Future Related Development: Facilities associated with the potential future related development of the LAX Landside Access Modernization Program could be subject to the effects of expansive soils. However, because project construction of these facilities would occur in accordance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. Therefore, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

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

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

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?

e. No Impact.

No impacts related to septic tanks or alternative wastewater disposal systems would occur and no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located in an urbanized area where wastewater infrastructure is currently in place. Facilities associated with the LAX Landside Access Modernization Program would not use septic tanks or alternative wastewater disposal systems. Consequently, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed Project.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are located in an urbanized area where wastewater infrastructure is currently in place. Facilities associated with the potential future related development areas of the LAX Landside Access Modernization Program would not use septic tanks or alternative wastewater disposal systems. Consequently, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the potential future related development of the LAX Landside Access Modernization Program.

VII. Greenhouse Gas Emissions

Would the project:

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

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

a-b. Potentially Significant Impact.

The LAX Landside Access Modernization Program EIR will evaluate the potential for the LAX Landside Access Modernization Program Project components and the potential future related development areas of the LAX Landside Access Modernization Program to have significant greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

LAX Landside Access Modernization Program Project: Construction and operations associated with the LAX Landside Access Modernization Program Project may generate greenhouse gas emissions. As such, the LAX Landside Access Modernization Program EIR will evaluate the potential for the Project to have significant

greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

LAX Landside Access Modernization Program Potential Future Related Development: Construction and operations associated with the potential future related development of the LAX Landside Access Modernization Program may generate greenhouse gas emissions. However, as specific development proposals for areas adjacent to the West ITF, East ITF, and the CONRAC have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for an increase in greenhouse gas emissions. As such, the LAX Landside Access Modernization Program EIR will evaluate the potential for the potential future related development to have significant greenhouse gas emission impacts or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

VIII. Hazards and Hazardous Materials

Would the project:

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

a. Less Than Significant Impact.

Construction and operation of the LAX Landside Access Modernization Program Project components or the potential future related development areas would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would increase hazardous materials use and hazardous waste generation during routine fueling and maintenance of buses and vehicles, and maintenance of the APM cars, as well as during construction, which would increase the chances of a spill or release of substances that could result in contamination of soil or groundwater. Additionally, gasoline for storage and use would occur in the CONRAC facility once the proposed Project was completed. However, the handling and storage of hazardous substances are stringently regulated, as are releases of hazardous materials, including emergency response and clean up requirements. Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes, which are mostly promulgated by the U.S. Environmental Protection Agency (USEPA). The two statutes most applicable to airport projects are the Resource Conservation and Recovery Act (RCRA, as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) in the environment. Besides RCRA and CERCLA, hazardous materials are also regulated by the Clean Air Act (CAA), Clean Water Act (CWA), the Safe Drinking Water Act (SDWA), Hazardous Materials Transportation

Act (HMTA), and the Emergency Planning & Community Right to Know Act (EPCRA). Together, these regulations serve as guiding principles governing the storage, use, and transportation of hazardous and other regulated materials from their time of origin to their ultimate disposal. The recovery and clean-up of environmental contamination resulting from the accidental or unlawful release of these materials and substances are also governed by these regulations.

On the state level, the agency with similar authority to the USEPA over hazardous materials is the California Environmental Protection Agency (Cal-EPA). Specifically, the Cal-EPA Department of Toxic Substances Control (DTSC) is responsible statewide for matters concerning the use, storage, transport and disposal of hazardous materials. Similarly, the California Integrated Waste Management Board (CIWMB) is responsible for the management of solid wastes and the Cal-EPA Office of Environmental Health Hazard Assessment (OEHHA) is involved in the evaluation of risks to public health and the environment posed by hazardous materials and environmental contamination. Importantly, Cal-EPA delegates much of the enforcement responsibility for hazardous materials to local governments under the Certified Unified Program Agency (CUPA) program.

Locally, the City of Los Angeles Fire Department (LAFD) serves as the CUPA and is responsible for regulating hazardous materials, hazardous wastes, and underground storage tanks (USTs). The Los Angeles County Environmental Health Services Department (LACEHSD) is designated as the Local Enforcement Agency (LEA) by the CIWMB and is responsible for enforcing regulations pertaining to solid waste disposal units (i.e., landfills, old burn dumps, etc.). The Los Angeles Regional Water Quality Control Board also has jurisdiction over the management of potential sources of surface and groundwater contamination such as the cleanup of UST and aboveground storage tank (AST) spill sites. Finally, the SCAQMD is involved in the assessment of health and environmental hazards associated with toxic (or hazardous) air pollutants.

In addition, LAWA's Procedure for the Management of Contaminated Materials Encountered during Construction, which was prepared in accordance with LAX Master Plan Commitment HM-2, Handling of Contaminated Materials during Construction, includes procedures to reduce hazardous materials-related incidents and spills, as well as emergency response procedures that would be implemented in the event of a spill.

Rental car companies that would use the CONRAC facility would be inspected periodically to ensure compliance with all applicable laws and regulations that governs the storage and use of fuel. The LAX Landside Access Modernization Program would not lead to an increase in the amount of fuel transported to the Airport via the local road network. In addition, the consolidation of rental car services to one area would reduce the number of fuel storage tanks, centralize fuel storage tank location, and reduce the size of area in which fuel for rental car facilities at LAX is currently transported. These factors would reduce the potential for creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials and any resulting impact would be less than significant.

<u>LAX Landside Access Modernization Program Potential Future Related Development:</u> Construction and operation of the potential future related development areas of the LAX Landside Access Modernization Program would involve similar use of hazardous materials and would be subject to compliance with existing

federal, state, and local regulations, as well as routine precautions to reduce the potential for accidental releases of hazardous materials to minimize the impact of an accident, should one occur. Compliance with these regulations and procedures would reduce the potential for creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials and any resulting impact would be less than significant.

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

b. Potentially Significant Impact.

Impacts related to the creation of a significant hazard to the public or environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment would be potentially significant; thus, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would be developed in areas that have previously been graded and paved. However, the ITF and a portion of the APM may interfere with ongoing remediation at the Budget Rent-A-Car site and construction of the redesigned entry roadways may interfere with ongoing remediation at the Park One site. Construction of the West ITF east of Lot C may interfere with ongoing remediation at the Avis Rent-A-Car and Former National Car Rental sites. Demolition of structures built prior to 1980 may result in the exposure of the public and/or the environment to asbestos-containing material (ACMs) and or lead-based paint (LBP). During construction, previously unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes may be encountered and may result in the exposure of the public and/or the environment to hazardous materials. Additionally, construction activities, including demolition, may encounter or generate hazardous or solid wastes and debris and may result in the exposure of the public and/or the environment to hazardous materials.

Following implementation of the proposed Project there may be a risk of exposure to hazards and hazardous materials (e.g., fuel spills, etc.) due to rental car maintenance and operations at the consolidated rental car facility. However, as activities that may lead to these kinds of incidents already take place at the Airport and the proposed Project would simply relocate these activities from one area to another, no increase in the potential for fuel spills would occur. Furthermore, all rental car activity would be conducted in conformance with current regulatory requirements governing and mitigating the effects of fuel spills. Due to the potential for the LAX Landside Access Modernization Program to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, impacts associated with the potential for the release of hazardous materials harmful to the public or the environment will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: There is the potential that previously unidentified contaminated soils at the potential future related development areas of the LAX

Landside Access Modernization Program could be encountered during construction of the potential future related development areas of the LAX Landside Access Modernization Program. Thus, impacts associated with the potential for the release of hazardous materials harmful to the public or the environment will be programmatically examined in the LAX Landside Access Modernization Program EIR.

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

c. Potentially Significant Impact.

The potential for the LAX Landside Access Modernization Program to emit significant hazardous emissions or involve the handling of acutely hazardous materials, substances or waste within one-quarter mile of an existing school will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Construction and operation of the LAX Landside Access Modernization Program Project would result in the handling of hazardous materials, which could occur within a one-quarter mile of the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 W. 98th Street, depending on when those schools are acquired and vacated. Therefore, the potential for the LAX Landside Modernization Program to emit hazardous emissions or handle hazardous or acutely hazardous waste within one-quarter mile of an existing or proposed school will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program may cause hazardous emissions to be emitted. Construction and operation of the potential future related development of the LAX Landside Access Modernization Program would result in the handling of hazardous and possibly acutely hazardous materials. Therefore, the potential for the LAX Landside Modernization Program to emit hazardous emissions or handle hazardous or acutely hazardous waste within one-quarter mile of an existing or proposed school will be programmatically evaluated in the LAX Landside Access Modernization Program EIR.

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

d. Potentially Significant Impact.

The proposed Project may impact ongoing remediation at existing hazardous materials sites. As such, this issue will be analyzed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Government Code Section 65962.5 requires that the California Department of Toxic Substances Control (DTSC) compile and maintain a list of all hazardous substance release sites pursuant to Section 25356 of the Health and Safety Code. DTSC's list of sites that

meet the criteria of HSC § 25356 has been compiled into a "Cortese" list. A review of this list has determined that the Project site is located in the vicinity of several DTSC hazardous materials sites.[45] *As discussed in Response VIII.b. above, the potential for the LAX Landside Access Modernization Program to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, will be examined in the LAX Landside Access Modernization Program EIR.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential for development of the potential future related development areas to interfere with ongoing remediation activities at the Budget Rent-A-Car site, Park One site, and Avis Rent-A-Car and Former National Car Rental sites, will be examined in the LAX Landside Access Modernization Program EIR.

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

e. Less Than Significant Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would result in a significant impact with regard to safety for people working in the Project area, as discussed below. As such, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

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

The facilities associated with the LAX Landside Access Modernization Program would meet all applicable safety related design standards and comply with Los Angeles Ordinance No. 132,319; thus, it would not result in a safety hazard for people residing or working in the vicinity of the LAX Landside Access Modernization Program.

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[45] California Department of Toxic Substances Control, *available at: www.envirostor.dtsc.ca.gov/public/.* Accessed December 3, 2014.

LAX Landside Access Modernization Program Potential Future Related Development: All of the components of the potential future related development areas of the LAX Landside Access Modernization Program would comply with FAA design standards, City of Los Angeles' ordinances, and applicable safety related design standards; thus, they would not result in a safety hazard for people residing or working in the vicinity of the LAX Landside Access Modernization Program.

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

f. No Impact.

Neither the LAX Landside Access Modernization Program Project components nor potential future related development of the LAX Landside Access Modernization Program are located in the vicinity of a private airstrip. Thus, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program is located approximately two miles northwest of Hawthorne Airport, the closest private airstrip. Although the proposed Project site is located near this private airstrip, as LAX is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. The LAX Landside Access Modernization Program Project will not cause any changes to the number or type of aircraft operations or aircraft flight paths at LAX or Hawthorne Airport. Therefore, people residing or working in the Project area within the vicinity of a private airstrip will not be exposed to safety hazards from the proposed Project. This topic will not be evaluated further in the LAX Landside Access Modernization Program EIR and no mitigation is required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are not located within the vicinity of a private airstrip but rather within areas adjacent to a public airport (see Response VIII.e, above). Therefore, people residing or working in the vicinity of a private airstrip will not be exposed to safety hazards from the proposed Project. This topic will not be evaluated further in the LAX Landside Access Modernization Program EIR and no mitigation is required.

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

g. Potentially Significant Impact.

Impacts related to emergency access and response plans would be less than significant with the development of Emergency Response Evacuation Plans, in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. However, because the timing and sequencing of the LAX Landside Access Modernization Program Project and potential future related development areas of the LAX Landside Access Modernization Program have not been finalized, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident, should one occur. Construction of the LAX Landside Access Modernization Program Project may result in temporary and permanent closures to local Airport circulation roads at LAX. However, emergency access to areas within the Project site would remain accessible. 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. Local access would be adequately maintained during construction through detours and diversions and emergency access would be coordinated and ensured through the implementation of the LAX Master Plan EIR commitments. However, because the timing and sequencing of the LAX Landside Access Modernization Program Project has not been finalized, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program would be required to adhere to FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Coordination of any temporary closures to local Airport circulation roads would be made with the City of Los Angeles Fire Department to ensure no interference with emergency response or emergency evacuation plans. However, because the timing and sequencing of the potential future related development areas of the LAX Landside Access Modernization Program have not been finalized, this topic will be programmatically evaluated in the LAX Landside Access Modernization Program EIR.

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

h. No Impact.

Because there are no potential sources of wildland fires within the Project site vicinity, no impacts related to wildland fires would occur, and no further analysis of this topic is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program Project site is located in a developed, paved, urbanized area. There are no wildlands located within the Project site. In addition, the Project site is not within the City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[46] Consequently, the proposed Project would not expose people or structures to significant loss, injury, or death due to wildland fires.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future

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

related development areas of the LAX Landside Access Modernization Program and surrounding areas are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees and the potential future related development areas of the LAX Landside Access Modernization Program are not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[47] Consequently, the proposed Project would not expose people or structures to significant loss, injury, or death due to wildland fires.

IX. Hydrology and Water Quality

Would the project:

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

a. Potentially Significant Impact.

The potential for the LAX Landside Access Modernization Program to violate waste discharge requirements will be analyzed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would include development of several new structures located on the airport and adjacent urbanized areas, which would increase impervious areas and thus stormwater runoff. The increase mainly is attributable to the conversion of the Manchester Square area for the CONRAC. Since much of the area surrounding the airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. Furthermore, the proposed Project would not provide additional sources of polluted runoff or substantially degrade water quality. However, the conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact.

To reduce potential impacts, LAWA would comply with the Standard Urban Stormwater Management Plan (SUSMP) for Los Angeles County and cities within Los Angeles County issued by the Regional Water Quality Control Board. Compliance with the SUSMP is required under the Los Angeles' National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004001. Additionally, a Storm Water Pollution Prevention Plan (SWPPP) would be developed for the Project to address construction-related surface water quality impacts and delineate water quality control measures to address those impacts. Control measures such as best management practices are specified in LAWA's existing Construction SWPPP for LAX. These include, but are

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

not limited to, the following: soil stabilization (erosion control) techniques; sediment control methods; contractor training programs; material transfer practices; waste management practices; roadway cleaning/tracking control practices; vehicle and equipment practices; and fueling practices. Because the proposed Project could result in flooding, which may cause a violation of state water quality standards, this topic will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program could include development of several new structures located on urbanized areas, which could increase impervious areas and thus stormwater runoff. Since much of the area surrounding the Airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. The conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be analyzed at a programmatic level in the LAX Landside Access Modernization Program EIR. Potential future related development would also be subject to the SUSMP and a SWPPP would be required for any potential future related development.

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

b. Potentially Significant Impact.

Impacts to groundwater supplies would be less than significant; however, the potential for any reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As indicated in the LAX Master Plan EIR, the Project site is located within the West Coast Groundwater Basin.[48] Groundwater beneath LAX and surrounding areas including the Project site is not used for municipal or agricultural purposes. Construction and operation of the facilities associated with the LAX Landside Access Modernization Program would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the Project site is developed and paved; however, the proposed Project may increase impervious area and decrease the volume of surface recharge within the LAX area when compared to existing conditions. The potential for any

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

reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: As stated above, groundwater beneath LAX and surrounding areas including the potential future related development areas is not used for municipal or agricultural purposes. Construction and operation of the potential future related development areas would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the potential future related development areas are developed and paved; however, the potential future related development may increase impervious area and decrease the volume of surface recharge within the LAX area when compared to existing conditions. The potential for any reduction in surface recharge to substantially change the groundwater storage or groundwater elevation beneath LAX or the surrounding areas will be examined at a programmatic level in the LAX Landside Access Modernization Program EIR.

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

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

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

f. Otherwise substantially degrade water quality?

c-f. Potentially Significant Impact.

As the LAX Landside Access Modernization Program may alter existing drainage patterns and increase storm runoff that could result in flooding, these issues will be analyzed further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would include development of several new structures located on the airport and in adjacent urbanized areas, which would increase impervious areas and thus storm water runoff. The increase mainly is attributable to the conversion of the Manchester Square area for the proposed CONRAC. Since much of the area in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. Additionally, the proposed Project would not provide additional sources of polluted runoff or substantially degrade water quality. However, the conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious

area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program could include development of several new structures located on urbanized areas, which would increase impervious areas and thus storm water runoff. Since much of the area surrounding the Airport in the Dominguez Channel Watershed is developed (i.e. impervious) under baseline conditions, the change in regional impervious area would be marginal. The conveyance capacity of the existing drainage infrastructure within the Dominquez Channel sub-basin may be inadequate for the Los Angeles Department of Public Works 50-year design storm. Increases to impervious area in the Dominguez Channel sub-basin, and the associated increase in storm water peak flow rates, could potentially exceed the capacity of the storm water facilities in this sub-basin, resulting in flooding. This could be a potentially significant impact and will be analyzed at a programmatic level in the LAX Landside Access Modernization Program EIR.

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

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

g-h. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would place housing or structures within a 100-year floodplain; thus, no further analysis of this issue is required for the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: A review of the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for the LAX area (September 26, 2008) indicates that no 100-year floodplain areas are located within the LAX Landside Access Modernization Program boundaries.[49] Further, the LAX Landside Access Modernization Program does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required.

[49] Federal Emergency Management Agency, *Flood Insurance Rate Map, Panels 1760 and 1780 of 2350, Map Number 06037C1780F*, September 26, 2008.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of the LAX Landside Access Modernization Program does not involve the construction of housing and, as stated above, no 100-year floodplain areas are located in these areas. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required.

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

j. Inundation by seiche, tsunami, or mudflow?

i-j. No Impact.

No impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. Similarly, no impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur. As such, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located approximately 2 miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami affected area on the California Emergency Management Agency (CEMA) Tsunami Inundation Map for Emergency Planning.[50] Further, none of the facilities associated with the LAX Landside Access Modernization Program are located within the downstream influence of any levee or dam. Seiches and mudflows are not a risk as the Project site is located on, and is surrounded by, relatively level terrain and urban development. Thus, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. Similarly, no impacts resulting from inundation by seiche, tsunami, or mudflow would occur.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are located approximately 3 miles east of the Pacific Ocean and are not delineated as a potential inundation or tsunami affected area on the CEMA Tsunami Inundation Map for Emergency Planning,[51] nor is the Program site located within the downstream influence of any levee or dam. Seiches and mudflows are not a risk as the potential future related development areas are located on, and are surrounded by, relatively level terrain and urban development. Thus, no impacts related to these topics would occur from the potential related development areas.

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50 California Emergency Management Agency, *Tsunami Inundation Map for Emergency Planning, Venice Quadrangle*, March 1, 2009.

51 California Emergency Management Agency, *Tsunami Inundation Map for Emergency Planning, Venice Quadrangle*, March 1, 2009.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

a. No Impact.

The LAX Landside Access Modernization Program would introduce new airport related ground transportation facilities in areas where the existing uses include hotels, office buildings, parking lots, parking garages, rental car facilities, light industrial uses, MTA facilities, vacant land owned by LAWA, and existing streets. Many of these uses, including hotels, light industrial uses, parking garages and rental car facilities, are related to LAX. The new transportation facilities proposed as part of the LAX Landside Access Modernization Program would complement the existing land use pattern in the area and would not physically divide an existing community.

The CONRAC and East ITF are proposed in Manchester Square, located between Century Blvd, Interstate 405, West Arbor Vitae Street, and Aviation Boulevard, where LAWA has been acquiring residential property to mitigate the impact of aircraft noise. LAWA will complete the acquisition of the remaining property in Manchester Square not owned by LAWA to facilitate development of the CONRAC. The conversion of this area from a residential neighborhood to airport related facilities has been anticipated for over 10 years since adoption of the LAX Master Plan and, for this reason, the transition of this area to airport related uses will not result in an impact on the structure of the community, a division of an established community would not occur, and no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The facilities associated with the LAX Landside Access Modernization Program would occur largely on airport property or on property developed for airport, commercial, or transportation related uses. No acquisition of residential properties is proposed for the LAX Landside Access Modernization Program. As further discussed in Response XIII.a, LAWA has an existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP). A total of over 2,500 houses and apartments in Manchester Square, the future location of the East ITF and the CONRAC facility, and the Belford residential area, the future location of the APM Maintenance Yard, have been or are planned to be acquired and the residents relocated under the existing ANMP. Prior to construction of the facilities within these areas, LAWA will complete the ongoing acquisition of properties in Manchester Square. Therefore, no land acquisition or new facilities are proposed in the surrounding communities that would disrupt or divide the physical arrangement of the established community and no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas associated with the LAX Landside Access Modernization Program would occur on parcels located adjacent to the West ITF, East ITF, and CONRAC on property developed with airport, commercial, or transportation related uses. No land acquisition or new facilities are proposed that would

disrupt or divide the physical arrangement of the established community. Therefore, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

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

b. Potentially Significant Impact.

While the proposed LAX Landside Access Modernization Program would not conflict with established goals of the LAX Plan or Specific Plan, it would require modifications to the LAX Plan and LAX Specific Plan. As such, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: Land use designations and development regulations applicable to LAX, including the Project site, are set forth in the LAX Plan and the LAX Specific Plan. The proposed facilities associated with the LAX Landside Access Modernization Program would be consistent with the goals and policies of both the LAX Plan and Specific Plan, as discussed below. Additionally, the LAX Landside Access Modernization Program would be consistent with the policy framework of the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

The majority of the Project site is in an area designated in the LAX Plan as "Airport Landside," with small portions designated as "Airport Airside" and the "Belford Special Study Area." The proposed parking areas and CONRAC facility would be consistent with the corresponding Airport Landside land use designation shown on the LAX Plan. While the LAX Landside Access Modernization Program would be consistent with the goals and corresponding policies of the LAX Plan, the Project would include amendments to ensure consistency.

Facilities associated with the LAX Landside Access Modernization Program are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area as shown on the LAX Specific Plan. The LAX Specific Plan will be amended for consistency with the LAX Landside Access Modernization Program.

LAX Landside Access Modernization Program Potential Future Related Development: The LAX Landside Access Modernization Program will require changes to tract maps and zoning on parcels where the proposed intermodal transportation facilities and CONRAC are to be constructed. These changes will result in areas owned by LAWA that could be developed in the future into compatible land uses. Designations for these areas in the LAX Plan and LAX Specific Plan will be reviewed and may need to be updated as part of the LAX Landside Access Modernization Program.

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

c. No impact.

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

LAX Landside Access Modernization Program Project: The Los Angeles/El Segundo Dunes, managed by LAWA, supports the largest of four remaining occupied habitats for the El Segundo Blue Butterfly, which the City of Los Angeles has designated as a Habitat Restoration Area pursuant to City Ordinance 167940 for the long-term conservation of the El Segundo Blue Butterfly. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the proposed Project site. The Los Angeles/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX in the land bordered by Pershing Drive to the east, Vista Del Mar Boulevard to the west, Imperial Highway to the south, and Waterview Street and Napoleon Street to the north. This area also includes the 200-acre El Segundo Blue Butterfly Habitat Restoration Area. This area is well removed from the Project site with more than 1.6 miles of separation; the Project would not affect these areas.

LAX Landside Access Modernization Program Potential Future Related Development: There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes any part of the proposed potential future related development areas. The Los Angeles/El Segundo Dunes Specific Plan Area is well removed from the potential future related development areas with more than 2 miles of separation and would not be affected.

XI. Mineral Resources

Would the project:

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

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

a-b. No Impact.

No impacts to the availability of mineral resources would occur; thus, no further analysis of this issue is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The State Mining and Geology Board classifies mineral resource zones throughout the State. As indicated in the LAX Master Plan EIR, the Project site is

contained within an MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[52] *The Project site is developed with airport-related or other urban uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively mined mineral or timber resources on the Project site, nor is the site available for mineral resource extraction given the existing airport, commercial, transportation, and residential land uses. Thus, the LAX Landside Access Modernization Program Project would have no impact on mineral resources.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas are developed with airport-related or other urban uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively mined mineral or timber resources on the potential future related development areas, nor are these sites available for mineral resource extraction given the existing airport, commercial, transportation, and residential land uses. Thus, the potential future related development would have no impact on mineral resources.

XII. Noise

Would the project result in:

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

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

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

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

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

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

a-e. Potentially Significant Impact.

Impacts associated with exposure of persons to or generation of noise and vibration levels, both temporary and permanent, in excess of applicable standards will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Project site is located within a developed, urbanized area consisting of airport, commercial, transportation, and residential land uses. Ambient noise levels in the immediate vicinity of the Project site are characterized by frequent aircraft arrival and departure operations. The nearest off-site existing noise sensitive residential land uses to the APM alignment and West ITF are located in the City of Los Angeles community of Westchester, to the north of West Arbor Vitae Street. However, this area is currently exposed to noise levels in excess of federal and state standards of 65 dBA Community Noise Equivalent Level (CNEL) which would likely exceed any noise impacts from these components of the proposed Project. The nearest noise sensitive residential land uses closest to the CONRAC facility and East ITF would be in Inglewood, east of I-405 between West Arbor Vitae Street and West Century Boulevard; however, these residential areas would be separated by the I-405 which would most likely exceed noise levels of the CONRAC facility. Notwithstanding, components of the LAX Landside Access Modernization Program, including the APM and roadway improvements, would increase road traffic noise, construction traffic and equipment noise, and transit noise and vibration. Thus, the potential for increased noise and groundborne vibrations arising from the proposed Project will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential for the potential future related development areas of the LAX Landside Access Modernization Program to increase road traffic noise, construction traffic and equipment noise, and transit noise and vibration will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

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

f. No Impact.

Neither the LAX Landside Access Modernization Program Project nor the potential future related development of the LAX Landside Access Modernization Program would affect a private airstrip; thus, this issue does not require any further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project is located approximately 2 miles northwest of Hawthorne Airport, the closest private airstrip. Although the proposed Project site is located near this private airstrip, as LAX is a larger airport, it is not in the flight path of airplanes using Hawthorne Airport. The LAX Landside Access Modernization Program Project will not cause any changes to the number or type of aircraft operations at LAX or at Hawthorne Airport or to aircraft flight paths. Therefore, people residing or working in the LAX Landside Access Modernization Program Project area will not be exposed to excessive noise levels, as a result of a private airstrip.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development areas of the LAX Landside Access Modernization Program are not located within the vicinity of a private airstrip but rather within areas adjacent to a public airport. Therefore, people residing or working in the potential future related development areas will not be exposed to excessive noise levels, as a result of a private airstrip.

XIII. Population and Housing

Would the project:

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

a. Potentially Significant Impact.

While the LAX Landside Access Modernization Program does not propose development of any new residences, it does include potential future related development; the potential for the LAX Landside Access Modernization Program to induce substantial population growth will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project does not include residential development. While the proposed Project would extend existing infrastructure through the construction of an APM, two ITFs, and a CONRAC facility, these developments would be unlikely to indirectly induce substantial population growth in the area surrounding the airport. The APM and ITFs would not require a significant number of employees, and the CONRAC facility would only relocate existing operations already occurring at the airport. Therefore, the proposed Project is not anticipated to result in substantial direct or indirect growth in population and housing and no further analysis of the proposed Project in the LAX Landside Access Modernization Program EIR is required.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX, with compatible, commercial and light industrial uses. The potential for the development of these areas to induce substantial population growth will be analyzed in the LAX Landside Access Modernization Program EIR.

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

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

b-c. Less Than Significant Impact.

The LAX Landside Access Modernization Program will not require acquisition of any residential areas or displacement of people that have not already been identified in the LAX Master Plan EIR, as part of the Aircraft Noise Mitigation Program. As such, no additional analysis of this topic is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in the LAX Master Plan EIR, but independent of the LAX Master Plan, LAWA has an existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP). A total of over 2,500 houses and apartments in Manchester Square, the future location of the East ITF and the CONRAC facility, and the Belford residential area, the future location of the APM Maintenance Yard, have been or are planned to be acquired and the residents relocated under the existing ANMP. No additional residential acquisition is proposed for the LAX Landside Access Modernization Program. However, should the land acquisition under the existing ANMP Relocation Plan for Manchester Square not be completed by the time the proposed Project is approved and advanced into implementation, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or eminent domain) to ensure that the designated areas are vacated consistent with the project construction sequencing plan. As indicated in Section 4.4.2 of the LAX Master Plan EIR, these measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. Compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 would adequately address residential relocation, and impacts to existing housing would therefore be less than significant. No mitigation measures are required. Notwithstanding, the LAX Landside Access Modernization Program EIR will include a discussion of the current status of the property acquisitions in Manchester Square and Belford.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development will not require the acquisition of any residences or displacement of any people. Thus, the potential effect of the potential future related development to displace housing or people will not be assessed in the LAX Landside Access Modernization Program EIR.

XIV. Public Services

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

a. Fire protection?

a. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program on fire protection service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The City of Los Angeles Fire Department (LAFD) provides fire protection services throughout LAX, including the Project site. Four fire stations are located at LAX (Fire Station Nos. 80, 51, 5, and 95). Fire Station No. 80, located at 7250 World Way West, is approximately 3,800 feet southwest of the Project site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 4,000 feet south of the Project site; Fire Station No. 5, located at 8900 Emerson Avenue, is approximately 3,200 feet north of the Project site; and Fire Station No. 95, located at 10010 International Road, is adjacent to the roadway improvements along Century Boulevard as part of the proposed Project. Access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

The proposed Project would comply with all applicable LAWA, City, state, and federal fire codes and ordinances. While the LAX Landside Access Modernization Program will not affect aircraft activity levels at LAX, it will change access routes, access points for passengers, and create new public facilities that will require fire protection. Therefore, the effect of the Project on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

b. Police protection?

b. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program on police protection service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The Los Angeles World Airports Police Division (LAWAPD), the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail), and the Los Angeles Police Department (LAPD) provide police protection services to LAX and surrounding areas, including the Project site. The LAWAPD is located just east of the CTA and the LAPD LAX Detail station is also located on the east side of the airport. Demand for on-airport police protection services is typically determined by increases in aircraft activity and employees. While the LAX Landside Access Modernization Program will not affect aircraft activity levels at LAX, it will change access routes, access points for passengers, and create new public facilities that will require police protection. The LAX Landside Access Modernization Program EIR will evaluate the effect of the proposed Project on service ratios, response times, and other performance objectives.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on service ratios, response times, and other performance objectives will be evaluated in the LAX Landside Access Modernization Program EIR.

c. Schools?

c. Potentially Significant Impact

The construction of the proposed CONRAC would require that the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 West 98th Street in the Manchester Square neighborhood be acquired. Thus, the LAX Landside Access Modernization Program EIR will evaluate potential impacts to school facilities.

LAX Landside Access Modernization Program Project: Construction of the proposed CONRAC in the Manchester Square neighborhood would require the acquisition of the Stella Middle Charter Academy and Bright Star Secondary Charter Academy located at 5431 West 98th Street. While LAWA has an existing relocation program underway to mitigate aircraft noise impacts on the Manchester Square neighborhood, as part of LAWA's Aircraft Noise Mitigation Program (ANMP), which includes the Stella Middle Charter Academy and Bright Star Secondary Charter, the potential effects of acquiring this school will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential for the potential future related development to impact school facilities will be evaluated in the LAX Landside Access Modernization Program EIR.

d. Parks?

d. Less than Significant Impact

The effect of the transportation facilities proposed in the LAX Landside Access Modernization Program and the related future development of commercial uses on adjacent land would not require the provision of any new parks. Thus, this topic will not be discussed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would not induce residential development or require the provision of new park facilities; thus, no impact to parks would result, and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of land located adjacent to the West and East ITFs and CONRAC with commercial and light industrial uses would not induce significant residential development or require the provision of new park facilities; thus, no impacts to parks would occur and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

e. Other public facilities?

e. Less than Significant Impact

The LAX Landside Access Modernization Program Project and potential future related development would not significantly impact any other existing public facilities. Thus, this topic will not be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would not induce residential development or require the provision of new public facilities; thus, no impact to other public facilities would result, and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development of land located adjacent to the West and East ITFs and CONRAC with commercial and light industrial uses would not induce significant residential development or require the provision of new public facilities; thus, no impacts to other public facilities would occur and this topic will not be assessed in the LAX Landside Access Modernization Program EIR.

XV. Recreation

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

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

a-b. Less Than Significant Impact.

The LAX Landside Access Modernization Program would not cause any potential increase in the use of existing neighborhood and regional parks or other recreational facilities or require the construction or expansion of recreational facilities. No further evaluation of impacts to recreational facilities is required in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project does not include development of recreational facilities. The proposed Project will provide facilities for passengers and visitors to access LAX in different ways and locations than is currently available. The proposed Project components will not cause an increase in residential uses in the vicinity of the airport, nor will it provide improved access to existing public recreation areas. Therefore, the LAX Landside Access Modernization Program would not result in substantial physical deterioration of existing recreational facilities or require the construction or expansion of recreational facilities. As such, less than significant impacts related to Recreation would occur.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with compatible commercial and light industrial uses. The potential future related development will not cause an increase in residential uses in the vicinity of the airport, nor will it provide improved access to existing public recreation areas. Therefore, the potential future related development would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational

facilities. As such, less than significant impacts related to Recreation would occur.

XVI. Transportation/Traffic

Would the project:

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

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

a-b. Potentially Significant Impact.

Impacts of the LAX Landside Access Modernization Program related to circulation plans and programs would be potentially significant; thus, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would modify existing on-airport roadways, parking systems, remote parking facilities, rental car facilities, transit systems, and pedestrian activities. The proposed Project would also modify off-airport transportation components, including: arterial roads and highways segments, as well as ramps that serve traffic approaching and departing the airport. These improvements could result in traffic pattern changes and increased volumes on surrounding roadways, thus potentially resulting in traffic impacts. Additionally, construction of the proposed Project would also generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period. Thus, the potential for the proposed Project to have significant impacts on circulation plans and programs will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with compatible commercial and light industrial uses. Development of these areas could cause increased volumes on surrounding roadways, thus potentially resulting in traffic impacts. Additionally, construction of the potential future related development would also generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking

areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period. Thus, the potential for the potential future related development to have significant impacts on circulation plans and programs will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

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

c. No Impact.

The LAX Landside Access Modernization Program would not affect aircraft operations at the airport, and therefore would not change air traffic patterns, increase traffic levels, or change the location of aircraft operations. Therefore, no impacts to air traffic patterns or air traffic levels would result and this topic will not be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The LAX Landside Access Modernization Program would not affect the number or type of aircraft operations or air traffic patterns at LAX. The proposed Project would improve access to the airport by giving passengers multiple choices on how to access or exit the CTA, but it will result in no changes to the runway or taxiway system at LAX. Thus, no change in aircraft operations or aircraft activity levels would result from implementation of the proposed Project and will not be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. The potential future related development would not result in any change to aircraft operations, aircraft activity levels, or air traffic patterns at LAX and will not be evaluated further in the LAX Landside Access Modernization Program EIR.

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

d. Potentially Significant Impact.

Construction and operations of all improvements under the LAX Landside Access Modernization Program would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. However, components of the LAX Landside Access Modernization Program and potential future related development may unintentionally increase hazards from design features, thus, this topic will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in Response XVI.a-b, the proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. Construction and operations of all improvements would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. The goal of the LAX Landside Access Modernization Program is to improve access and traffic circulation on the on- and off-airport roadway system. However, during the design of the proposed facilities, there may be unavoidable design features which could be potentially hazardous; including roadway modifications and the crossing of the proposed APM and the MTA Crenshaw Line. The design goal is to avoid dangerous intersections or other hazardous design features; however, as design of these facilities is still underway, this issue will be further evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. Any roadway improvements associated with the potential future related development would be consistent with local and regional policies, including design guidelines from the Los Angeles Department of Transportation, Los Angeles County Department of Transportation, and Caltrans. However, as specific development proposals for areas adjacent to the West ITF, East ITF, and the CONRAC have not been identified, the LAX Landside Access Modernization Program EIR will programmatically evaluate the potential for an increase in hazards due to design features.

e. Result in inadequate emergency access?

e. Potentially Significant Impact.

The effect of the LAX Landside Access Modernization Program Project and the potential future related development of the LAX Landside Access Modernization Program on emergency access will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. The proposed Project would comply with all applicable LAWA, City, state, and federal fire codes and ordinances. Access to the Project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. However, the effect of the proposed Project on emergency access both during construction and operation will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The effect of the potential future related development on emergency access routes as part of the LAX Landside Access Modernization Program will be evaluated in the LAX Landside Access Modernization Program EIR.

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

f. Potentially Significant Impact.

The LAX Landside Access Modernization Program would comply with existing policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. Improved access to these facilities is a key component of the LAX Landside Access Modernization Program; however, because design of these facilities and potential roadway improvements is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: As discussed in Response XVI.a-b, the proposed Project would require modifications to the existing on-airport circulation system, the existing transportation system adjacent to LAX, and the regional access system. Construction and operations of all improvements would be consistent with local and regional policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. The APM would provide a connection point to Metro's proposed 96th Street/Aviation Boulevard station, and would improve passenger and visitor access to the airport by encouraging pedestrian and bicycle access at the intermodal transportation facilities. However, because design of these facilities and potential roadway improvements is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. Any development of these areas would comply with existing policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. However, because the roadway improvements associated with the LAX Landside Access Modernization Program is currently underway, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

XVII. Utilities and Service Systems

Would the project:

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

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

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

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

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

a-e. Potentially Significant Impact.

Water, wastewater treatment, and storm water requirements associated with development of the LAX Landside Access Modernization Program will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: The proposed transportation facilities would result in an increased demand for water and would generate wastewater requiring conveyance and treatment. The Los Angeles Department of Water and Power prepares and adopts an Urban Water Management Plan (UWMP) every five years to forecast the future water demands and water supplies for the City. LADWP's current UWMP was adopted on April 11, 2011 (2010 UWMP) and uses a service-area-wide method in developing City water demand projections. This methodology does not rely on individual development demands to determine area-wide growth but, instead, looks at the growth in water use for the entire service area. The UWMP provides demand projections in five-year increments through 2035 and includes demographics, weather, and water conservation. The 2010 UWMP demographic projections are based on the 2008 Regional Transportation Plan (RTP) forecast generated by the Southern California Association of Governments (SCAG). However, on April 4, 2012, SCAG adopted the 2012-2035 RTP/SCS, which has not yet been incorporated into LADWP's UWMP. Construction of new water lines to serve the proposed transportation may be required. The water demand associated with the Project in relation to available water supplies and the impact of constructing new water lines will be analyzed in the LAX Landside Access Modernization Program EIR.

The City of Los Angeles operates four wastewater treatment facilities; the Hyperion Treatment Plant (HTP) treats sanitary wastewater generated by activities at LAX. The HTP had baseline wastewater flows of 299 million gallons per day (mgd) in 2010 and a design capacity of 450 mgd. The Hyperion Service Area (HSA), which includes the HTP and additional facilities, has a combined capacity of 550 mgd. Historical data shows a significant decrease in wastewater flow within the HSA; future trendlines show continued declines in wastewater flows through 2020, where there will be substantial available capacity within the HSA to treat projected flows.[53] Construction of new wastewater lines to serve the proposed transportation facilities would be required and additional wastewater would be generated by the proposed facilities and future commercial development on adjacent property. The impact of constructing new wastewater lines and the impact of

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

additional wastewater existing conveyance and treatment facilities will be analyzed in the LAX Landside Access Modernization Program EIR.

The LAX Landside Access Modernization Program would include development of new facilities that would require the alteration of existing storm drain facilities and the construction of new storm drain facilities. The impact of constructing new storm drainage facilities will be evaluated in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. LAWA intends that these areas would be developed to support passengers and visitors that utilize LAX with commercial and light industrial uses. This future development may require the construction of new water, wastewater, and storm drain facilities and would increase water demand and generate additional wastewater requiring conveyance and treatment. These potential impacts will be evaluated at a programmatic level in the LAX Landside Access Modernization Program EIR.

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

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

f-g. Less Than Significant Impact.

Impacts related to solid waste would be less than significant and these issues require no further analysis in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Project: There are eight major landfills and several smaller landfills currently accepting municipal solid waste in Los Angeles County. As indicated in the LAX SPAS EIR, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 60.2 million tons in 2010. Based on the average countywide disposal rate in 2010, this capacity would not be exhausted for approximately 41 years.[54] Construction and demolition activities for the proposed Project would generate a substantial amount of solid waste; however, the proposed Project would adhere to LAWA's recycling program and mitigation measures, which are intended to comply with Assembly Bill 939. Removed pavement from the Project site would be used as filler below any new paving, and any materials would be reused to the extent possible. There is expected to be no negative impact from the Project on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The Project will comply with federal, state, and local statutes and regulations related to solid waste that were

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

included in the LAX Master Plan EIR, as well as any statutes or regulations adopted after the compilation of the LAX Master Plan EIR. In December 2010, the Los Angeles City Council adopted Ordinance No. 181519 (signed by the Mayor in January 2011) to assist in meeting the diversion goals of AB 939. Ordinance No. 181519 amended sections of the City's municipal code to require that construction and demolition waste generated within the City of Los Angeles be taken to a City-certified construction demolition waste processing facility.[55] *Additionally, the proposed Project would not cause any increase to the number of flights oroperations at LAX, and therefore would not result in an increase in solid waste. Thus, no significant impact to landfill capacity and solid waste would occur and these topics will not be evaluated in the LAX Landside Access Modernization Program EIR.*

LAX Landside Access Modernization Program Potential Future Related Development: The potential future related development includes the potential development of approximately 89 acres of property with compatible and supportive uses adjacent to the LAX Landside Access Modernization Program facilities. There is expected to be no negative impact from the potential future related development on the disposal capacity of inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The potential future related development will comply with federal, state, and local statutes and regulations related to solid waste that were included in the LAX Master Plan EIR, as well as any statutes or regulations adopted after the compilation of the LAX Master Plan EIR. Thus, no significant impact to landfill capacity and solid waste would occur and these topics will not be evaluated in the LAX Landside Access Modernization Program EIR.

XVIII. Mandatory Findings of Significance

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

a. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: The proposed LAX Landside Access Modernization Program has the potential to degrade the quality of the environment with the potential to have an effect on aesthetics, air quality, cultural (historic) resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems. Therefore, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

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

LAX Landside Access Modernization Program Potential Future Related Development: The proposed potential future related development has the potential to degrade the quality of the environment with the potential to have an effect on aesthetics, air quality, cultural (historic) resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems. Therefore, these topics will be evaluated further in the LAX Landside Access Modernization Program EIR.

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

b. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: Implementation of the proposed LAX Landside Access Modernization Program may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of the potential future related development may result in cumulative impacts when considered with other past, present, and probable future projects at the Airport and in the surrounding area for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

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

c. Potentially Significant Impact.

LAX Landside Access Modernization Program Project: Implementation of the proposed LAX Landside Access Modernization Program may result in adverse environmental effects which could potentially result in substantial adverse effects on humans for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

LAX Landside Access Modernization Program Potential Future Related Development: Implementation of the potential future relates development may result in adverse environmental effects which could potentially result in substantial adverse effects on humans for the topics discussed above. Therefore, this topic will be evaluated further in the LAX Landside Access Modernization Program EIR.

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4. Preparers and Persons Contacted

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Appendix A

Archaeological and Paleontological Resources Assessment

January 23, 2015

Mr. Stephen Culberson, Director
RICONDO & ASSOCIATES, INC.
20 North Clark Street, Suite 1500
Chicago, Illinois 60602

RE: ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES ASSESSMENT FOR THE PROPOSED LANDSIDE TRANSPORTATION PROGRAM AT LOS ANGELES INTERNATIONAL AIRPORT; CITY OF LOS ANGELES, CALIFORNIA

Dear Mr. Culberson:

PCR Services Corporation (PCR) conducted an archaeological and paleontological resources assessment for the above-referenced project. This letter presents our methods, results, and recommendations from the assessment.

1.0 PROJECT UNDERSTANDING AND SCOPE OF STUDY

Ricondo & Associates, Inc. is assisting Los Angeles World Airports (LAWA) with the preparation of environmental documentation for the proposed Landside Transportation Program (LTP) to improve the ground access systems at the Los Angeles International Airport (LAX), to better accommodate airport-related traffic, especially within the Central Terminal Area (CTA). Elements of the LTP would include an Automated People Mover System (APM) to transport passengers between the CTA and ground transportation facilities located east of the CTA, Intermodal Transportation Facilities (ITF) for the drop-off and pickup of passengers, a Consolidated Rental Car Facility (CONRAC) that would centralize most rental car operations, public parking facilities, roadway improvements, utilities, and various laydown/staging areas across the LAX property. The depth of proposed excavations associated with implementation of the proposed project is yet to be determined, but it can be anticipated that there will be excavations across several portions of the study area associated with the development of the APM, ITF, CONRAC, and related underground utilities.

PCR conducted an archaeological and paleontological resource assessment from December 2014 to January 2015 to determine the potential impacts to archaeological and paleontological resources associated with implementation of the proposed project to demonstrate compliance with the California Environmental Quality Act (CEQA) and to support the Initial Study. The scope of work for the assessment included conducting records searches, review of historic aerials from the National Environmental Title Research Online (NETR) Online, Native American consultation, and a pedestrian survey of the study area. The records searches were conducted through the California Native American Heritage Commission's (NAHC) Sacred Lands File (SLF), the California Historical Resources Information System's (CHRIS) South Central Coastal Information Center (SCCIC) and the Natural History Museum of Los Angeles County (NHMLAC). Consultation letters were also sent to appropriate local Native American representatives identified by the NAHC.

2.0 PROJECT LOCATION

The proposed LTP study area is located within LAX in a densely urbanized area of the City of Los Angeles, California (**Figure 1**, *Regional Map*, attached) and is illustrated on the United States Geological Survey (USGS) 7.5-minute series, Venice, California, topographic quadrangle in unsectioned portions of Township 2 South, Range 15 West (**Figure 2**, *Vicinity Map*, attached). The elevation within the study area ranges from 126 feet above mean sea level (MSL) to 86 feet above MSL. The areas surrounding the study area are developed with transportation infrastructure (airport and interstate highways), commercial, and residential uses (**Figure 3,** *Aerial Photograph*, attached). To the north of LAX is the community of Westchester in the City of Los Angeles, to the east is the City of Inglewood, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Highway access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways that serve LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

3.0 CULTURAL SETTING

3.1 Prehistoric Background

Prehistory is most clearly discussed chronologically, in terms of environmental change and recognized cultural developments. Several chronologies have been proposed for inland southern California, the most widely accepted of which is Wallace's (1955) four-part Horizon format, which was later updated and revised by Claude Warren (1968). The advantages and weaknesses of southern California chronological sequences are reviewed in Moratto (1984), Chartkoff and Chartkoff (1984), and Heizer (1978). The following discussion is based on Warren's (1968) sequence, but the time frames have been adjusted to reflect more recent archaeological findings, interpretations, and advances in radiocarbon dating.

3.1.1 Paleoindian Period (ca. 13,000-11,000 Years Before Present [YBP])

Little is known of Paleoindian peoples in inland southern California, and the cultural history of this period follows that of North America in general. Recent discoveries in the Americas have challenged the theory that the first Americans migrated from Siberia, following a route from the Bering Strait into Canada and the Northwest Coast sometime after the Wisconsin Ice Sheet receded (ca. 14,000 YBP), and before the Bering Land Bridge was submerged (ca. 12,000 YBP). A coastal migration route somewhat before that time is also possible (Johnson et al. 2002). The timing, manner, and location of this crossing are a matter of debate among archaeologists, but the initial migration probably occurred as the Laurentide Ice Sheet melted along the Alaskan Coast and interior Yukon. The earliest radiocarbon dates from the Paleoindian Period in North America come from the Arlington Springs Woman site on Santa Rosa Island. These human remains date to approximately 13,000 YBP (Johnson et al. 2002). Other early Paleoindian sites include the Monte Verde Creek site in Chile (Meltzer et al. 1997) and the controversial Meadowcroft Rockshelter in Pennsylvania. Both

sites have early levels dated roughly at 12,000 YBP. Lifeways during the Paleoindian Period were characterized by highly mobile hunting and gathering. Prey included megafauna such as mammoth and technology included a distinctive flaked stone toolkit that has been identified across much of North America and into Central America. They likely used some plant foods, but the Paleoindian toolkit recovered archaeologically does not include many tools that can be identified as designed specifically for plant processing.

The megafauna that appear to have been the focus of Paleoindian lifeways went extinct during a warming trend that began approximately 10,000 years ago, and both the extinction and climatic change (which included warmer temperatures in desert valleys and reduced precipitation in mountain areas) were factors in widespread cultural change. Subsistence and social practices continued to be organized around hunting and gathering, but the resource base was expanded to include a wider range of plant and game resources. Technological traditions also became more localized and included tools specifically for the processing of plants and other materials. This constellation of characteristics has been given the name "Archaic" and it was the most enduring of cultural adaptations to the North American environment.

3.1.2 Archaic Period (ca. 11,000-3,500 YBP)

The earliest Archaic Period lifeways in inland southern California have been given the name San Dieguito tradition, after the San Diego area where it was first identified and studied (Warren 1968). Characteristic artifacts include stemmed projectile points, crescents and leaf-shaped knives, which suggest a continued subsistence focus on large game, although not megafauna of the earlier Paleoindian period. Milling equipment appears in the archaeological record at approximately 7,500 years ago (Moratto 1984:158). Artifact assemblages with this equipment include basin millingstones and unshaped manos, projectile points, flexed burials under cairns, and cogged stones, and have been given the name La Jolla Complex (7,500–3,000 YBP). The transition from San Dieguito lifeways to La Jolla lifeways appears to have been an adaptation to drying of the climate after 8,000 YBP, which may have stimulated movements of desert peoples to the coastal regions, bringing millingstone technology with them. Groups in the coastal regions focused on mollusks, while inland groups relied on wild-seed gathering and acorn collecting.

3.1.3 Late Prehistoric Period (ca. 3,500 YBP-A.D. 1769)

Cultural responses to environmental changes around 4,000–3,000 YBP included a shift to more land-based gathering practices. This period was characterized by the increasing importance of acorn processing, which supplemented the resources from hunting and gathering. Meighan (1954) identified the period after A.D. 1400 as the San Luis Rey complex. San Luis Rey I (A.D. 1400–1750) is associated with bedrock mortars and millingstones, cremations, small triangular projectile points with concave bases and Olivella beads. The San Luis Rey II (A.D. 1750–1850) period is marked by the addition of pottery, red and black pictographs, cremation urns, steatite arrow straighteners and non-aboriginal materials (Meighan 1954:223, Keller and McCarthy 1989:6). Work at Cole Canyon and other sites in southern California suggest that this complex, and the ethnographically described

lifeways of the native people of the region, were well established by at least 1,000 YBP (Keller and McCarthy 1989:80).

3.1.4 Ethnography – The Gabrielino

At the time of contact, the Native Americans subsequently known as the Gabrielino occupied lands around the LAX and whose territories comprised nearly the entire basin comprising the Counties of Los Angeles and Orange. They belonged to the Takic family of the Uto-Aztecan linguistic stock. Named after the Mission San Gabriel, the Gabrielino are considered to have been one of the two wealthiest and largest ethnic groups in aboriginal southern California (Bean and Smith 1978:538), the other being the Chumash in the Santa Barbara Channel region. This was largely due to the many natural resources within the land base they controlled, primarily the rich coastal section from Topanga Canyon to Aliso Creek, and the offshore Channel Islands of San Clemente, San Nicholas, and Santa Catalina.

The Takic-speaking ancestors of the Gabrielino arrived in the Los Angeles basin around 1500 BC and spread throughout the area, displacing a preexisting Hokan-speaking population (Sutton 2009). The first Spanish contact with the Gabrielino took place in 1520, when Juan Rodriguez Cabrillo arrived in Santa Catalina Island. In 1602, the Spanish returned to Santa Catalina under Sebastián Vizcaíno, and in 1769, Gaspar de Portolá made the first attempt to colonize Gabrielino territory. By 1771, the Spanish had built four missions, and the decimation of the Gabrielino had already begun (Bean and Smith 1978:540-541). European diseases and conflicts among the Gabrielino population, as well as conversion to Christianity, carried a toll in their numbers, traditions, and beliefs.

Although determining an accurate account of the population numbers is difficult, Bean and Smith (Bean and Smith 1978:540), state that by AD 500, the Gabrielino established permanent settlements and their population continued to grow. Early Spanish accounts indicate that the Gabrielino lived in permanent villages with a population ranging from 50 to 200 individuals. The Gabrielino population surpassed 5,000 people by around 1770.

Several types of structures characterized the Gabrielino villages. They lived in domed circular structures covered with tule, ferm, or carrizo. Communal structures measured over 60 feet in diameter and could house three or four families. Sweathouses, menstrual huts, and a ceremonial enclosure were also part of the village arrangements (Bean and Smith 1978:542).

The Gabrielino practiced different subsistence strategies that included hunting, fishing, and gathering. Hunting activities in land were carried out with the use of bow and arrow, deadfalls, snares, and traps. Smoke and throwing clubs also were used to assist with the hunt of burrowing animals. Aquatic animals were hunted with harpoons, spear-throwers, and clubs. Although most fishing activities took place along rivers and from shore, open water fishing trips between mainland and the islands also took place using boats made from wood planks and asphaltum. The Gabrielino

fishing equipment included fishhooks made of shells, nets, basketry traps, and poison substances obtained from plants (Bean and Smith 1978:546).

The Gabrielino diet included a large number of animals, such as deer, rabbit, squirrel, snake, and rats, as well as a wide variety of insects. However, some meat taboos also existed. The meat of bears, rattlesnakes, stingrays, and ravens were not consumed; these animals were believed to be messengers of the god *Chengiichngech*. Aquatic animals such as fish, whales, seals, sea otters, and shellfish were also an important part of the diet, mainly among the coastal population (McCawley 1996:116-126).

A variety of plant foods were consumed by the Gabrielino, the main one being acorns. These nuts are rich in nutrients and have a high content of fiber and fat. Other plants used for consumption by the Gabrielino include the seeds of the Islay (*Prunus ilicifolia*), which were ground into a meal, and the seeds and shoots of the Chía (*Salvia columbariae*), which were eaten raw, made into loaves, or mixed with water to make a beverage. Roots and bulbs were also part of the diet among the mainland and island groups, as well as clover, wild sunflower seeds, and cholla seeds. Wild tobacco was used for medicinal purposes and as a sedative and narcotic population (McCawley 1996:131).

The Gabrielinos were involved in trade among themselves and with other groups. Coastal Gabrielinos exchanged steatite, shell and shell beads, dried fish, sea otter pelts, and salt with inland groups for acorns, seeds, obsidian, and deerskins (Bean and Smith 1978:547). During the late prehistoric period, the principal trade item, both among the Gabrielino and for export to other groups, was steatite. Also known as soapstone or soaprock, major outcroppings of steatite are found on Santa Catalina Island. Steatite was widely used among the Gabrielino to make arrow straighteners and artistic or ritualistic objects. In addition, this rock was used in the making of functional objects for food preparation such as bowls, mortars, pestles, and comals (Bean and Smith 1978:547). Archaeological data indicate that a steatite "industry" developed prehistorically on the island that involved the large-scale trade of both raw materials and finished artifacts to mainland communities (Bean and Smith 1978:547).

4.0 METHODS

4.1 Cultural Resources Records Search

On December 11, 2014, PCR archaeologist, Mr. Chris Purtell, M.A., RPA conducted a cultural resources records search at the CHRIS-SCCIC at California State University, Fullerton. This records search included a review of all recorded archaeological resources within a one-half mile radius of the study area. The records search also reviewed cultural resource reports/studies and historic topographic maps on file. In addition, PCR reviewed the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, and the California State Historic Resources Inventory listings. The purpose of the updated record search was to determine whether or not there are newly inventoried archaeological and historical resources within the study area and surrounding vicinity



that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the study area for additional and buried archaeological resources.

4.2 Sacred Lands File Search and Native American Consultation

On December 30, 2014, Mr. Purtell commissioned an updated SLF records search through the NAHC and conducted follow-up consultation with Native American groups and/or individuals identified by the NAHC as having affiliation with the study area vicinity. Each Native American group and/or individual listed was sent a project notification letter and map and was asked to convey any knowledge regarding prehistoric or Native American resources (archaeological sites, sacred lands, or artifacts) located within the Study area or surrounding vicinity. The letter included information such as project location and a brief description of the proposed project. The purpose of the search and follow-up consultation was to obtain information regarding the nature and location of additional prehistoric or Native American resources whose records may not be available at the CHRIS-SCCIC.

4.3 Paleontological Resources Records Search

On December 30, 2014, Mr. Purtell commissioned a paleontological resources records search through the Vertebrate Paleontology Department at NHMLAC. This records search entailed an examination of current geologic maps and known fossil localities on and within the general vicinity of the study area. The purpose of the records search was to determine whether or not there are previously recorded paleontological resources and/or fossiliferous geologic units within the study area. The results also provided a basis for assessing the sensitivity of the study area for additional and buried resources.

4.4 Pedestrian Survey

For the current assessment, PCR relied on previous full-coverage surveys conducted by PCR (Garcia) in 2011 and 2012 for the Southwest Remain Overnight Apron project and LAX Specific Plan Amendment Study, respectively, and by Sapphos Environmental, Inc. (Purtell) in 2013 for the Runway 6L-24R Safety Area and Associated Improvements project. All three of these investigations included surveys of portions or the entirety of the current LTP study area, including the laydown/staging areas that are within the Airport Operations Area (AOA). As a result, PCR focused the LTP survey on the undeveloped portions areas outside the AOA. These surveys were conducted in areas where the ground surface was exposed and where the likelihood of surface resources was possible. These areas included the following project elements: CONRAC, one of the APM Stations, portions of the APM alignment associated support facilities, and four laydown areas. PCR classified the laydown areas into the following designations: Laydown Area No. 1 - located north and south of Westchester Parkway and west of Sepulveda Westway; Laydown Area No. 2 - located at the intersection of South La Cienega Boulevard and Lennox Boulevard; Laydown Area No. 3 - located at the intersection of Imperial Highway and Aviation Boulevard; and Laydown Area No. 4 - located at the intersection of Imperial Highway and Main Street. Where open access and ground surface

visibility permitted, the ground surfaces in these areas were examined for the presence of archaeological and paleontological resources. Some areas were fenced-off and inaccessible during the survey; therefore, PCR could not thoroughly inspect these areas but they could be viewed from a distance. Given the high level of ground disturbance from airport operations and development, commercial and residential development, and other on-going construction activities that would have displaced resources, it is unlikely that any resources were overlooked in these areas. The survey was conducted by Mr. Purtell on January 7, 2015. Detailed notes were made, and digital photographs were taken of the study area and surrounding vicinity during the survey.

5.0 RESULTS

5.1 Cultural Resources Records Search

Results of the records search from the SCCIC indicated no archaeological resources have been recorded within the study area and 11 archaeological resources have been previously recorded within a half-mile radius. The 11 resources are summarized in **Table 1**, *Archaeological Resources Within a One-Half Mile Radius of the Study Area,* below. These resources include both archaeological resources from the prehistoric and historic period. None of these resources would be impacted by the proposed project.

Table 1

Archaeological Resources Within a One-Half Mile Radius of the Study Area

Resource Designation	Description	Status Code
CA-LAN-202	Contents of resource unknown; currently does not exist on surface	6Z
CA-LAN-214	"small site" consisting of "points"; paved over with single family residences	6Z
CA-LAN-691	Shell scatter recorded in 1972; likely displaced from subsequent airport activities	6Z
CA-LAN-1118	Shell midden with lithic debitage; likely displaced from subsequent airport activities	6Z
CA-LAN-2345	Large prehistoric site (tools, faunal remains, shell, fire-affected)	3CS
CA-LAN-2385H	Historic debris (concrete, window glass, asphalt, brick, plaster, and metal fragments)	6Z
P-19-100115	Isolated prehistoric chipped stone tool	6Z
P-19-100116	Isolated prehistoric chipped stone flake (quartzite)	6Z
P-19-004352	Sewer pipe fragments, railroad ties, metal spikes, and iron pipe (3-8 ft below surface)	7
P-19-004353	1940s to 1950s bottle deposit (at depth during monitoring)	7
P-19-004354	1950s bottle, mammal bones, and shell (4 feet below surface during monitoring)	7

3CS – Appears eligible for California Register of Historical Resources through survey evaluation; 6Z – Found not eligible for CRHR through survey evaluation; 7 – Not Evaluated; 6ZNRHP = National Register of Historic Places

The records also indicated that more than 15 cultural resource studies have been conducted within the study area. These studies were conducted for various projects across LAX from 1974 to 2005 and encompass approximately 50 percent of the study area footprint.

5.2 Sacred Lands File Search and Native American Consultation

Results of the updated SLF search through the NAHC failed to indicate newly inventoried Native American cultural resources within the study area. The NAHC results letter can be found as an attachment to this report. The NAHC results also noted, however, that the absence or resource information in the SLF inventory does not preclude the discovery of cultural resources within any project area (Sanchez 2015). Pursuant to NAHC suggested procedure, letters were sent via certified mail on January 14, 2015 to the nine Native American individuals and organizations (from the Gabrielino/Tongva tribes) identified by the NAHC as being affiliated with the vicinity of the study area to request any additional information or concerns they may have about Native American cultural resources that may be affected by the proposed project. As of January 23, 2015, no responses have been received from any of the Native American contacts.

5.3 Paleontological Resources Records Search

The record search from the Vertebrate Paleontology Department at the NHMLAC indicated that there were no known paleontological localities within the study area. However, museum records indicated that two fossil localities (LACM 3264 and LACM 7332) were recorded adjacent to the study area and five fossil localities (LACM 3789, LACM 7332, LACM 8734, LACM 1180, and LACM 4942) were recorded within a one-half radius of the study area. These fossils were discovered at depths between 13 to 40 feet below the surface and are summarized in **Table 2**, *Vertebrate Fossils Localities in the Vicinity of the Study Area*, below.

Table 2

Vertebrate Fossil Localities in the Vicinity of the Study Area

Locality Number and Approximate Location	Taxa	Common Name
LACM 3264, near the Tom Bradley International Terminal at LAX	Prodoscidea	Baby elephant
LACM 7332, south of West 98th Street and west of Bellanca Avenue	*Mammuthus* sp.	Baby mammoth
LACM 3789, 9734 Bellanca Avenue south of Manchester Avenue	*Mammuthus* sp.	Mammoth
	Rodentia	Rodent
	Citharichthys sitigmaeus	Speckled sanddab
LACM 1180 and LACM 4924, northwest and southeast sides respectively of Airport Boulevard at the intersection with Manchester Avenue	*Equus* sp.	Horse
	Mammuthus sp.	Mammoth
	Lepus sp.	Rabbit

In 2013, PCR also encountered invertebrate (shell) fossil specimens during construction monitoring services for with the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

The geology of the study area can be characterized as surficial deposits composed of older Quaternary dune sands located in the western portion of the study area, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the study area. Both of these types of sedimentary deposits typically do not contain significant vertebrate fossils in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth (McLeod 2015). The paleontological records search results letter from the NHMLAC is provided as an attachment to this report.

5.4 Pedestrian Survey

The results of the three cultural resource surveys of the areas within the AOA for other LAX projects identified no resources within the LTP study area. Results from PCR's pedestrian survey of project elements outside the AOA also yielded negative results.

CONRAC, APM Station, and APM Alignment

As discussed earlier, many areas that exhibited exposed ground surface were fenced-off with locked gates that prevented access. However, PCR was able to inspect these areas along their fence lines which revealed that ground surface visibility is fair, with low-lying non-native grasses and/or non-native plants covering approximately 90-100 percent of the surface area (**Figures 4** and **5**, *Study Area Photographs*, attached). Additionally, these areas receive regular and/or routine maintenance that utilizes an above ground sprinkler system made of PVC piping. With the exception of mature trees/landscaping, driveways, and the occasional concrete/stone planter, there is limited evidence of the past residential housing, streets, buildings and/or other structures that were once present in these areas. Areas inside the fence exhibit little to no modern refuse while areas outside the fence are scattered with various amounts and types of modern refuse including paper, plastic, glass bottle fragments, crushed aluminum cans, and household items. No archaeological or paleontological resources were identified in these areas.

Laydown/Staging Areas

The areas that exhibited exposed ground surface in four laydown areas were fenced-off with chain-link fencing, with locked gates that prevented access. However, PCR was able to inspect these areas along their fence lines which revealed that the ground surface visibility varied from poor to excellent (**Figures 6** and **7**, *Study Area Photographs*, attached). Laydown Area No. 1 is currently being used by LAWA for their elevator operations while Laydown Area No. 2 is paved over and appears to have been used for parking. Laydown Area No. 3 was undergoing earthmoving construction activities of unknown nature at the time of the survey while Laydown Area No. 4 is

developed with a LAWA Facilities Building. Similar to the other project elements surveyed by PCR, no remnants of the former residential communities were identified and modern refuse was scattered throughout. No archaeological or paleontological resources were identified in these areas.

6.0 IMPACT ANALYSIS

6.1 Archaeological Resources

The cultural resource records search indicated that no previously recorded archaeological resources (including historic or prehistoric archaeological resources) are located within the study area; however, 11 archaeological resources have been recorded within a half-mile radius. Recent surveys by PCR in 2011 (Garcia) and Sapphos in 2013 (Purtell) and the current survey by PCR of the undeveloped portions of the study area did not identify any new archaeological resources. Much of the study area is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. The study area is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial archaeological resources that may have existed at one time have likely been displaced by these disturbances. While discovery of archaeological resources in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact archaeological resources that have not been disturbed or displaced by previous development. Since the proposed project would include excavations of varying depths across portions of the study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried archaeological resources. Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described below, would reduce this impact to a level that is less than significant.

The ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. The procedures outlined in the ATP would reduce significant impacts to previously unidentified archaeological resources associated with the proposed project to a less than significant level.

6.2 Paleontological Resources

The paleontological resources records search indicated that no previously recorded vertebrate fossil localities from the NHMLAC database are located within the study area. However, museum records indicate that two fossil localities; LACM 3264 (Prodoscidea, elephant) and LACM 7332 (*Mammuthus,* mammoth) located adjacent to the study area and five fossil localities; LACM 3789 (*Mammuthus*), LACM 7332 (Rodentia, rodent), LACM 8734 (*Citharichthys sitigmaeus,* speckled sanddab), LACM 1180 (*Equus* sp., horse), and LACM 4942 (*Lepus* sp., rabbit) located within a one-half radius of the study area. These fossils were discovered at depths between 13 to 40 feet below the surface. In 2013, PCR also encountered invertebrate (shell) fossil specimens during construction monitoring services for with the LAX Central Utility Plant Replacement Project. These resources were encountered during trench excavations for an underground vault immediately south of the Theme Building at a depth of approximately 10 to 12 feet.

PCR's pedestrian survey did not identify any new paleontological resources; however, much of the study area is developed with surface parking lots, buildings, streets, and/or dense vegetation (i.e., sod, landscaping) which obstructed the surveyor's view of the native ground surface. According to the NHMLAC, the study area is comprised of surficial deposits consisting of older Quaternary Alluvium derived as fluvial deposits composed from older Quaternary dune sands located in the western portion of the study area, roughly west of Sepulveda Boulevard and surficial deposits consisting of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east of the study area. Both of these types of sedimentary deposits typically do not contain paleontological resources in the uppermost layers; however, these deposits are conducive to retaining paleontological resources at depth.

As mentioned above, the study area is located on artificial fill material ranging in depth throughout due to the disturbances from previous onsite development and operations that have also likely displaced surficial paleontological resources. While discovery of paleontological resources in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact paleontological resources that have not been disturbed or displaced by previous development. Since the proposed project would include excavations of varying depths across portions of the study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried paleontological resources. Mitigation Measure CULT-2, Conformance with LAX Master Plan Paleontological Management Treatment Plan (PMTP), described below, would reduce this impact to a level that is less than significant

The PMTP provides for evaluation and treatment of paleontological resources consistent with the Society of Vertebrate Paleontology and other applicable guidance and industry standards. Requirements outlined in the PMTP include specific procedures for paleontological construction monitoring, identifying and assessing the significance of resources, reporting, and for the recovery and curation of resources when warranted.

6.3 Human Remains

As discussed earlier, a SLF search requested by PCR from the NAHC failed to indicate the presence of Native American cultural resources from the NAHC archives within the study area or surrounding vicinity. Results of the cultural resource records search through the SCCIC and PCR's pedestrian survey also did not encounter any known human remains within the study area. As stated above, the study area is located within a highly urbanized area and has been subject to disturbance by airport operations and development, commercial and residential development, and other on-going construction activities. Thus, surficial human remains resources that may have existed at one time have likely been displaced by these disturbances. While discovery of human remains in artificial fill deposits within the study area is unlikely, proposed excavations that would occur below the fill levels could potentially impact intact human remains that have not been disturbed or displaced by previous development. Since the proposed project would include excavations of varying depths across portions of the study area, including excavations at depths where native soils would be encountered, the proposed project has to potential to impact previously unknown buried human remains. Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described below, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with State Health and Safety Code 7050.5 and Public Resources Code Section 5097.98.

7.0 RECOMMENDED MITIGATION MEASURES

7.1 Archaeological Resources

Mitigation Measure CULT-1 – Conformance with LAX Master Plan Archaeological Treatment Plan: Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain re-deposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of re-deposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of



inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.

7.2 Paleontological Resources

Mitigation Measure CULT-2 – Conformance with LAX Master Plan Paleontological Management Treatment Plan: Prior to initiation of grading and construction activities, LAWA will retain an on-site paleontologist as defined in the LAX Master Plan MMRP Paleontological Management Treatment Plan (PMTP), who will determine if the proposed project proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

7.3 Human Remains

As discussed earlier, Mitigation Measure CULT-1, Conformance with LAX Master Plan Archaeological Treatment Plan (ATP), described above, would reduce this impact to a level that is less than significant. Specifically, the ATP provides guidance as to the treatment of human remains that are accidentally encountered during construction excavations, such as compliance with State Health and Safety Code 7050.5 and Public Resources Code Section 5097.98.

Please contact us if you have any questions about the results and recommendations presented in this report.

Sincerely,

PCR SERVICES CORPORATION

Chris Purtell, M.A., RPA
Senior Archaeologist I

Kyle Garcia
Senior Archaeologist I

Attachments (as noted)

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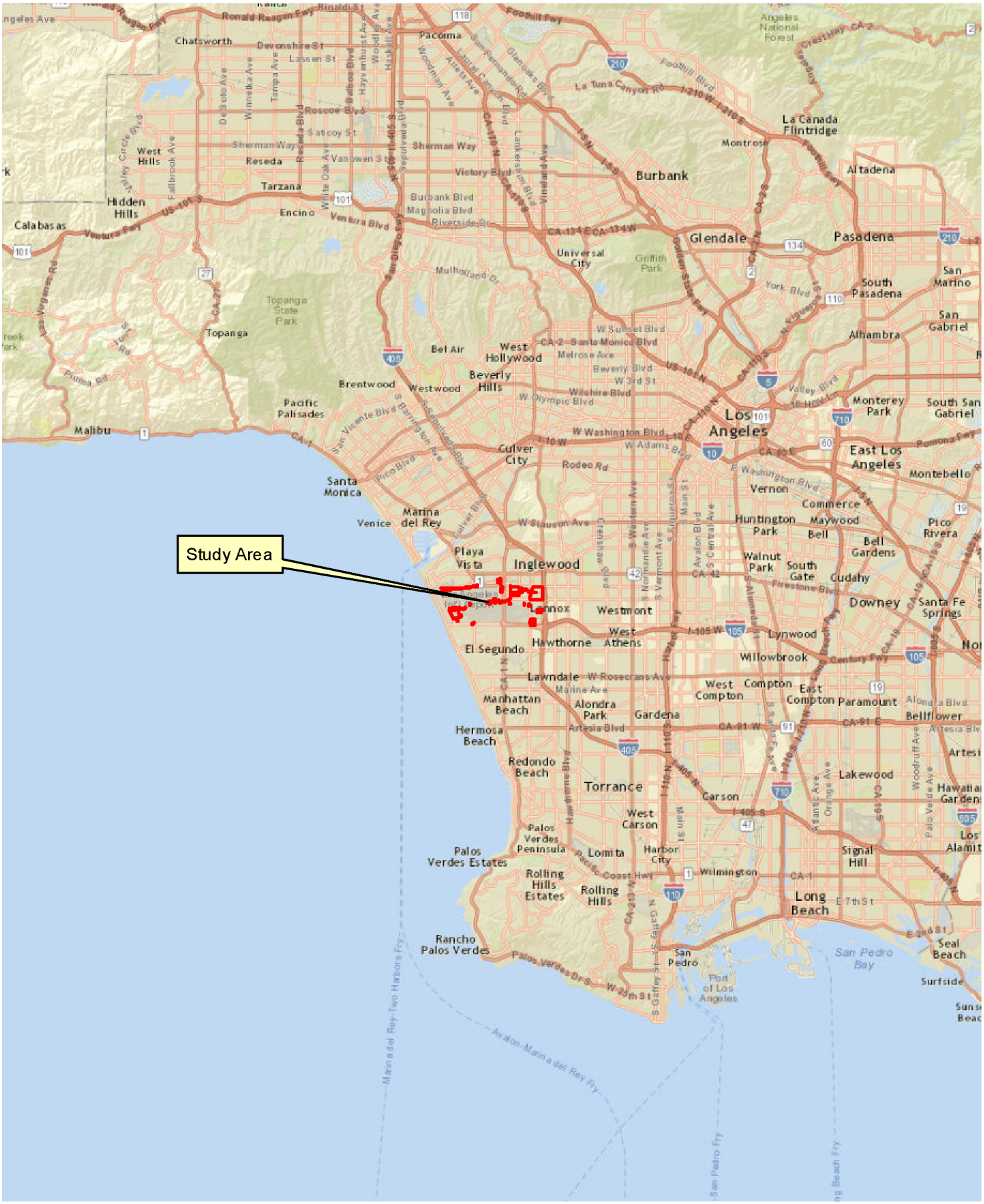


PCR

0 5 Miles 0 10 Kilometers

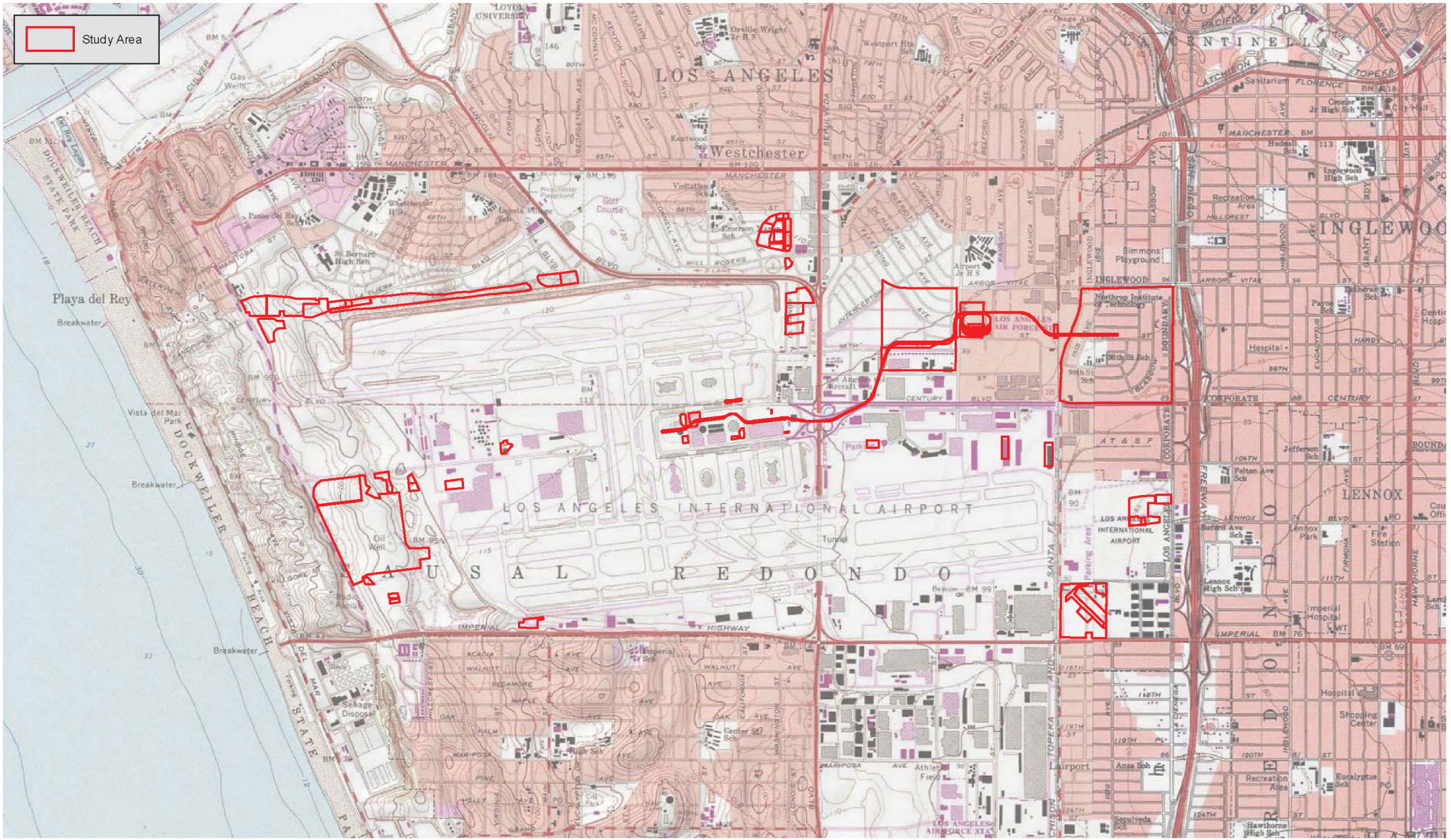
Regional Map

LAX Landside Transportation Program

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

1



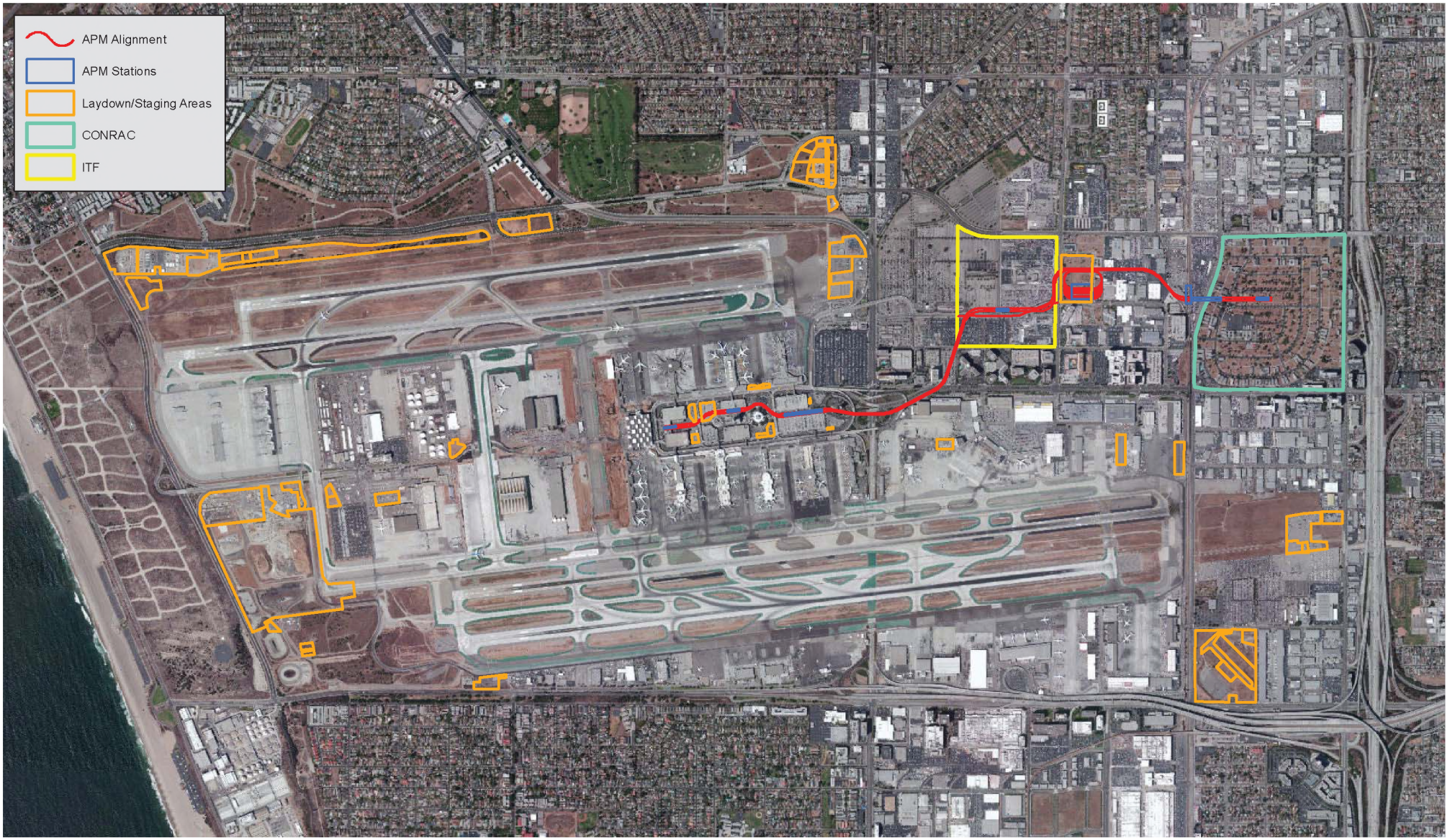
PCR

Vicinity Map

LAX Landside Transportation Program

Source: USGS Topographic Series (Venice, Inglewood, CA); PCR Services Corporation, 2015.

FIGURE
2



PCR

0 1,500 3,000 Feet

0 500 1,000 Meters

Aerial Photograph

LAX Landside Transportation Program

Source: Microsoft, 2010 (Aerial); PCR Services Corporation, 2015.

FIGURE
3



Photograph 1: Overview of dense vegetation in ITF area, view north.



Photograph 2: Overview of APM alignment area, view north.



Photograph 3: Overview of dense vegetation in CONRAC area, view west.



Photograph 4: Overview of CONRAC area, view east.



Photograph 5: Overview of Laydown Area No. 2 locate at the instersection of South Cienega Boulevard and Lennox Boulevard, view towards the west.



Photograph 6: Overview of Laydown Area No. 3 located at the intersection of Imperial Highway and Aviation Boulevard, view towards the north.



Photograph 7: Overview of Laydown Area No. 1 located at the southwest corner of Westchester Parkway and Sepulveda Westways, view towards the south.



Photograph 8: Overview of Laydown Area No. 1 located at the intersection of Westchester Parkway and Sepulveda Westways, view towards the north.

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

January 8, 2015

Christopher W. Purtell
PCR Services Corporation
2121 Alton Parkway, Suite 100
Irvine, CA 92606

Sent by Fax: (949) 753-7002
Number of Pages: 3

RE: Landslide Transportation Program at Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Dear Mr. Purtell,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst

Native American Contacts
Los Angeles County
January 7, 2015

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
tattnlaw@gmail.com
(310) 570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
1999 Avenue of the Stars, Suite 1100 Gabrielino
Los Angeles , CA 90067

(310) 428-5690 Cell

Gabrieleno/Tongva San Gabriel Band of Mission Indian
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
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Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
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Gabrielino /Tongva Nation
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Los Angeles , CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Conrad Acuna
1999 Avenue of the Stars, Suite 1100 Gabrielino
Los Angeles , CA 90027

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed Landside Transportation Program, Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Native American Contacts
Los Angeles County
January 7, 2015

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351

Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed Landside Transportation Program, Los Angeles International Airport, City of Los Angeles, Los Angeles County.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

8 January 2015

Planning Consultants Research
2121 Alton Parkway, Suite 100
Irvine, CA 92606

Attn: Christopher W. Purtell, Senior Archaeologist

re: Paleontological Records Check for the proposed Landside Transportation Program at Los Angeles International Airport Project, in the City of Los Angeles, Los Angeles County, project area

Dear Christopher:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Landside Transportation Program at Los Angeles International Airport Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Venic USGS topographic quadrangle map that you sent to me via e-mail on 30 December 2014. We have two vertebrate fossil localities that lie within the proposed project site boundaries, and we have other localities nearby from the same sedimentary units that occur in the proposed project area.

In the western portion of the proposed project area, roughly west of Sepulveda Boulevard, the surficial deposits are composed of older Quaternary dune sands. In the eastern portion of the proposed project area the surficial deposits consist of older Quaternary Alluvium, derived primarily from the Windsor Hills to the north and the Rosecrans Hills to the east. Both of these types of deposits typically do not contain significant vertebrate fossils in the uppermost layers, but at depth they may well contain significant fossil vertebrate remains.

One of our vertebrate fossil localities that lies within the boundaries of the proposed project area, LACM 3264, in the middle of the Los Angeles International Airport near what is

now the Tom Bradley International Terminal, produced a fossil specimen of a elephant, Proboscidea, at a depth of 25 feet below the surface. Our other vertebrate fossil locality that lies within the boundaries of the proposed project area, LACM 7332, in the northeastern portion of the proposed project area just south of West 98th Street and west of Bellanca Avenue, produced a fossil baby mammoth, *Mammuthus*, at a depth of 40 feet below street grade. Our other nearby vertebrate fossil localities include LACM 3789, further north of locality LACM 7332 at 8734 Bellanca Avenue south of Manchester Avenue, that produced fossil mammoth, *Mammuthus*, rodent, Rodentia, and even a speckled sanddab, *Citharichthys stigmaeus*, at a depth of 14 feet below the surface; and two localities, LACM 1180 and LACM 4942, immediately northwest of locality LACM 3789 on the northeast and southeast sides respectively of Airport Boulevard at the intersection with Manchester Avenue, that produced fossil specimens of horse, *Equus*, mammoth, *Mammuthus*, bison, *Bison*, and rabbit, *Lepus*, at depths of 13 to 16 feet below the surface.

Surface grading or very shallow excavations in the Quaternary Alluvium and dune sands exposed in the proposed project area probably will not encounter significant fossil vertebrate remains. Deeper excavations in the proposed project area, however, may well uncover significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
$10 Boutique		400 World Way		Los Angeles	CA	90045	M	USPS
Accufleet		149 Penn Street		Anaheim	CA	92805	M	USPS
ACI		700 World Way		Los Angeles	CA	90045	M	USPS
Advantage Rent A Car		4940 W. Century Blvd		Inglewood	CA	90304	M	USPS
Aero California		7265 World Way West		Los Angeles	CA	90045	M	USPS
Aero Port Services Inc.	Robert Yim	216 W. Florence Ave.		Inglewood	CA	90301	M	USPS
AeroEx		8639 Lincoln Blvd.	Suite B-102	Los Angeles	CA	90045	M	USPS
Aeroflot		9100 Wilshire Blvd.	Suite 616	Beverly Hills	CA	90212	M	USPS
Aerolitoral		500 World Way		Los Angeles	CA	90045	M	USPS
Aeromexico	Patrick Bitoun	500 World Way		Los Angeles	CA	90045	M	USPS
Aeronautical Radio Inc.		7001 World Way West		Los Angeles	CA	90045	M	USPS
Air Canada	Valerie Carricato	200 World Way		Los Angeles	CA	90045	M	USPS
Air China	Zheng Tiansheng	200 World Way		Los Angeles	CA	90045	M	USPS
Air France		200 World Way		Los Angeles	CA	90034	M	USPS
Air Jamaica	Ralph Jones	P.O. Box 451637		Los Angeles	CA	90045	M	USPS
Air New Zealand	Sheila O' Neil	200 World Way		Los Angeles	CA	90045	M	USPS
Air Pacific		380 World Way		Los Angeles	CA	90045	M	USPS
Air Pacific Limited	Richard Yamashita	6080 Center Drive	Suite 490	Los Angeles	CA	90045	M	USPS
Air Resources Board	Jim Lerner	1001 I Street	PTSDAQTPB	Sacramento	CA	95814	M	USPS
Air Tahiti Nui		380 World Way		Los Angeles	CA	90045	M	USPS
Air Transport Association of America, Inc.	Tim Pohle	1301 Pennsylvania Avenue, N.W.		Washington, D.C.		20004	M	USPS
Aircraft Service International Group		5701 West Imperial Hwy		Los Angeles	CA	90045	M	USPS
Airis Corp		5701 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
Airlines for America (A4A)	Tim Pohle	1301 Pennsylvania Avenue, N.W.	Suite 1100	Washington, D.C.		20004	CD	1Z 1A1 60X 02 9663 1835
Airlines Operation Services		P O Box 90159		Los Angeles	CA	90045	M	USPS
Airport Bus		917 E. Gene Autry Way		Anaheim	CA	92805	M	USPS
Airport Bus of Bakersfield		1717 Golden State Ave.	Suite B	Bakersfield	CA	93301	M	USPS
Airport Group		P.O. Box 2488		El Segundo	CA	90245	M	USPS
Airport Healthcare Center/ Medical Group		6033 W. Century Blvd.	#200	Los Angeles	CA	90045	M	USPS
Airport Maintenance Company		P.O. Box 90901		Los Angeles	CA	90009	M	USPS
Airport Management Services, LLC	Freddie Molina	300 World Way	T-3	Los Angeles	CA	90045	M	USPS
Airport Park View Hotel		3900 West Century Boulevard		Inglewood	CA	90303	M	USPS
Airport Terminal Services		300 World Way		Los Angeles	CA	90045	M	USPS
AirTran Airways, Inc.	James Mayer	600 World Way		Los Angeles	CA	90045	M	USPS
Alamo Rent-A-Car		9020 Aviation Blvd.		Inglewood	CA	90301	M	USPS
Alaska Airlines	Cathy Denker	300 World Way		Los Angeles	CA	90045	M	USPS
Alitalia Airlines		9841 Airport Blvd.		Los Angeles	CA	90045	M	USPS
All Nippon Airways - ANA	Richard Idy	380 World Way	Suite 5115	Los Angeles	CA	90045	M	USPS
Alliance for A Regional Solution to Airport Congestion (ARSAC)	Denny Schneider	7929 Breen Avenue		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9656 0242
Altitunes dba Motion	Amy Wolfe	15 W. 28Th Street	5th Floor	New York	NY	10001	M	USPS
AMERICAN AIRLINES	Phillip Bock	7001 World Way West		Los Angeles	CA	90045	M	USPS
American Building Maintenance (ABM)		200 World Way		Los Angeles	CA	90045	M	USPS
AMERICAN CARGO		10054 International Road		Los Angeles	CA	90045	M	USPS
AMERICAN EAGLE	Gregory Ricketts	7000 World Way West		Los Angeles	CA	90045	M	USPS
American Express Travel		1250 4Th Street	#110	Santa Monica	CA	90045	M	USPS
Ameriflight		1250 4Th Street	#110	Santa Monica	CA	90401	M	USPS
Andersen Environmental	Peter Kelley	5261 Imperial Highway		El Segundo	CA	90045	M	USPS
Andregg Geomatics	Ted Holmberg	11661 Blocker Drive, Suite 200		Auburn	CA	95603	M	USPS
Antelope Valley Airport Express		42540 Sixth Street East		Lancaster	CA	93535	M	USPS
Argenbright		500 World Way		Los Angeles	CA	90045	M	USPS
Arrivals Cafe		380 World Way		Los Angeles	CA	90045	M	USPS
Asiana Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
ASIG Ground Services Inc.	John Rausch	5701 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
AT&T Prepaid Cards		9100 S. Sepulveda Blvd.	Suite 224	Los Angeles	CA	90045	M	USPS
ATA Airlines, Inc.		7337 West Washington Street		Indianapolis	IN	92631-1300	M	USPS
Atlantic Aviation		6411 W. Imperial Hwy		Los Angeles	CA	90045	M	USPS
Atlantic Richfield Co.		515 S. Flower St.		Los Angeles	CA	90071	M	USPS
ATLAS AIR, INC.	Adam Kokas	2000 Westchester Avenue		Purchase	NY	10577	M	USPS
Atlas Food Service		223 California Street		El Segundo	CA	90245	M	USPS
Authorized Taxicab Supervision (ATS)		9468 Alverstone Avenue		Los Angeles	CA	90045	M	USPS
AvAirPros	Lori Peters	300 N Continental Blvd	Suite 615	El Segundo	CA	90245	CD	1Z 1A1 60X 02 9994 3850
Avalon Foods		5625 Avalon Blvd.		Los Angeles	CA	90011	M	USPS
Avianca Airlines	John Hanna	200 World Way		Los Angeles	CA	90045	M	USPS
Aviation Safeguards (Security Screening)		300 World Way		Los Angeles	CA	90045	M	USPS
Avis Rent-A-Car		9217 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Backlot Deli		100 World Way		Los Angeles	CA	90045	M	USPS
Baja Fresh Express		700 World Way		Los Angeles	CA	90045	M	USPS
Bank of America (ATM)	Christopher Hernandez	201 Washington St		Phoenix	AZ	85004-2428	M	USPS
BCI Coca-Cola Bottling Co. of LA	Geoff Slajer	19875 Pacific Gateway Dr		Torrance	CA	90502	M	USPS
Bell Cab Company		13030 Cerise Ave		Hawthorne	CA	90250	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
Best Taste Vending	Becky Palazzola	7405 Woodley Ave		Van Nuys	CA	91406	M	USPS
Best Western Airpark Hotel		640 W. Manchester Blvd.		Inglewood	CA	90301	M	USPS
Best Western Airport Plaza Inn		1730 Centinela Avenue		Inglewood	CA	90302	M	USPS
Best Western Hollywood Plaza Inn		2011 N. Highland Avenue		Hollywood	CA	90068	M	USPS
Best Western South Bay Hotel		15000 Hawthorne Blvd		Lawndale	CA	90260	M	USPS
Best Western Suites		5005 W. Century Blvd.		Inglewood	CA	90304	M	USPS
Beverly Hills Cab Company		6102 Venice Blvd.		Los Angeles	CA	90034	M	USPS
BOAC OFFICE	Sandy Miller	1 World Way	1ST FLOOR	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9377 4115
Bradberry Company (Dollar Bill Changer)		1537 E. Adams Blvd.		Los Angeles	CA	90011	M	USPS
Bravo Aviation		401 World Way		Los Angeles	CA	90045	M	USPS
Brioche Doree		400 World Way		Los Angeles	CA	90045	M	USPS
British Airways		380 World Way		Los Angeles	CA	90045	M	USPS
British Airways, PLC		380 World Way		Los Angeles	CA	90045	M	USPS
Brookstone		100 World Way		Los Angeles	CA	90045	M	USPS
Brookstone	Phillip Roizin	17 Riverside Street		Nashua	NH	03062	M	USPS
Buchalter Nemer	Barbara Lichman, Ph.D.	18400 Von Karman Avenue	Suite 800	Irvine	CA	92612	CD	1Z 1A1 60X 02 9873 2679
Budget Rent A Car		9775 Airport Blvd		Los Angeles	CA	90045	M	USPS
Burbank-Glendale-Pasadena Airport Authority	Dan Feger	2627 Hollywood Way		Burbank	CA	91505	M	USPS
Burger King		200 World Way		Los Angeles	CA	90045	M	USPS
Buth Na Bodhaige dba The Body Shop	Tequilla Thomas	700 World Way	Space 6	Los Angeles	CA	90045	M	USPS
Ca. Integrated Wast Management Board	Sue O'Leary	1001 I Street		Sacramento	CA	95812	M	USPS
Cadillac Hotel		8 Dudley Ave.		Venice	CA	90293	M	USPS
Caesar's Motor Hotel		4652 W. Century Blvd.		Inglewood	CA	90304	M	USPS
Cal Trans - District 7	Dianna Watson	100 S. Main Street		Los Angeles	Ca	90012	CD	1Z 1A1 60X 02 9049 3675
Cal Trans - Div. of Aeronautics	Sandy Hesnard	1120 N. Street	Room 3300	Sacramento	CA	94274	CD	1Z 1A1 60X 02 9044 1686
California Crush		100 World Way		Los Angeles	CA	90045	M	USPS
California Highway Patrol	Shirley Kelly	2555 1St Ave		Sacramento	CA	95818	M	USPS
California Market		380 World Way		Los Angeles	CA	90045	M	USPS
California Pizza Kitchen		800 World Way		Los Angeles	CA	90045	M	USPS
California Public Utilities Commission, Safety and Enforcement	Noel Takahara	320 W. 4Th Street	Suite 500	Los Angeles	CA	90013	M	USPS
Calop Aeroground Services	Y.Y. Park	5250 W. Century Blvd.	Suite 614	Los Angeles	CA	90045	M	USPS
Camacho, Inc	Ramon Gonzalez	845 N. Alameda St		Los Angeles	CA	90012	M	USPS
Canteen Corp. (Money Changing Machines)		17755 E. Valley Blvd.		City Of Industry	CA	91744	M	USPS
Caterina's	Josie Reitkerk	417 Calle Robles		San Clemente	CA	92672	M	USPS
Cathay Pacific Airways		380 World Way		Los Angeles	CA	90045	M	USPS
CBM Industries		315 Glasgow Ave.		Inglewood	CA	90301	M	USPS
CBR	Irma Lain	7630 Excelsior Blvd.		Mineappolis	MN	55426	M	USPS
CDM Smith	Robin Ijams	111 Academy	Suite 150	Irvine	CA	92612	M	USPS
CDS, Inc.		5959 W. Century Blvd.	Suite #703	Los Angeles	CA	90045	M	USPS
Celebrate Life		100 World Way		Los Angeles	CA	90045	M	USPS
Central Coast Shuttle Services, Inc.		3249 Terminal Drive	Suite #102	Santa Maria	CA	93455	M	USPS
Certified Aviation Inc.		3198 Airport Loop,	Ste. H	Costa Mesa	CA	92626	M	USPS
Chatten-Brown & Carstens	Doug Carstens	2601 Ocean Park Blvd.	Suite 205	Santa Monica	CA	90405	CD	1Z 1A1 60X 02 9379 7690
Chatten-Brown & Carstens		2200 Pacific Coast Hwy	Ste. 318	Hermosa Beach	CA	90254	M	USPS
CHB Courier		10053 International Rd	#23	Los Angeles	CA	90045	M	USPS
Checker Cab		11003 South Hawthorne Blvd		Lennox	CA	90045	M	USPS
CHELSEA CATERING		7265 World Way West		Los Angeles	CA	90045	M	USPS
Chevalier, Allen & Lichman, LLP		695 Town Center Drive	Suite 700	Costa Mesa	CA	92626	M	USPS
Chevron USA		324 W. El Segundo Blvd.		Los Angeles	CA	90045	M	USPS
Chili's Too		400 World Way		Los Angeles	CA	90045	M	USPS
China Airlines	Tim Chen	380 World Way		Los Angeles	CA	90045	M	USPS
China Eastern	Michael Simpson	380 World Way		Los Angeles	CA	90045	M	USPS
China Southern		6300 Wilshire Blvd.	Suite 101	Los Angeles	CA	90048	M	USPS
Cinnabon		600 World Way		Los Angeles	CA	90045	M	USPS
City Cab		7955 San Fernando Road		Los Angeles	CA	90045	M	USPS
City Deli		209 World Way		Los Angeles	CA	90045	M	USPS
City of Culver City	Carol Schwab	9770 Culver Blvd.	City Hall	Culver City	CA	90232	CD	1Z 1A1 60X 02 9196 1701
City of Culver City	John Nachbar	9770 Culver Blvd.		Culver City	CA	90232	CD	1Z 1A1 60X 02 9133 3710
City of Culver City	Heather Baker	9770 Culver Blvd.		Culver City	CA	90232	CD	1Z 1A1 60X 02 9331 3729
City of El Segundo	Bill Fisher	350 Main Street		El Segundo	CA	90245	CD	1Z 1A1 60X 02 9430 1730
City of El Segundo	Greg Carpenter	350 Main Street		El Segundo	CA	90245	CD	1Z 1A1 60X 02 9069 7740
City of El Segundo	Dave Atkinson	350 Main Street		El Segundo	CA	90245	CD	1Z 1A1 60X 02 9390 1754
City of El Segundo	Carl Jacobsen	350 Main Street		El Segundo	CA	90245	CD	1Z 1A1 60X 02 9031 3761
City of El Segundo - Department of Planning and Building Safety	Kimberly Christenson	350 Main Street		El Segundo	CA	90245	CD	1Z 1A1 60X 02 9133 3774
City of Inglewood	James T. Butts, Jr.	1 Manchester Blvd.	9th Floor	Inglewood	CA	90301	CD	1Z 1A1 60X 02 9336 1785
City of Inglewood	Kenneth Campos	1 Manchester Blvd.	Suite 860	Inglewood	CA	90301	CD	1Z 1A1 60X 02 9279 7790
City of Inglewood - Residential Sound Insulation Department	Michael Calzada	One W. Manchester Boulevard		Inglewood	CA	90301	CD	1Z 1A1 60X 02 9104 1802
City of Los Angeles	HERB WESSON	200 N. Spring Street	ROOM 430	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9449 3819
City of Los Angeles	MITCHELL ENGLANDER	200 N. Spring Street	ROOM 405	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9455 3825
City of Los Angeles	Mitch O'Farrel	200 N. Spring Street	ROOM 475	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9262 1835

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
City of Los Angeles	JOSE HUIZAR	200 N. Spring Street	ROOM 465	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9009 7844
City of Los Angeles	JOE BUSCAINO	200 N. Spring Street	ROOM 425	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9338 1852
City of Los Angeles	Gil Cedillo	200 N. Spring Street	ROOM 410	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9387 3866
City of Los Angeles	PAUL KREKORIAN	200 N. Spring Street	ROOM 435	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9297 3876
City of Los Angeles	Bob Blumenfeld	200 N. Spring Street	ROOM 450	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9208 1884
City of Los Angeles	TOM LaBONGE	200 N. Spring Street	ROOM 480	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9259 7890
City of Los Angeles	PAUL KORETZ	200 N. Spring Street	ROOM 440	Los Anglees	CA	90012	CD	1Z 1A1 60X 02 9092 1907
City of Los Angeles	Nury Martinez	200 N. Spring Street	ROOM 455	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9159 3921
City of Los Angeles	Felipe Fuentes	200 N. Spring Street	ROOM 470	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9174 1930
City of Los Angeles	BERNARD PARKS	200 N. Spring Street	ROOM 460	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9029 7940
City of Los Angeles	Curren Price	200 N. Spring Street	ROOM 420	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9366 1951
City of Los Angeles	Mike Bonin	200 N. Spring Street	Room 415	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9323 3968
City of Los Angeles	Borja Leon	200 N. Spring Street	Suite 303	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9041 3975
City of Los Angeles - Bureau of Engineering	Gary Moore	1149 S.Broadway	SUITE 700	Los Angeles	CA	90015	CD	1Z 1A1 60X 02 9160 1984
City of Los Angeles - Bureau of Engineering	Michael Patonai	1149 S. Broadway, 6Th Floor, Suite 600		Los Angeles	CA	90015-2213	CD	1Z 1A1 60X 02 9319 7990
City of Los Angeles - Bureau of Sanitation	Ali Poosti	2714 Media Center Drive		Los Angeles	CA	90065	CD	1Z 1A1 60X 02 9160 2009
City of Los Angeles - Bureau of Sanitation		1149 South Broadway, 10Th Floor		Los Angeles	CA	90015	CD	1Z 1A1 60X 02 9321 4014
City of Los Angeles - City Attorney's Office	Suzanne Tracy	100 North Main Street	Room 800	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9377 4115
City of Los Angeles - City Clerk		200 N. Spring Street	Room 360	Los Angeles	CA	90012	H	
City of Los Angeles - Department of Building & Safety		201 N. Figueroa Street		Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9443 4025
City of Los Angeles - Department of City Planning	Michael LoGrande	200 N. Spring Street	5th Floor, Room #667	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9166 2034
City of Los Angeles - Department of Transportation	Sean Haeri	7166 W. Manchester Avenue		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9129 8045
City of Los Angeles - Department of Transportation	Jay Kim	100 S. Main Street	10th Floor	Los Angeles	Ca	90011	CD	1Z 1A1 60X 02 9474 2059
City of Los Angeles - Department of Transportation	Eddie Guerrero	7166 Manchester Avenue		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9339 4062
City of Los Angeles - Department of Water and Power	Charles Holloway	111 N. Hope St.	10th Floor	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9365 4076
City of Los Angeles - Department of Water and Power	Ron Nichols	111 N. Hope Street	# 1021	Los Angeles	CA	90011	CD	1Z 1A1 60X 02 9192 2084
City of Los Angeles Fire Department	James Featherstone	200 N. Main Street	Room 1800	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9459 8091
City of Los Angeles Police Department	CHARLIE BECK	100 W. 1St. Street		Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9308 2103
City of Ontario	Chris Hughes	303 East "B" Street		Ontario	CA	91764	CD	1Z 1A1 60X 02 9766 8714
CMA Mexicana Airlines	Emilio Molina	380 World Way		Los Angeles	CA	90045	M	USPS
Coast Flyer		241-B Prado Road		San Luis Obispo	CA	93401	M	USPS
Comfort Inn		850 N. Sepulveda Blvd.		Manhattan Beach	CA	90266	M	USPS
Comfort Inn and Suites		4922 W. Century Blvd.		Inglewood	CA	90304	M	USPS
Concessions Management Services	Greg Plummer	8939 S. Sepulveda Blvd.	Suite 414	Los Angeles	CA	90045	M	USPS
Concourse Concessions, Inc	Betty Dixon	880 Parkview Dr. North		El Segundo	CA	90245	M	USPS
CONTINENTAL AIRLINES		600 World Way		Los Angeles	CA	90045	M	USPS
Copa Airlines	Cesar Pina	600 World Way		Los Angeles	CA	90045	M	USPS
County of Los Angeles	Elaine Lemke	648 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012-2713	CD	1Z 1A1 60X 02 9915 0724
County of Los Angeles	John F. Kraptli	648 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012-2713	CD	1Z 1A1 60X 02 9767 9935
County of Los Angeles	Lawrence Hefetz	648 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012-2713	CD	1Z 1A1 60X 02 9724 0345
County of Los Angeles	William Fujioka	648 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012-2713	CD	1Z 1A1 60X 02 9529 5951
County of Los Angeles	Richard J. Bruckner	320 W. Temple Street	13th Floor	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9839 0762
County of Los Angeles - Council District 11 Field Office	Jessica Duboff	7166 W. Manchester Ave.		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9974 8777
County of Los Angeles - County Clerk		12400 Imperial Hwy.		Norwalk	CA	90650	CD	1Z 1A1 60X 02 9887 3982
County of Los Angeles - County Supervisor 1st District	Hilda Solis	822 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9815 0397
County of Los Angeles - County Supervisor 2nd District	Mark Ridley-Thomas	822 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9644 2003
County of Los Angeles - County Supervisor 3rd District	Sheila Kuehl	822 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9969 2818
County of Los Angeles - County Supervisor 4thDistrict	Don Knoble	822 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9852 6820
County of Los Angeles - County Supervisor 5th District	Mike Antonovich	822 Kenneth Hahn Hall Of Administration	500 West Temple St.	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9784 8038
County of Los Angeles - Department of Beaches and Harbors	Barry Kurtz	13837 Fiji Way		Marina Del Ray	CA	90292	CD	1Z 1A1 60X 02 9844 0449
County of Los Angeles - Department of Beaches and Harbors	Charlotte Miyamoto	13838 Fiji Way		Marina Del Ray	CA	90292	CD	1Z 1A1 60X 02 9556 8059
County of Los Angeles - Department of Public Works		900 S. Frement Ave	11th Floor	Alhambra	CA	91803	CD	1Z 1A1 60X 02 9957 4866
County of Los Angeles - Department of Public Works		P.O. Box 1460		Alhambra	CA	91802-1460	CD	1Z 1A1 60X 02 9848 4876
County of Los Angeles - Department of Regional Planning		320 W. Temple Street, Room 1348		Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9760 2089
County of Orange	Giancola Michael	Attention: Alisa Drakodaidis	333 W. Santa Ana Blvd.	Santa Ana	CA	92701	CD	1Z 1A1 60X 02 9611 0497
County of Riverside	Carolyn Syms Luna		4080 Lemon Street, 12th	Riverside	CA	92501	CD	1Z 1A1 60X 02 9567 4103
County of San Bernardino	Christine Kelly	385 N. Arrowhead Ave.,	1st Floor	San Bernardino	CA	92415	CD	1Z 1A1 60X 02 9603 6916
County of Ventura	Michael Powers	Attention: Planning Director	800 S. Victoria Ave.,	Ventura	CA	93009	CD	1Z 1A1 60X 02 9762 2923
Courtyard by Marriott		2000 E. Mariposa Ave.		El Segundo	CA	90245	M	USPS
Courtyard by Marriott (LAX)		6161 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Creative Croissants		500 World Way		Los Angeles	CA	90045	M	USPS
Crews of California		380 World Way		Los Angeles	CA	90045	M	USPS
Crews of California Satellite		100 World Way		Los Angeles	CA	90045	M	USPS
Crowne Plaza LAX		5985 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Culver City Bus Line		4343 Duquesne Ave.		Culver City	CA	90232	M	USPS
Culver City Library	Senior Librarian	4975 Overland Avenue		Culver City	CA	90230	H	1Z 1A1 60X 02 9771 0293
Custom Air Transport, Inc.		5701 W. Imperial Hwy.		Los Angeles	CA	90045	M	USPS
Daily Grill		380 World Way		Los Angeles	CA	90045	M	USPS
Days Inn - Airport Center		901 W. Manchester Blvd.		Inglewood	CA	90301	M	USPS
Days Inn South Bay		15636 Hawthorne Blvd.		Lawndale	CA	90260	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
Delaware North Companies Travel Hospitality Services, Inc.	Kurt Clausen	209 World Way		Los Angeles	CA	90045	M	USPS
DELTA AIRLINES		6060, 6080 Avion Drive		Los Angeles	CA	90045	M	USPS
DEPARMENT OF NEIGHBORHOOD EMPOWERMENT (DONE)	BONGHWAN KIM	334-B E. 2Nd Street		Los Angeles	CA	90012	M	USPS
Destination LA / LA EDGE		400 World Way		Los Angeles	CA	90045	M	USPS
DFS Group, L.P.		380 World Way		Los Angeles	CA	90045	M	USPS
DHL WORLDWIDE EXPRESS		5791 W. Imperial Hwy		Los Angeles	CA	90045	M	USPS
Disneyland Express		2001 S. Manchester Ave.		Anaheim	CA	92802	M	USPS
Dollar Rent-A-Car		5630 West Arbor Vitae		Los Angeles	CA	90045	M	USPS
Doubletree Club Hotel - LAX		1985 E. Grand		El Segundo	CA	90245	M	USPS
Dr. Mary McLeod Bethune Regional Branch Library	Senior Librarian	3900 S. Western Avenue		Los Angeles	CA	90062	H	1Z 1A1 60X 02 9771 0293
Duty Free Retail	Joseph Lyons	1580 Francisco St		Torrance	CA	90501	M	USPS
Dynair Corporation		7007 W. Imperial Hwy.		Los Angeles	CA	90045	M	USPS
El Al Israel Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
El Cholo Cantina		500 World Way		Los Angeles	CA	90045	M	USPS
El Paseo		380 World Way		Los Angeles	CA	90045	M	USPS
El Segundo Library	Senior Librarian	111 W. Mariposa Avenue		El Segundo	CA	90245	H	1Z 1A1 60X 02 9771 0293
Elsinore Aircraft Services Inc.		P.O. Box. 91947		Los Angeles	CA	90009	M	USPS
Emirates Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
Euro Coffee and Haagen Dazs		380 World Way		Los Angeles	CA	90045	M	USPS
Eurotal, A Partnership	Peter Cohen	3360 Fruitland Ave		Vernon	CA	90058	M	USPS
EVA Air		380 World Way		Los Angeles	CA	90045	M	USPS
EVERGREEN AVIATION - GROUND LOGISTICS ENT.	Paulo Trentini	12900 Simms Street	Suite #3024	Hawthorne	CA	97128	M	USPS
Evergreen E.A.G.L.E		7001 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
Ezzat's Catering		18333 S. Main St.		Gardena	CA	90248	M	USPS
FAA	Ruben Cabalbag	15000 Aviation Blvd., Suite 3024		Lawndale	CA	90261	CD	1Z 1A1 60X 02 9613 6139
FAA	Kurt Haukohl	1601 Lind Ave Sw		Renton	WA	98057	M	USPS
FAA	Dave Cushing	15000 Aviation Blvd.	LAX-ADO	Lawndale	CA	90261	M	USPS
FEDERAL EXPRESS		7401 World Way West		Los Angeles	CA	90045	M	USPS
FEDERAL EXPRESS CORP.		12600 South Prairie Avenue		Hawthorne	CA	90250	M	USPS
First Aid Station		380 World Way		Los Angeles	CA	90045	M	USPS
Flight Time		200 World Way		Los Angeles	CA	90045	M	USPS
Four Points Barcelo Hotel Sheraton		5990 Green Valley Circle		Culver City	CA	90230	M	USPS
Four Points Hotel Sheraton		9750 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Fox Rent-A-Car		5500 W. Century Blvd		Los Angeles	CA	90045	M	USPS
Frontier Airlines	Diana Hatfield	300 World Way		Los Angeles	CA	90045	M	USPS
Gabrieleno Band of Mission Indians	Andrew Salas	P.O. Box 393		Covina	CA	91723	M	USPS
Gabrielino Tongva Indians of California Tribal Counci	Robert Dorame	P.O. Box 490		Bellflower	CA	90707	M	USPS
Gabrielino Tongva Nation	Sam Dunlap	P.O. Box 86908		Los Angeles	CA	90086	M	USPS
Gabrielino Tongva Tribe	Linda Candelaria	1875 Century Park East	Suite #1500	Los Angeles	CA	90067	M	USPS
Gabrielino/Tongva San Gabriel Band of Mission Indians	Anthony Morales	P.O. Box 693		San Gabriel	CA	91778	M	USPS
Gate Gourmet		6701 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
Gateway to LA Business Improvement District	Laurie Hughes	6151 W. Century Blvd.	Suite 121	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9916 0544
Gladstone's 4 Fish Restaurant		300 World Way		Los Angeles	CA	90045	M	USPS
Globe Aviation Services (Security Screening)		5757 W. Century Blvd.	Suite 518	Los Angeles	CA	90045	M	USPS
Globe Ground of North America		7025 West Imperial Highway		Los Angeles	CA	90045	M	USPS
Gordon Biersch Brewery		100 World Way		Los Angeles	CA	90045	M	USPS
Gov. Office of Planning & Research - State Clearinghouse	Scott Morgan	1400 10Th Street / P.O. Box 3044		Sacramento	CA	95814	M	USPS
Greene's Ready Mixed Concrete Company		5299 W. 11Th Street		Los Angeles	CA	90045	M	USPS
Ground Services Inc.		6951 World Way West		Los Angeles	CA	90045	M	USPS
Hacienda Hotel		525 N. Sepulveda Blvd.		El Segundo	CA	90245	M	USPS
Hallmark Aviation		5757 W. Century Blvd.	Ste. 860	Los Angeles	CA	90046	M	USPS
Hamada Inc	Lorrie Hernandez	380 World Way		Los Angeles	CA	90045	M	USPS
Hamada Orient Express		380 World Way		Los Angeles	CA	90045	M	USPS
Hampton Inn		10300 La Cienega Blvd.		Inglewood	CA	90304	M	USPS
Hawaiian Airlines	John Solomito	200 World Way		Los Angeles	CA	90045	M	USPS
Hawthorne Library	Senior Librarian	12700 Grevillea Avenue		Hawthorne	CA	90250	H	1Z 1A1 60X 02 9771 0293
Hertz Rent-A-Car		9000 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Hilltop Aviation/Corsair Airlines	Jan Steinwald	5777 W. Century Blvd.	Suite 1095	Los Angeles	CA	90045	M	USPS
Hilton Garden Inn		2100 E. Mariposa Ave.		El Segundo	CA	90245	M	USPS
HMS dba Destination LA/LA Edge	Allan Wade	201 World Way		Los Angeles	CA	90045	M	USPS
HMSHost Corp	Rich Bennett	201 World Way		Los Angeles	CA	90045	M	USPS
Holiday Inn - Los Angeles Int'l Airport		9901 La Cienega Blvd.		Los Angeles	CA	90045	M	USPS
Holiday Inn Express Hotel & Suites		14814 Hawthorne Blvd.		Lawndale	CA	90260	M	USPS
Hollywood Store		380 World Way		Los Angeles	CA	90045	M	USPS
Home Turf Sports Bar		600 World Way		Los Angeles	CA	90045	M	USPS
Horizon Airlines		300 World Way		Los Angeles	CA	90045	M	USPS
Host International	Bruce Fish	201 World Way		Los Angeles	CA	90045	M	USPS
Howard Johnsons' Internationa		8620 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Hudson Booksellers		380 World Way		Los Angeles	CA	90045	M	USPS
Hudson News		380 World Way		Los Angeles	CA	90045	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
Hudson News/ Hudson Booksellers		600 World Way		Los Angeles	CA	90045	M	USPS
Huntleigh U.S.A. (Security Screening)		100 World Way		Los Angeles	CA	90045	M	USPS
I Love L A		5777 Century Blvd.	Suite 1665	Los Angeles	CA	90045	M	USPS
ICE Currency Exchange Kiosk		380 World Way		Los Angeles	CA	90045	M	USPS
Ideal Custom Catering		3120 W. 139Th Street		Hawthorne	CA	90250	M	USPS
In Motion		380 World Way		Los Angeles	CA	90045	M	USPS
Independent Taxi		700 N. Virgil		Los Angeles	CA	90029	M	USPS
Inglewood Library	Senior Librarian	101 W. Manchester Blvd.		Inglewood	CA	90301	H	1Z 1A1 60X 02 9771 0293
Insure America		1 World Way		Los Angeles	CA	90045	M	USPS
International Air Service Company		950 Tower Lane	#1500	Foster City	CA	94404	M	USPS
ITS (Int'l Total Services Security Screening)		300 World Way		Los Angeles	CA	90045	M	USPS
Jacobs	Ronald Siecke	3161 Michelson Drive		Irvine	CA	92612	M	USPS
Japan Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
Jaroth, Inc dba Pacific Telemanagment Services	Doug Lubushkir	14472 Wicks Blvd.		San Leandro	CA	94577	M	USPS
Java Java, Inc	Mary Le Nguye	600 World Way		Los Angeles	CA	90045	M	USPS
JC Decaux Airport, Inc.	Steve MacKelvie	1320 Newton Street		Los Angeles	CA	90021	M	USPS
Jetway Booksellers		600 World Way		Los Angeles	CA	90045	M	USPS
Jetway Express	Chih Hsing Pei	8929 S. Sepulveda Blvd.	#405	Los Angeles	CA	90045	M	USPS
Jobe Corporation		7001 World Way West		Los Angeles	CA	90045	M	USPS
Jody Maroni's		600 World Way		Los Angeles	CA	90045	M	USPS
Karl Strauss Microbrewery		700 World Way		Los Angeles	CA	90045	M	USPS
Kern Oil And Refining Company		180 E. Ocean	#910	Long Beach	CA	90802-4798	M	USPS
Kidsworks		100 World Way West		Los Angeles	CA	90045	M	USPS
Kidsworks		700 World Way		Los Angeles	CA	90045	M	USPS
Kidsworks		380 World Way		Los Angeles	CA	90045	M	USPS
KLM Royal Dutch Airlines	Roger Harvey	200 World Way		Los Angeles	CA	90045	M	USPS
Korean Airlines Company Ltd.		380 World Way		Los Angeles	CA	90045	M	USPS
L.A. Roadhouse-Route 66		200 World Way		Los Angeles	CA	90045	M	USPS
La Brea Bakery		701 World Way		Los Angeles	CA	90045	M	USPS
LACSA Airlines		200 World Way		Los Angeles	CA	90045	M	USPS
LAN Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
LAN Peru		380 World Way		Los Angeles	CA	90045	M	USPS
Landmark Aviation		6201 W. Imperial Hwy		Los Angeles	CA	90045	M	USPS
Lanovac, Inc.		6041 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
Last Stop News Shop		600 World Way		Los Angeles	CA	90045	M	USPS
Los Angeles World Airports	Steve Martin	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9976 0155
Los Angeles World Airports	Evelyn Quintanilla	1 World Way	Suite 218	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9707 8969
Los Angeles World Airports	Gina Marie Lindsey	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9377 4115
Los Angeles World Airports	Pat Tomcheck	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9894 0971
LAWA - Business & Job Resources	Joyce Sloss	6151 Century Blvd.	Suite 1000	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9645 0183
LAWA - Capital Programming and Planning	Cynthia Guidry	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9377 4115
LAWA - Capital Programming and Planning	Diego Alvarez	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9559 0597
LAWA - Capital Programming and Planning	Lisa Trifiletti	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9582 6207
LAWA - Facilities Planning Division	Roger Johnson	7301 World Way West	10th Floor	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9570 1010
LAWA - Governmental Affairs	Mark Adams	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9543 9028
LAWA - LAX Coalition	Shabaka Heru	207 E. 136Th Street		Los Angeles	CA	90061	CD	1Z 1A1 60X 02 9654 4233
LAWA - Public Relations Division	Mary Grady	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9840 0643
LAWA Police Bureau	Arif Alikhan	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9687 2254
LAWA Police Department	Patrick Gannon	1 World Way		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9990 3063
LAX Area Advisory Committee	Harold Johnson	1 World Way	c/o Brenda Martinez	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9377 4115
LAX Coastal Area Chamber of Commerce	Christina Davis	9100 S. Sepulveda Blvd.	Suite 210	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9511 7072
LAX Community Liason - Council District 11	CHAD MOLNAR	7166 W. Manchester Blvd.		Westchester	CA	90045	CD	1Z 1A1 60X 02 9941 8285
LAX TWO Corporation	John Hall	200 World Way	Box 11	Los Angeles	CA	90045	M	USPS
LAXFUEL CORP.		9900 Lax Fuel Road		Los Angeles	CA	90045	M	USPS
LAXTEC	Frank Clark	380 World Way		Los Angeles	CA	90045	M	USPS
Los Angeles Community College District	Thomas Hall	770 Wilshire Boulevard		Los Angeles	CA	90017	CD	1Z 1A1 60X 02 9559 0695
Lenlyn Ltd dba ICE Currency Service	Hugo Gomez	6151 W. Century Blvd		Los Angeles	CA	90045	M	USPS
Lennox Library		4350 Lennox Boulevard		Lennox	CA	90304	H	1Z 1A1 60X 02 9771 0293
Life Is Good		500 World Way		Los Angeles	CA	90045	M	USPS
LTU International Airways		380 World Way		Los Angeles	CA	90045	M	USPS
Lufthansa German Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
Luggage Store		380 World Way		Los Angeles	CA	90045	M	USPS
Malaysia Airline		380 World Way		Los Angeles	CA	90045	M	USPS
Malibu Al's		500 World Way		Los Angeles	CA	90045	M	USPS
Marina Bar		380 World Way		Los Angeles	CA	90045	M	USPS
Martinair Holland (MP)		11001 Aviation Blvd.	Suite 222	Los Angeles	CA	90045	M	USPS
MBI Enterprises		5551 W. Manchester Blvd.		Los Angeles	CA	90045	M	USPS
McDonald's		380 World Way		Los Angeles	CA	90045	M	USPS
MENZIES	FRANK DOBBELSTEIJN	6951 World Way West		Los Angeles	CA	90045-5833	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
MERCURY		6040 Avion Drive		Los Angeles	CA	90045	M	USPS
MERCURY AIR CENTER INC.		7000 World Way West		Los Angeles	CA	90045	M	USPS
Mercury Air Center Los Angeles Inc.		6411 Imperial Highway		Los Angeles	CA	90045	M	USPS
Metropolitan Express		7135 W. Manchester Blvd.		Los Angeles	CA	90045	M	USPS
Metropolitan Transportation Authority	Martha Welborne	One Gateway Plaza	C/O Scott Hartwell	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9589 8309
Metropolitan Transportation Authority	Roderick B. Diaz	One Gateway Plaza	3rd. Floor	Los Angeles	CA	90012	CD	1Z 1A1 60X 02 9768 5115
Mexicana Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
Mickey's Space Ship Shuttle		P. O. Box 8903		Anaheim	CA	92812	M	USPS
Midwest Airlines		400 World Way		Los Angeles	CA	90045	M	USPS
Milner Hotel		813 S. Flower Street		Los Angeles	CA	90017	M	USPS
Mitsui Company USA (Mobil Oil)		601 S. Figueroa	Suite 1800	Los Angeles	CA	90017	M	USPS
Monet's, A California Deli		600 World Way		Los Angeles	CA	90045	M	USPS
Moneygram (Wired Money)		300 World Way		Los Angeles	CA	90045	M	USPS
Motel 6		5101 W. Century Blvd.		Inglewood	CA	90304	M	USPS
National Car Rental		9419 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Native American Heritage Comm.	Scott Singleton	915 Capito Mall	Room 364	Sacramento	CA	95814	CD	1Z 1A1 60X 02 9597 5127
Neighborhood Council of Westchester/Playa		8726 S. Sepulveda Blvd., Pmb 191A		Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9807 2338
Neptune Networks		380 World Way		Los Angeles	CA	90045	M	USPS
New South Parking		251 World Way		Los Angeles	CA	90045	M	USPS
News Flash	Winifred Harris	5995 S. Sepulveda Blvd	Suite 205	Culver City	CA	90230	M	USPS
NEWS MEDIA CORP.		7000 World Way West		Los Angeles	CA	90045	M	USPS
Nikko In-flight Catering		6751 W. Imperial Highway		Los Angeles	CA	90045	M	USPS
Nippon Cargo Airlines	Hiroshi Ikeya	6501 W Imperial Highway		Los Angeles	CA	90045	M	USPS
Northwest Airlines	Carmen Berenal	200 World Way		Los Angeles	CA	90045	M	USPS
Oasis Aviation Inc.		5777 W. Century Blvd.	#1490	Los Angeles	CA	90045	M	USPS
Occidental Petroleum Corporation		7000 World Way West		Los Angeles	CA	90045	M	USPS
Office of Emergency Services	Dennis Castillc	3650 Schriever Ave		Mather	CA	95655	M	USPS
Ogden Aviation Services		6951 World Way West		Los Angeles	CA	90045	M	USPS
On the Border Mexican Grill		400 World Way		Los Angeles	CA	90045	M	USPS
One Source		380 World Way		Los Angeles	CA	90045	M	USPS
Pacific Aviation Group	Phil Shah	380 World Way	Suite 5200	Los Angeles	CA	90045	M	USPS
Pacific Coast Traders		200 World Way		Los Angeles	CA	90045	M	USPS
Pacific Fuel Trading		111 W. Ocean Blvd.	#1950	Long Beach	CA	90802	M	USPS
Parsons Brinckerhoff	Peter Aarons	444 South Flower St, Suite 800		Los Angeles	CA	90071	M	USPS
Payless Rent A Car		10121 Glasgow Place		Los Angeles	CA	90045	M	USPS
Pedus Building Service		380 World Way		Los Angeles	CA	90045	M	USPS
Philippine Airlines		380 World Way	Suite 4117	Los Angeles	CA	90045	M	USPS
Playa Vista Branch Library	Senior Librarian	6400 Playa Vista Drive		Los Angeles	CA	90094	H	1Z 1A1 60X 02 9771 0293
Polar Air Cargo		6041 W. Imperial Hwy.		Los Angeles	CA	90045	M	USPS
Powerline Oil Company		12354 Lakeland Road.		Santa Fe Springs	CA	90670	M	USPS
PRAXAIR INC.		7500 World Way West		Los Angeles	CA	90045	M	USPS
Prime Time Shuttle		6060 W. Manchester Ave.		Los Angeles	CA	90045	M	USPS
PS Trading (Fuel)		4370 La Jolla Village Dr.	#1050	San Diego	CA	92122	M	USPS
QANTAS AIRWAYS, LTD.		380 World Way	SUITE 4124	Los Angeles	CA	90045	M	USPS
Quality Hotel Los Angeles Airport		5249 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Quick Aid Terminal Information Monitors - TTMC		2437 Durant Ave	#207	Berkeley	CA	94704	M	USPS
Radisson Hotel at LAX		6225 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Radisson Hotel Westside		6161 Centinela Avenue		Culver City	CA	90230	M	USPS
Ramada Limited		4300 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Ramada Plaza Hotel Airport South		5250 W. El Segundo Blvd.		Hawthorne	CA	90250	M	USPS
RAYTHEON COMPANY		7265 World Way West		Los Angeles	CA	90045	M	USPS
Redondo Beach Brewing Co.		600 World Way		Los Angeles	CA	90045	M	USPS
Regency Plaza L.A. Airport Hotel		6161 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Regional Water Quality Control Board	Teresa Rodgers	320 W. 4Th Street	Suite 200	Los Angeles	CA	90013	M	USPS
Reliant Immediate Care Medical Center		9601 South Sepulveda Blvd.		Los Angeles	CA	90045	M	USPS
Renaissance Hotel		9620 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Residence Inn by Marriott		2135 East El Segundo Blvd		El Segundo	CA	90245	M	USPS
Riscomp Industries		500 World Way		Los Angeles	CA	90045	M	USPS
Roadrunner Shuttle		537 Constitution Ave. G		Camarillo	CA	93010	M	USPS
Rock-It Air Charters, Inc.		6201 W. Imperial Hwy.		Los Angeles	CA	90045	M	USPS
ROLLS ROYCE		7000 World Way West		Los Angeles	CA	90045	M	USPS
Royal Century Hotel		4330 W. Century Blvd.		Inglewood	CA	90304	M	USPS
Ruby's		600 World Way		Los Angeles	CA	90045	M	USPS
Sage Strategic Advisors	Lucy McCoy	17150 Weddington St		Encino	CA	91316	M	USPS
Santa Barbara Airbus		5755 Thornwood Dr.		Goleta	CA	93117	M	USPS
Santa Monica Big Blue Bus		1660 7Th St.		Santa Monica	CA	90401	M	USPS
SCAG	Ryan Hall	818 W. 7Th Street		Los Angeles	CA	90017	CD	1Z 1A1 60X 02 9590 4355
SCAQMD	Jillian Baker	21865 Copley Drive		Diamond Bar	CA	91765	CD	1Z 1A1 60X 02 9601 3173
See's Candies		400 World Way		Los Angeles	CA	90045	M	USPS
Servisair		7025 W. Imperial Hwy.		Los Angeles	CA	90045	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
SERVISAIR	DAVID MEDINA	7025 West Imperial Hwy		Los Angeles	CA	90045	M	USPS
Sheraton Gateway Hotel		6101 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Shield Security Inc.		200 N. Westmoreland		Los Angeles	CA	90045	M	USPS
Shute, Mihaly & Weinberger LLP	E. Clement Shute	396 Hayes Street		San Francisco	CA	94102	CD	1Z 1A1 60X 02 9550 6384
Shute, Mihaly & Weinberger LLP	Osa Wolff	396 Hayes Street		San Francisco	CA	94102	CD	1Z 1A1 60X 02 9511 0793
Shute, Mihaly & Weinberger LLP	Gabriel Ross	396 Hayes Street		San Francisco	CA	94102	CD	1Z 1A1 60X 02 9598 9210
Shuttle One		9800 S. Sepulveda Blvd.		Los Angeles	CA	90045	M	USPS
Singapore Airlines		380 World Way		Los Angeles	CA	90045	M	USPS
SITA Corporation	Sasta Verma	2250 E. Imperial Highway		Los Angeles	CA	90245	M	USPS
SKYCHEF INC.		7051 World Way West		Los Angeles	CA	90044	M	USPS
Smart Carte	Jorge Menchaca	300 World Way		Los Angeles	CA	90045	M	USPS
Societe Air France SA	Ziya Akbas	200 World Way	Suite 3058	Los Angeles	CA	90045	M	USPS
Soto & Sanchez	Manuel Soto	5777 Century Blvd.	Suite 1665	Los Angeles	CA	90045	M	USPS
South Coast Air Quality Management Distric	Ian MacMillan	21865 Copley Drive	C/O Ian Macmillan	Diamond Bar	CA	91765	M	USPS
Southern California Area Governments	Jonathan Nadler	818 W. 7Th Street	12th Floor	Los Angeles	CA	90017	M	USPS
Southwest Airlines Co.	Steve Hubbel	9851 Coast Guard Rd.		Los Angeles	CA	90045	M	USPS
Southwest Airlines Co.		9601 Coast Guard Rd.		Los Angeles	CA	90045	M	USPS
Spirit Airlines c/o Delta Airlines	Thom Sunshine	500 World Way		Los Angeles	CA	90045	M	USPS
SSP Selective Service Partners LLP	Celia Hernandez	5 River Rd.	#327	Wilton	CT	06897	M	USPS
STAKEHOLDER LIAISON OFFICE	BRENDA MARTINEZ-SIDHOM	1 World Way	SUITE 208	Los Angeles	CA	90045	CD	1Z 1A1 60X 02 9377 4115
Starbucks		800 World Way		Los Angeles	CA	90045	M	USPS
State Clearinghouse		1400 Tenth Street		Sacramento	CA	95814	H	1Z 1A1 60X 02 9626 5884
State of California - Department of Conservation	Sharon Howell	801 K Street		Sacramento	CA	95814	CD	1Z 1A1 60X 02 9972 0439
State of California - Department of Fish & Game Region 5	Matthew Chirdon	3883 Ruffin Road		San Diego	CA	92123	CD	1Z 1A1 60X 02 9823 1228
State of California - Department of Parks and Recreation		P.O. Box 942896		Sacramento	CA	94206	CD	
State of California - Department of Toxic Subst. Control	Guenther Moskat	P.O. Box 806	1001 I Street	Sacramento	CA	95812	CD	
State of California - Department of Water Resources	Nadell Gayou	901 P. Street	2nd Floor	Sacramento	CA	95814	CD	1Z 1A1 60X 02 9989 0407
Sun Country		600 World Way		Los Angeles	CA	90045	M	USPS
Super 8 Motel - Inglewood		4238 Century Blvd.		Inglewood	CA	90304	M	USPS
Super 8 Motel - LAX		9250 Airport Blvd.		Los Angeles	CA	90045	M	USPS
Superior Airline Services		300 World Way		Los Angeles	CA	90045	M	USPS
SuperShuttle		531 Van Ness Ave.		Torrance	CA	90501	M	USPS
Sushi Boy		380 World Way		Los Angeles	CA	90045	M	USPS
Suzuki Enterprises		9410 S. La Cienega Blvd.		Inglewood	CA	90301	M	USPS
Swiss International		380 World Way		Los Angeles	CA	90045	M	USPS
SWISSPORT	DION FATAFEHI	7007 West Imperial Hwy		Los Angeles	CA	90045	M	USPS
TACA	Carlos Olmedo	200 World Way		Los Angeles	CA	90045	M	USPS
Tammy's Catering		2535 Fairview Road		Fullerton	CA	92633	M	USPS
Terminal One Fuels Corporation		3225 N. Harbor Drive		San Diego	CA	92101	M	USPS
Texaco Inc.		10 Universal City Plaza		Universal City	CA	91608	M	USPS
Thai Airways International Ltd.		380 World Way		Los Angeles	CA	90045	M	USPS
The Body Shop		700 World Way		Los Angeles	CA	90045	M	USPS
The Sohagi Law Group	Margaret Sohagi	11999 San Vicente Boulevard	Suite 150	Los Angeles	CA	90049-5136	CD	1Z 1A1 60X 02 9704 7162
Thrifty Rent A Car		5630 Arbor Vitae		Los Angeles	CA	90045	M	USPS
Ti'At Society	Cindi Alvitre	3098 Mace Avenue	Apt. D	Costa Mesa	CA	92626	M	USPS
T-Mobile	Michael Allen	4120 International Prkwy	Suite 1000	Carrollton	TX	75007	M	USPS
Torrance Transit		20500 Madrona Ave.		Torrance	CA	90005	M	USPS
Transportation Security Administratior		1 World Way		Los Angeles	CA	90045	M	USPS
Travelers Aid		203 World Way	#100	Los Angeles	CA	90045	M	USPS
Travelodge - LAX Century Blvd.		5547 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
Travelodge - LAX South		1804 E. Sycamore Avenue		El Segundo	CA	90245	M	USPS
Travelodge - Sunset & La Brea		7051 Sunset Blvd.		Hollywood	CA	90028	M	USPS
TripTel		1525 Van Ness Avenue		Los Angeles	CA	94109	M	USPS
U.S. Customs & Border Protection (USCBP)		380 World Way		Los Angeles	CA	90045	M	USPS

Agency/Business	Name	Address	Address 2	City	State	Zip	LAMP NOP	Tracking Number
U.S. Department of the Interior Fish and Wildlife Service	Karen Goebel	1301 Clay Street, Suite 700N	OAKLAND FEDERAL	Oakland	CA	94612	M	USPS
U.S. Immigration & Naturalization Service		380 World Way		Los Angeles	CA	90045	M	USPS
UNITED AIR LINES		380 World Way		Los Angeles	CA	90045	M	USPS
United Cab		6020 Avion Drive		Los Angeles	CA	90045	M	USPS
UNITED PARCEL SERVICE		6020 Avion Drive		Los Angeles	CA	90045	M	USPS
Unocal		900 N. Alvarado St		Los Angeles	CA	90045	M	USPS
US AIR CARGO		5720 Avion Drive		Los Angeles	CA	90045	M	USPS
US AIRWAYS		10080 International Road		Los Angeles	CA	90045	M	USPS
US AIRWAYS INC.		100 World Way		Los Angeles	CA	90045	M	USPS
US COAST GUARD	CHARLES WALLIS	9700 Coast Guard Road		Los Angeles	CA	90045	M	USPS
US Department of Homeland Security		6010 Hidden Valley Road, Suite 101		Carlsbad	CA	92011	M	USPS
US Department of Homeland Security - TSA	Blackburn Gregor	5767 Century Blvd.	Suite 300	Los Angeles	CA	90045	M	USPS
US POSTAL SERVICE		1111 Broadway	Suite 1200	Oakland	CA	94607-4052	M	USPS
USDA Plant Protectior		5800 Century Boulevard		Los Angeles	CA	90045	M	USPS
Ventura County Airporter		P.O. Box 3542		Ventura	CA	93006	M	USPS
Via Voyage		380 World Way		Los Angeles	CA	90045	M	USPS
Virgin America	Susan Sinclair	200 World Way		Los Angeles	CA	90045	M	USPS
Virgin Australia		300 World Way		Los Angeles	CA	90045	M	USPS
Wackenhut Corporation		765 The City Drive South	Suite 360	Orange	CA	92868	M	USPS
Westchester Branch Library		380 World Way		Los Angeles	CA	90045	H	1Z 1A1 60X 02 9771 0293
Westchester Town Center Business Improvement District	Karen Dial	8929 S. Sepulveda Blvd.	#130	Westchester	CA	90045	CD	1Z 1A1 60X 02 9516 0748
Westchester-Loyola Village Branch Library	Senior Librarian	7114 W. Manchester Avenue		Los Angeles	CA	90045	H	1Z 1A1 60X 02 9771 0293
Westin Los Angeles Airport		5400 W. Century Blvd.		Los Angeles	CA	90045	M	USPS
WestJet	Mike Ehrentraut	200 World Way		Los Angeles	CA	90045	M	USPS
Wolfgang Puck Express		200 World Way		Los Angeles	CA	90045	M	USPS
World Airways	Joanne Stover	5777 Century Blvd	#235	Los Angeles	CA	90045	M	USPS
World Service West/LA Inflight Service Company, LLC	Rudy Barba Jr.	13721 Gramercy Place		Gardena	CA	90249	M	USPS

A.2

Notice of Preparation (NOP)



ORIGINAL FILED

FEB 05 2015

LOS ANGELES COUNTY CLERK

DOCUMENT FILED
City Clerk's Office
No: NP-15-001-AD
Certified by
Date: 2-2-15

February 5, 2015

NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING FOR AN ENVIRONMENTAL IMPACT REPORT

PROJECT NAME: Los Angeles International Airport (LAX) Landside Access Modernization Program

PROJECT LOCATION/ADDRESS: The LAX Landside Access Modernization Program would include improvements that would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north, as shown in Figure 1.

COMMUNITY PLANNING AREA: LAX Plan, LAX Specific Plan, LAX Community Plan, and Westchester-Playa del Rey Community Plan

COUNCIL DISTRICT: 11 – Bonin

DUE DATE FOR PUBLIC COMMENTS: March 9, 2015

Los Angeles World Airports (LAWA), a proprietary department of the City of Los Angeles, will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below (proposed Project). LAWA requests your comments as to the scope and content of the EIR. The purpose of the scoping meetings is to receive input from the public as to what areas the EIR should study. No decisions about the proposed Project are made at the scoping meetings.

The Project description, requested permits and approvals, and the potentially significant environmental effects of the proposed Project are set forth below. Also included below are the date, time, and location of the scoping meetings that will be held in order to solicit input regarding the scope and content of the Draft EIR. The scoping meetings will be conducted in an open house format. A copy of the Initial Study prepared for the proposed Project is available for review at the LAX website at: http://www.connectinglax.com and at the locations listed below:

Westchester-Loyola
Village Branch Public Library
7114 West Manchester Avenue
Los Angeles, CA 90045

Dr. Mary McLeod Bethune
Regional Branch Library
3900 S. Western Avenue
Los Angeles, CA 90062

Culver City Library
4975 Overland Avenue
Culver City, CA 90230

El Segundo Library
111 W. Mariposa Avenue
El Segundo, CA 90245

Hawthorne Library
12700 Grevillea Avenue
Hawthorne, CA 90250

Inglewood Library
101 W. Manchester Blvd.
Inglewood, CA 90301

PROJECT DESCRIPTION:

LAWA proposes to implement the LAX Landside Access Modernization Program Project to continue to transform LAX into a world-class airport by relieving traffic congestion within the CTA and on the surrounding street network, improving access options and the travel experience for passengers, and

providing connection to the Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system. The LAX Landside Access Modernization Program consists of several primary components. At the centerpiece is an Automated People Mover (APM) system with 6 stations, which would provide free, fast, convenient, and reliable access to the CTA for passengers, employees and other users of LAX, 24 hours a day. The APM system would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a state-of-the-art, Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. In addition, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Metro as a separate and independent project to provide the opportunity for passengers to access the Metro regional rail system. The LAX Landside Access Modernization Program would reduce traffic volumes and congestion within the CTA as well as on local streets. The LAX Landside Access Modernization Program reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards defined under the federal Clean Air Act.

Project components associated with the LAX Landside Access Modernization Program, as shown in Figure 2, include: 1) an APM system with six APM stations connecting the CTA to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 4) intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, retail, dining options and other amenities, parking, and access to the APM system; 5) a CONRAC that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the Landside Access Modernization Program. To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing LAX construction staging areas. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the Project components described above on adjacent property to the proposed ground transportation facilities at a programmatic level.

Some of the Project components for the LAX Landside Access Modernization Program, including the APM, ITFs, and CONRAC, were considered in the LAX Master Plan and LAX Master Plan Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and the Specific Plan Amendment Study (SPAS) and SPAS EIR. Since the completion of these environmental reviews, LAWA has further refined these components of the proposed LAX Landside Access Modernization Program; therefore, the LAX Landside Access Modernization Program Project EIR is a new project-level EIR being prepared to assess the environmental effects of constructing and operating the proposed components of the LAX Landside Access Modernization Program Project in detail.

The LAX Landside Access Modernization Program may require amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan, among others. These amendments are proposed to conform these plans, as necessary, to reflect updated Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program. The LAX Landside Access

Modernization Program may require the subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals. In addition to the components of the proposed LAX Landside Access Modernization Program described above, LAWA may also consider changes to fees, pricing, licenses, traffic and agreements with various commercial vehicle operators at LAX and fees and prices imposed on the general public for roadway access and parking at LAX facilities as part of the Project.

The LAX Landside Access Modernization Program would require changes to the configuration and use of existing parcels owned by LAWA where the Project components are proposed to be constructed. Subdivision of parcels, tract maps, and/or other reconfiguration of parcels may be processed and existing zoning may be changed for these parcels. These changes would create new parcels owned by LAWA available for future development with commercial, light industrial, cargo, airport support, and parking uses. Because LAWA has no specific plans for development of these parcels at this time, the potential for environmental effects from future development of these parcels will be examined at a programmatic level in the EIR. LAWA envisions that any future development on LAWA property adjacent to the CONRAC, ITFs, or proposed roadways would provide airport support services or uses that would serve, or be complementary with, LAX passengers and visitors. Development of these areas would occur after construction of the proposed components of the LAX Landside Access Modernization Program.

Enabling projects required to implement the LAX Landside Access Modernization Program, as shown in Figure 4, include: 1) demolition of parking garages P2A, P2B, and P5 and construction of replacement garages in the CTA that may result in an increase in the number of parking spaces within the CTA; 2) relocation of LAWA administrative offices housed in the Clifton Moore Administration building and former Airport Traffic Control Tower (1 World Way, also known as Admin East) to the existing LAWA-owned Skyview Center at 6053 West Century Boulevard or another location in the vicinity of LAX; 3) demolition of the Clifton Moore Administration building (1 World Way) and demolition of the former Airport Traffic Control Tower located east of the Clifton Moore Administration building; 4) relocation of existing rental car facilities; 5) demolition of the existing restaurant building located at 9601 Airport Boulevard on property owned by LAWA; 6) demolition of the Metro bus terminal located north of West 96th Street; 7) improvements of portions of Center Way within the CTA; 8) demolition of existing hangars/buildings located at 6150 and 6190 West Century Boulevard owned by LAWA that are currently leased for storage; 9) demolition and potential relocation of the Reliant Medical Center located on LAWA-owned property at 9601 South Sepulveda Boulevard; 10) construction of a new 5-story, 1,700-space Skyview Center replacement garage for displaced surface parking; 11) completion of the Manchester Square acquisition program including the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 West 98th Street; and 12) acquisition of other parcels where the APM or roadway improvements are proposed including, but not limited to: 1) 6141 West Century Boulevard owned by MTA and leased by an off-airport parking operator; 2) 9700 South Sepulveda Boulevard owned by the Los Angeles Community College District and leased by an off-airport parking operator; 3) 5651 West 96th Street owned by China Airlines Cargo; 4) 9606/9610 Bellanca Avenue occupied by Secom International; and 5) 9600 South Sepulveda Boulevard owned by WallyPark.

REQUESTED PERMITS/APPROVALS: The City of Los Angeles has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

FEDERAL

- Unconditional approval of the Airport Layout Plan (ALP) for the Airport depicting the proposed improvements pursuant to 49 U.S.C. 40103(b), 44718, and 47107(a)(16);
- Determination under 49 U.S.C. 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interest of national defense.
- Determinations under 49 U.S.C. §§ 47106 and 47107 relating to the potential eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or under 49 U.S.C. § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) collected at LAX for the proposed project to assist with construction of potentially eligible development items shown on the ALP.
- Approval of a construction safety and phasing plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150-5370-2F, Operational Safety on Airports During Construction, under 14 14 CFR 139 (49 U.S.C. 44706).
- Approval of changes to the Airport Certification Manual pursuant to 14 CFR 139 (49 U.S.C. 44706).
- Conformance of the proposed federal actions with the objectives of the State Implementation Plan (SIP) per the requirements of the Clean Air Act, as amended (40 CFR Part 93) for components of the LAX Landside Access Modernization Program
- Other approvals by the U.S. Department of Transportation, Federal Aviation Administration, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Approvals for federal financing plans or districts.

STATE AND REGIONAL ACTIONS

- Caltrans review and approval for I-105/I-405 improvements, Sepulveda Boulevard improvements, and crossing of Sepulveda Boulevard by proposed APM.
- South Coast Air Quality Management District and Southern California Association of Governments (SCAG) review for proposed project conformity with the State Implementation Plan and any permits required under the Clean Air Act.
- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but are not be limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- California Public Utilities Commission review and approval of a System Safety Program Plan and Security Plan for the proposed APM.
- Approvals for state financing plans or districts.

LOCAL

- Certification of the Final EIR for the LAX Landside Access Modernization Program.
- Updates/amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, and the LAX Plan, as well as the LAX Specific Plan. These changes relate to conforming the plans, as necessary, to reflect the physical projects within the LAX Landside Access Modernization Program and technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.
- LAX Plan Compliance determination from City Council pursuant to LAX Specific Plan Section 7.
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division.
- Los Angeles Fire Department approval.

- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the project and any associated Department of Public Works permits for infrastructure improvements.
- Tract/parcel map and zone change approvals.
- Approvals for federal, state, or local financing plans or districts.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Cultural (Historic) Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation/Traffic, Utilities and Service Systems, and Mandatory Findings of Significance have been found to have potentially significant impacts and will be analyzed in an Environmental Impact Report (EIR) prepared for this proposed Project. Impacts to Agricultural and Forestry Resources, Biological Resources, Cultural (Archaeological and Paleontological) Resources, Geology and Soils, Mineral Resources, and Recreation have been found to be less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR.

PUBLIC SCOPING MEETING DATES AND LOCATION: Two public scoping meetings in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the EIR. LAWA encourages all interested individuals and organizations to attend the meeting. The location (see Figure 5), date, and time of the scoping meetings for this proposed Project are as follows:

Dates and Times: Thursday, February 19, 2015, 5:00 p.m. to 8:00 p.m.

Saturday, February 21, 2015, 10:00 a.m. to 12:00 p.m.

Location: Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

LAWA welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR. **All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by March 9, 2015.** Written comments will also be accepted at the scoping meetings described above.

Responses should be submitted on the LAX website (http://www.connectinglax.com) or sent to Mr. Christopher Koontz, Chief of Airport Planning, at the following address:

Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045
Phone: (800) 919-3766

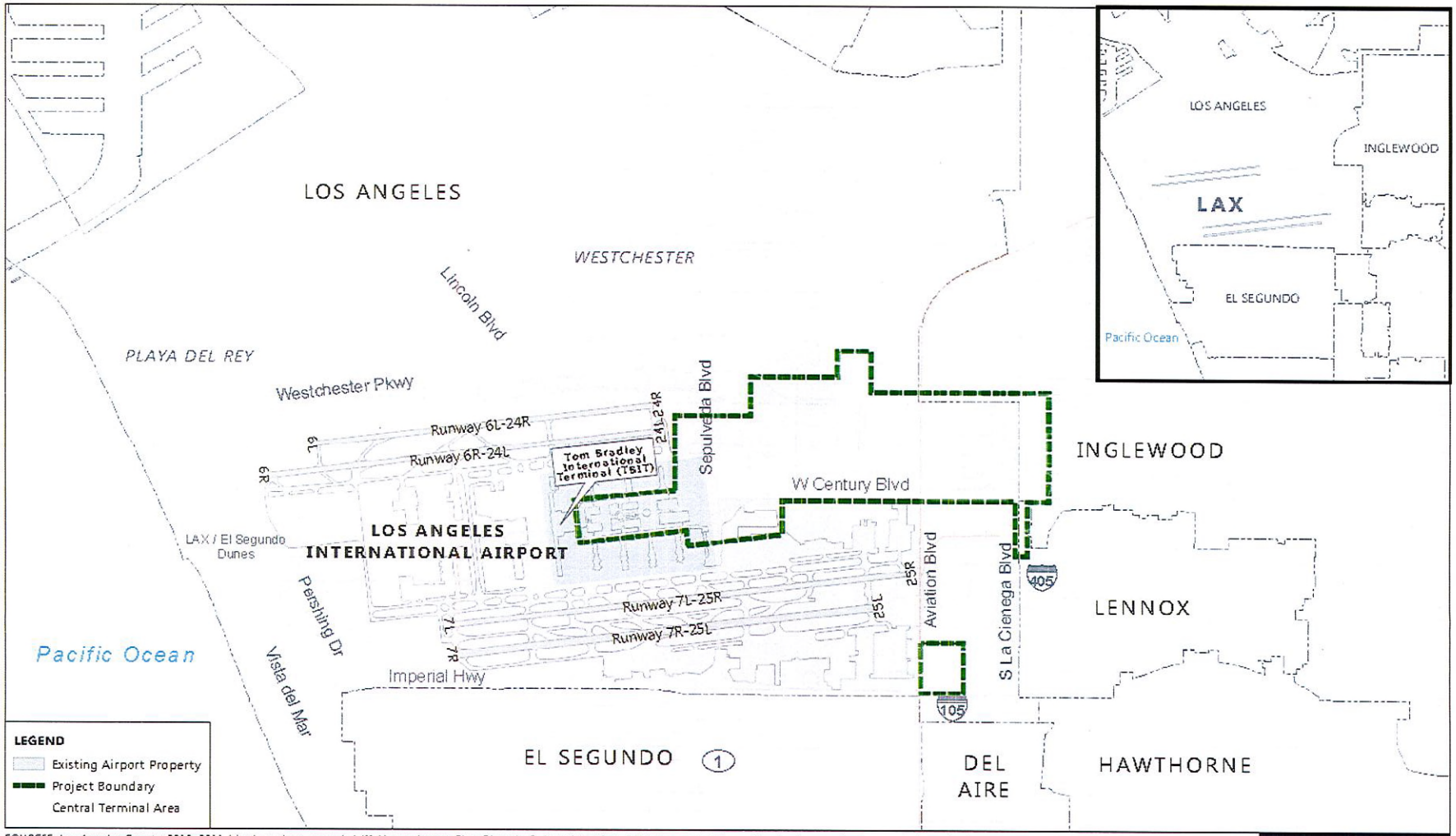
Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to

difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended. For additional information, please contact: LAWA's Coordinator for Disability Services at (424) 646-5005 or via California Relay Service at 711.

LISA TRIFILETTI
Capital Programming, Planning and Engineering Group

Enclosures:

Figure 1: LAX Landside Access Modernization Program Project Location
Figure 2: LAX Landside Access Modernization Program Project Components
Figure 3: LAX Landside Access Modernization Program Roadways Improvements
Figure 4: LAX Landside Access Modernization Program Enabling Projects
Figure 5: Scoping Meeting Location



SOURCES: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010 (runways, taxiways, terminal area, airport property boundary).
National Geographic World Map, ESRI Database, 2011.
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 1

Project Location

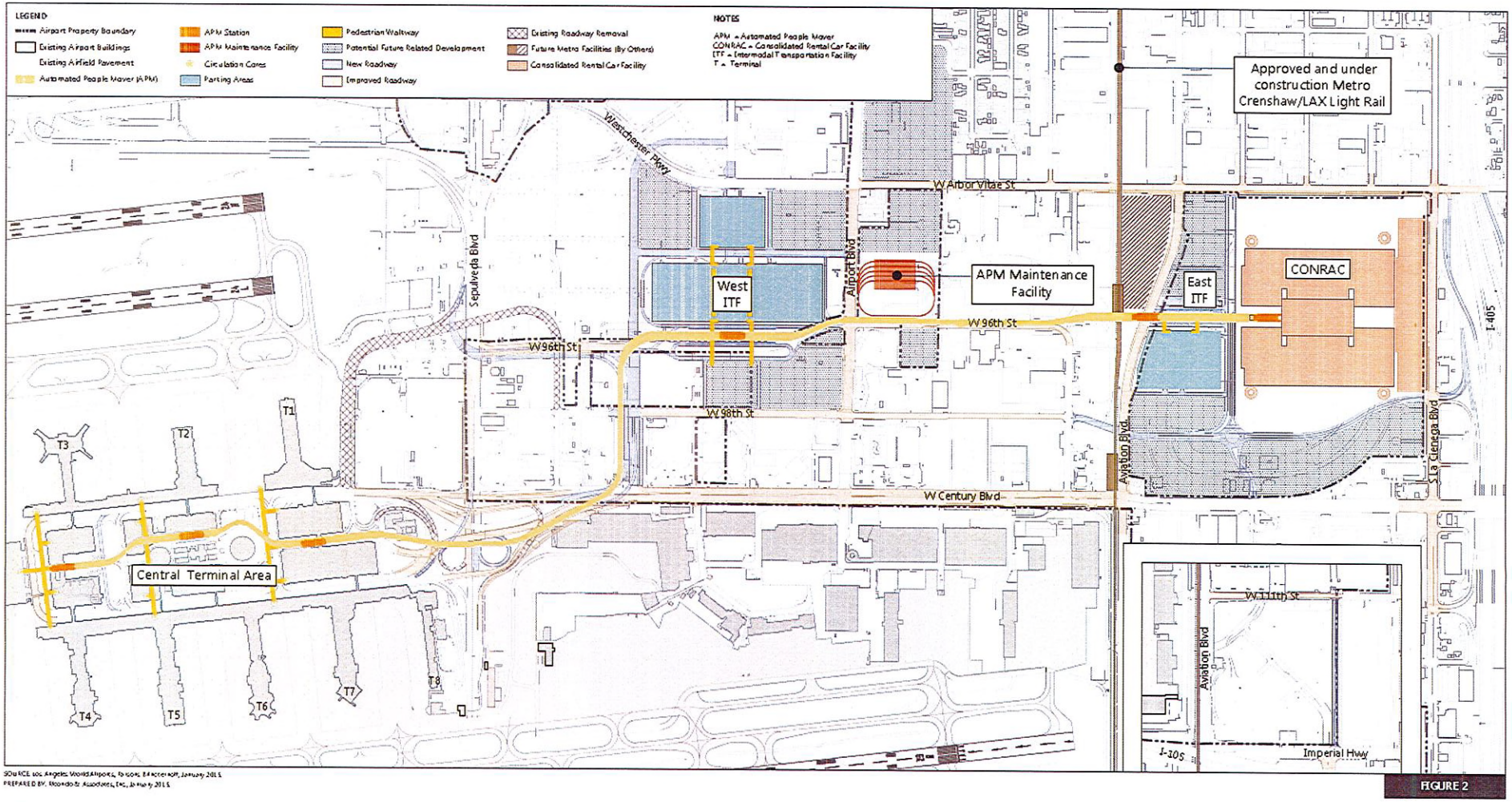
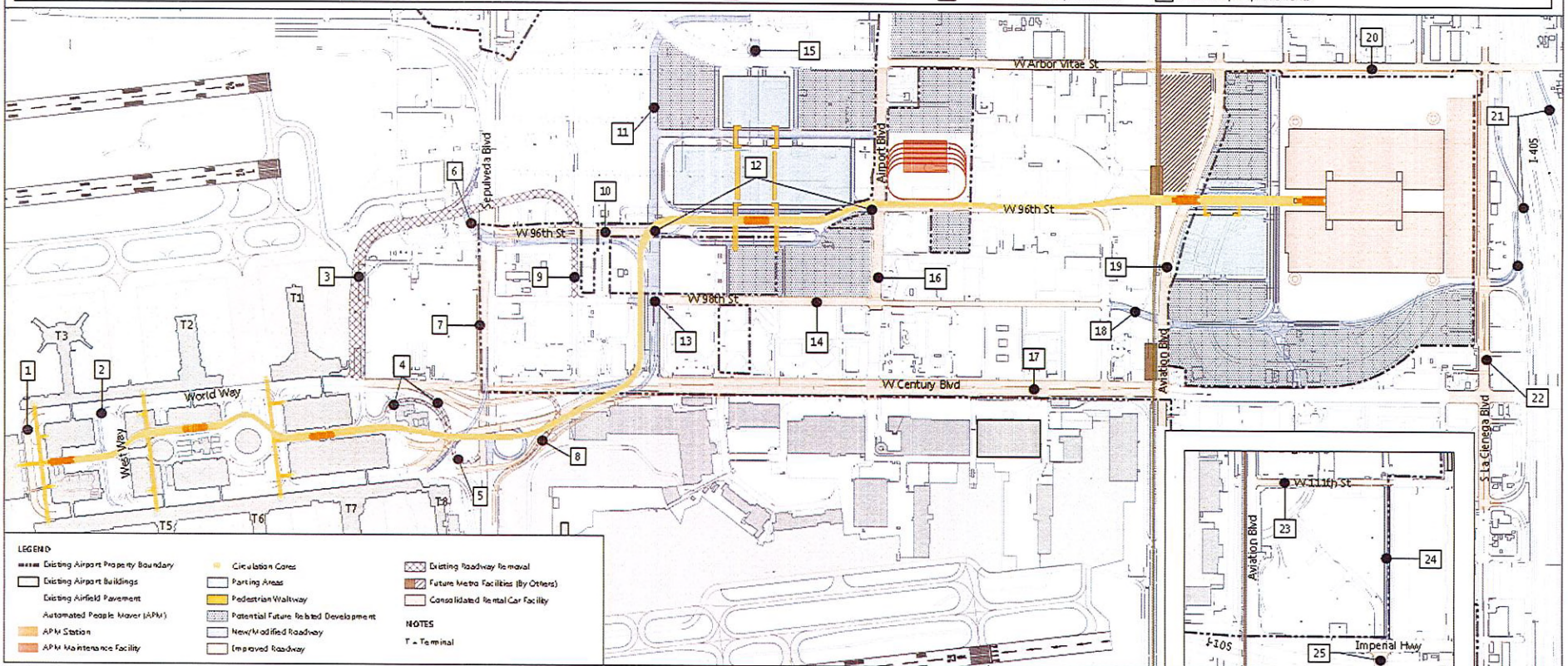


FIGURE 2

LAX Landside Access Modernization Program Elements

Roadway Improvements/Modifications

1. World Way improvements
2. West Way improvements
3. Elimination of Sky Way/W 96th St bridge demolition
4. Recirculation ramps demolition
5. Demolition of W Century Blvd eastbound ramp
6. New underpass from southbound Sepulveda Blvd to W 96th St
7. Shift of southbound Sepulveda Blvd lanes to the west
8. Demolition of Sepulveda northbound ramp
9. Vicksburg Ave closure
10. W 96th St improvements
11. New North-South Road
12. W 96th St closure
13. W 98th St Cul-de-Sac closure
14. W 98th St improvements
15. Jenny Ave Cul-de-Sac closure
16. Airport Blvd improvements
17. W Century Blvd improvements
18. W 98th St extension
19. Aviation Blvd improvements
20. W Arbor Vitae St improvements
21. New I-405 and I-105 on- and off- ramps
22. S La Cienega Blvd improvements
23. W 111th St improvements
24. New connection between W 111th St and Imperial Hwy/I-105 ramps
25. I-105 ramp improvements



SOURCE: Los Angeles World Airports, Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

NORTH 0 800 ft.

FIGURE 3

Roadway Improvements

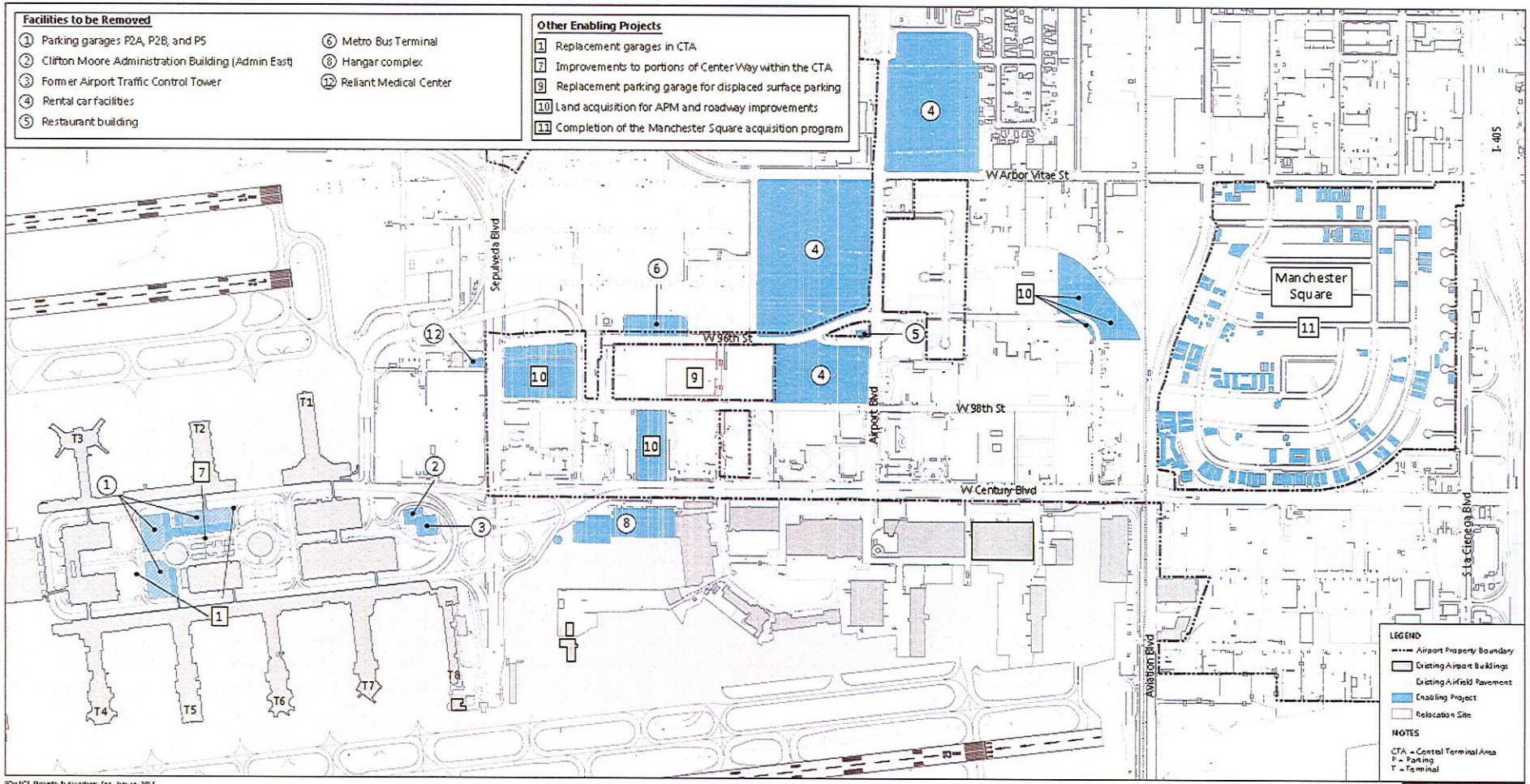


FIGURE 4

Enabling Projects


Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045
Loyola Marymount University
Westchester Recreation Center
Westchester Golf Course
Los Angeles Int'l Airport
El Segundo
Raytheon Space and Airborne Systems
W Manchester Ave
CA-42 W
W Manchester Blvd
Lincoln Blvd
Northside Pky
La Tijera Blvd
W Century Blvd
World Way N
World Way S
World Way W
W Imperial Hwy
E Imperial Hwy
I-105 E Century Fwy
E El Segundo Blvd
W El Segundo
N Sepulveda Blvd
S Sepulveda Blvd
CA-1 N
CA-1 S
I-405 S San Diego Fwy
I-405 N San Diego Fwy
Aviation Blvd
Arbor Vitae St
W 96th St
W 98th St
W 99th Pl
W 102nd St
W 104th St
W 93rd St
W 95th St
W 88th St
W 88th Pl
W 84th Pl
W 83rd St
W 83rd Pl
W 82nd St
W 80th Pl
W 77th St
W 76th St
W 74th St
W 71th Pl
Elm Ave
Felton Ave
Buford Ave
Tahoe Ave
W Florence Ave
Glenway Dr
Venice Wa
Pacific Prom
Bluff Cr
Lincoln Blvd
Alttavan Ave
Loyola Blvd
Raytord Dr
Kenyon Ave
Dunbarton Ave
Emerson Ave
Cowan Ave
Kentwood Pl
Alverstone Ave
Truxton Ave
Airlane Ave
Toland Ave
Osage Ave
Jenny Ave
Airport Blvd
Reading Ave
Isis Ave
Hindry Pl
Sky Way
Avion Dr
Aviation Blvd
S La Cienega Blvd
S Oak St
W Acacia Ave
E Walnut Ave
E Sycamore Ave
E Oak Ave
E Pine Ave
W Pine Ave
W Holly Ave
W Grand Ave
E Grand Ave
E Mariposa Ave
E Franklin Ave
W 119th Pl
Hillcrest St
Pepper St
Sheldon St
Penn St
Bungalow Dr
Main St
Sierra St
Maryland St
Center St
Indiana St
N Nash St
Duley Rd
N Douglas St
Douglas St
Hornet Way
Columbia Ave
Isis Ave
Aviation Blvd
Tahoe Ave
Felton Ave
San Diego Fwy I-405 S
Del Mar
Hawthorne Blvd
Inglewood Blvd
Lennox
Lawndale
Hawthorne
Gardena
Torrance
Redondo Beach
Manhattan Beach
Hermosa Beach
Inglewood
Culver City
Marina del Rey
Playa del Rey
Westchester
Venice
Santa Monica
Pacific Ocean
Ballona Creek
Ballona Wetlands Ecological Reserve
Los Angeles Air Force Base
Los Angeles Country Club North
Los Angeles Country Club
Rancho Park Golf Course
Cheviot Hills Recreation Area
Cheviot Hills Park
Veterans Administration Hospital
Sepulveda Basin Recreational Area
Sepulveda Basin Wildlife Reserve
Encino Reservoir
Encino
Tarzana
Reseda
Van Nuys
Sherman Oaks
Studio City
Universal City
Burbank
Glendale
Griffith Park
Los Angeles River
Hollywood Bowl
Hollywood
Beverly Hills
Bel Air
Brentwood
Pacific Palisades
Topanga
Malibu
Calabasas
Agoura Hills
Westlake Village
Thousand Oaks
Simi Valley
Chatsworth
Northridge
Granada Hills
Mission Hills
Sylmar
San Fernando
Pacoima
Arleta
Panorama City
Mission Hills
Sunland
Tujunga
La Crescenta
La Canada Flintridge
Altadena
Pasadena
South Pasadena
San Marino
Arcadia
Monrovia
Duarte
Azusa
Glendora
San Dimas
La Verne
Claremont
Pomona
Chino
Chino Hills
Ontario
Rancho Cucamonga
Upland
Montclair
Fontana
Rialto
San Bernardino
Colton
Redlands
Loma Linda
Riverside
Corona
Norco
Eastvale
Jurupa Valley
Mira Loma
Moreno Valley
Perris
Lake Elsinore
Canyon Lake
Menifee
Murrieta
Temecula
Wildomar
Hemet
San Jacinto
Beaumont
Banning
Calimesa
Yucaipa
Highland
Grand Terrace
Colton
Bloomington
Rialto
Fontana
Jurupa Valley
Eastvale
Norco
Corona
Riverside

A.3

Scoping Reference Materials



Los Angeles World Airports

LAX LANDSIDE ACCESS MODERNIZATION PROGRAM
PUBLIC SCOPING MEETINGS

Los Angeles World Airports (LAWA) will host two public scoping meetings regarding the proposed Landside Access Modernization Program at Los Angeles International Airport (LAX). LAWA has issued a Notice of Preparation (NOP) and Initial Study to initiate environmental review of the LAX Landside Access Modernization Program in compliance with the California Environmental Quality Act. The purpose of the scoping meetings is to provide information about the proposed project and environmental process, and to obtain input on the environmental concerns that should be addressed in an Environmental Impact Report that LAWA will prepare.

Thursday, February 19, 2015
5:00 p.m. to 8:00 p.m.

Saturday, February 21, 2015
10:00 a.m. to Noon

Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045
Free parking on site

For more information on the NOP and Initial Study and the LAX Landside Access Modernization Program, please contact Los Angeles World Airports at (800) 919-3766 or visit our website at http://www.connectinglax.com.

Public comments must be received by 5:00 p.m. on March 9, 2015. Comments can be submitted at http://www.connectinglax.com or mailed to Mr. Christopher Koontz, Chief of Airport Planning, Los Angeles World Airports, 1 World Way, Room 218, Los Angeles, CA 90045.

Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to ***make arrangements at least 72 hours prior to the meeting*** *you wish to attend. Due to difficulties in securing Sign Language Interpreters, five or more business days notice is strongly recommended. For additional information, please contact the Brenda Sidhom: LAWA Stakeholder Liaisison at (800)919-3766 or via California Relay Service at 711"*

Los Angeles World Airports

Capital Programming, Planning and Engineering Group
Clifton A. Moore Administration Building
One World Way, Room 218
Los Angeles, CA 90045

First Name Last Name
Company Name
Address
City, State, Zip

Scoping Meeting Sign-in Sheets
February 19, 2015



Sign In: Public/Registro de Público

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Email/Correo Electrónico
Carolyn Dixon		5408 Alba Vista		
Ed Jurkiewicz				edpaulinej@sbcglobal.net
Joseph Stein		12100 Marine St L.A 90066		
Jeffrey Young		9824 Glasgow Pl #9 Los Angeles CA 90045		Jeffyoung1@msn.com
Bob Buchanan		Lawa		
Lisa Gritzner	Cerrell	320 N. Larchmont Blvd LA, CA 90039		LSG@CERRELL.COM
Bruce Barnett	Bombardier	626 Laguna Road Mill Valley CA 94941		bbarnett496@aol.com
Pat McGinley	Bombardier			John.P.McGinley@us.transport.bombardier.com
Wensell Kliever		8321 Zitola Ter Playa Del Rey	(310) 823-9192	WWKLIEVER@AOL.com
Jean Kliever		" " "	"	"

Sign In: Public/Registro de Público

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Email/Correo Electrónico
Marco Ramos		8710 Belford Ave Los Angeles	310-766 3367	Skydude777@hotmail.com
Samantha Foley		320 N Larchmont Blvd Los Angeles 90004	323-466-3400	samantha@cerrell.com
Francis Giannini		659 W. ~~Imperial~~ Walnut Av El Segundo 90245	310 3222489	—
Tony Chemali		1024 S. Mountvale ct Anaheim CA	714-747-1077	tony.chemali@chem.com
Denny Schneider		7929 ~~Breen~~ Av LA 90045	310 641-4199	DENNY@WELIVEFREE.COM
Jason Ironi	Andersen Environmental	5261 W. Imperial LA CA 90045	310-854 6300	jason@andersenenviro.com
Maria Majcherek	City of Hawthorne	4455 W. 126th St. Hawthorne, CA	310-349-8972	MMajcherek@cityofhawthorne.org
Alame Yemane		9330 Glas Comp L LA CA 90045	310-497-7919	abbey-ay@Yahoo.com
Hamilton Cloud	Cong. Maxine Waters	10124 S. Broadway LA, CA 90003	323 757-8980	hamilton.cloud@mail.house.gov
Mike Griffith		1408 Harness MB CA 90266	310 628-3695	mikegriffith77@gmail.com

Sign In: Public/Registro de Público

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Email/Correo Electrónico
Courtney Wladyka	Cal Poly Pomona	105 peartree court, Walnut, CA	(714) 349-9808	courtneywladyka@yahoo.com
Jim Ayers	CGR Mgmt Const	6337 Vista del Mar Playa del Rey CA	(310) 922-6720	jayers@cgrmc.com
John R. Anderson	Vanir CM	600 S. Wilshire Blvd, 870 LA. CA. 90017	(310) 918-7791	john.anderson@vanir.com
[illegible]	•	7150 W 91st ST.	310 [illegible]	
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MATT BAUER	NEUTROGENA	5760 W. 96TH ST LA, CA. 90045	310-216-5341	MBAUER2@ITS.JNJ.com
Linda Peterson	LAXAAC	7053 Vista del Mar Ln Playa del Rey, CA	310-822-0435	lspeterson7053@ca.rr.com

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LAX Landside Access Modernization Program

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ROBERT COMES		El Segundo, CA		
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LAX Landside Access Modernization Program

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Scoping Meeting Sign-in Sheets
February 21, 2015

LAX Landside Access Modernization Program

Sign In: Public/Registro de Público

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Dennis [illegible]	self	9717 ISIS AVE #1 LA. 90045		
Fred Saxer		709 Hindry		
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LAX Landside Access Modernization Program

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Wanda [illegible]		8710 Belford Ave #208B	5238294625	
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Nekonico Robinson				
Chernifmendez				

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LAX Landside Access Modernization Program

Welcome

SCOPING MEETING

LAX Landside Access Modernization Program

Thursday, February 19, 2015

5:00 p.m. to 8:00 p.m.

Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

CONNECTINGLAX

Los Angeles World Airports

LAX Landside Access Modernization Program

Welcome

SCOPING MEETING

LAX Landside Access Modernization Program

Saturday, February 21, 2015

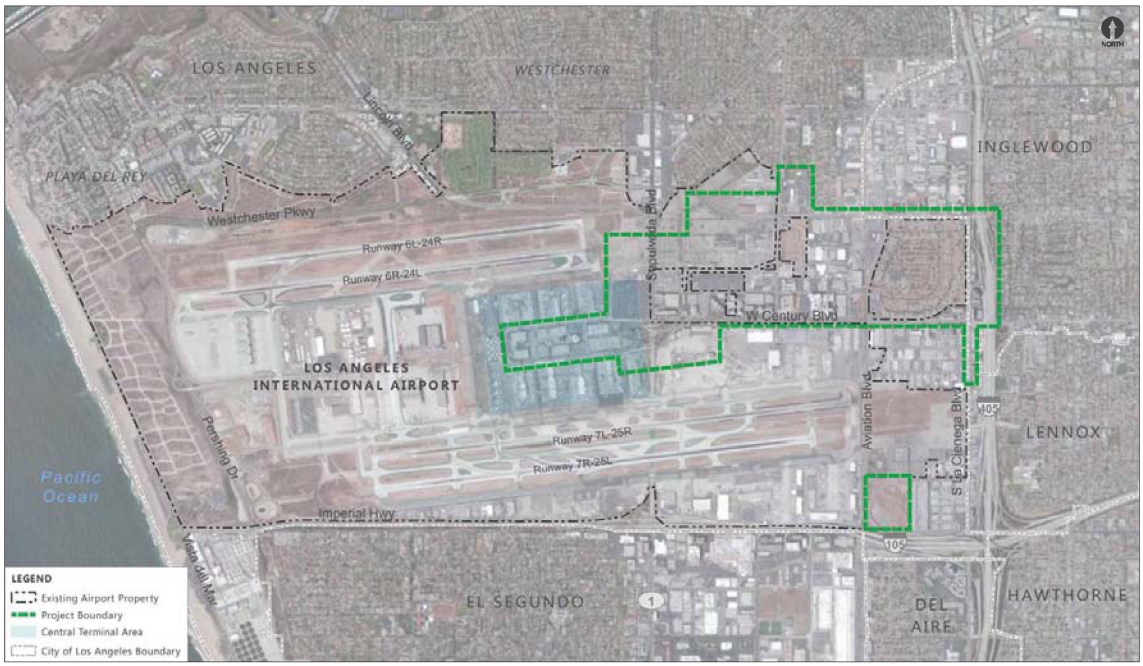
10:00 a.m. to 12:00 p.m. (noon)

Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

CONNECTINGLAX

Los Angeles World Airports

Project Location



LAX Landside Access Modernization Program

Los Angeles International Airport (LAX)



LAX – 1960's



LAX – Today



LAX – Today

- LAX is the largest commercial service airport in southern California
- LAX is the world's busiest origin and destination airport
- 2nd busiest airport in the United States with approximately 70.7 million passengers in 2014
- Over 6,000 vehicles an hour enter LAX during peak periods

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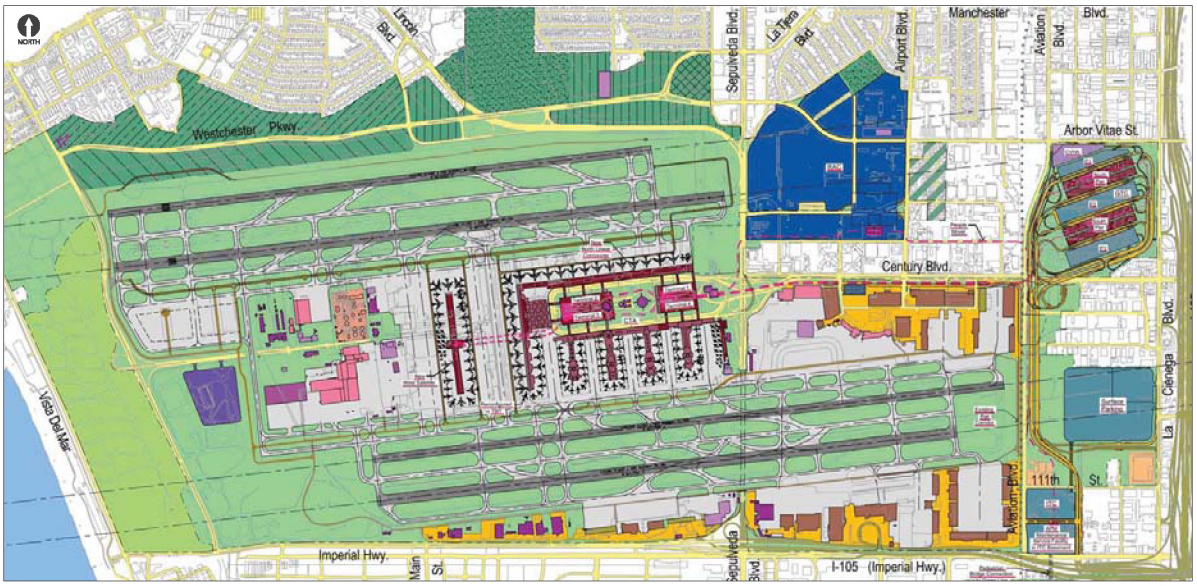
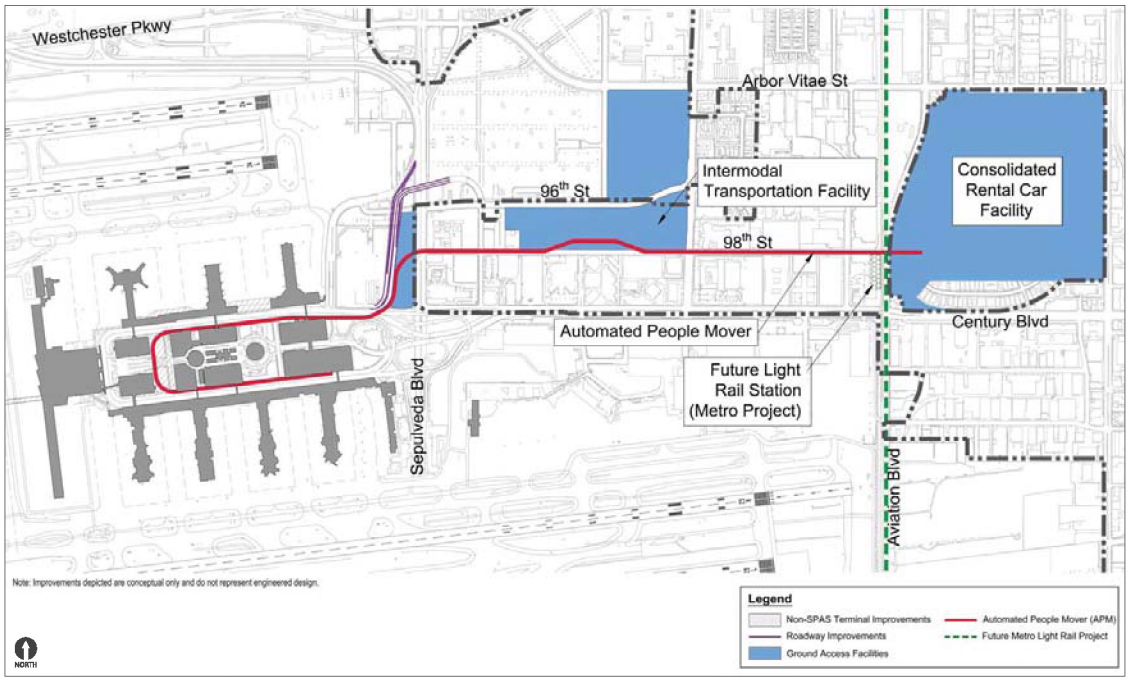
Los Angeles World Airports

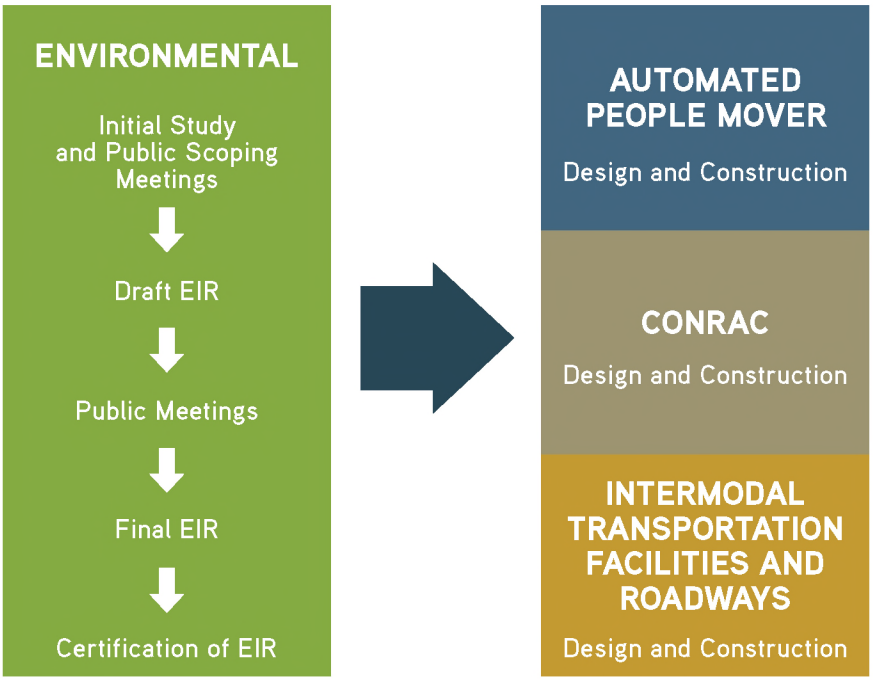
LAX Master Plan (2004)



December 2012 LAWA announces vision for LAX Landside Access Modernization Program



Development Process



Scoping Meeting Objectives

- Provide information about the LAX Landside Access Modernization Program
- Provide information on the California Environmental Quality Act (CEQA) Process
- Present findings of the Initial Study, which identifies topics to be further analyzed in the Environmental Impact Report (EIR)
- Collect community input on issues they would like to see analyzed in the EIR

Project Goals

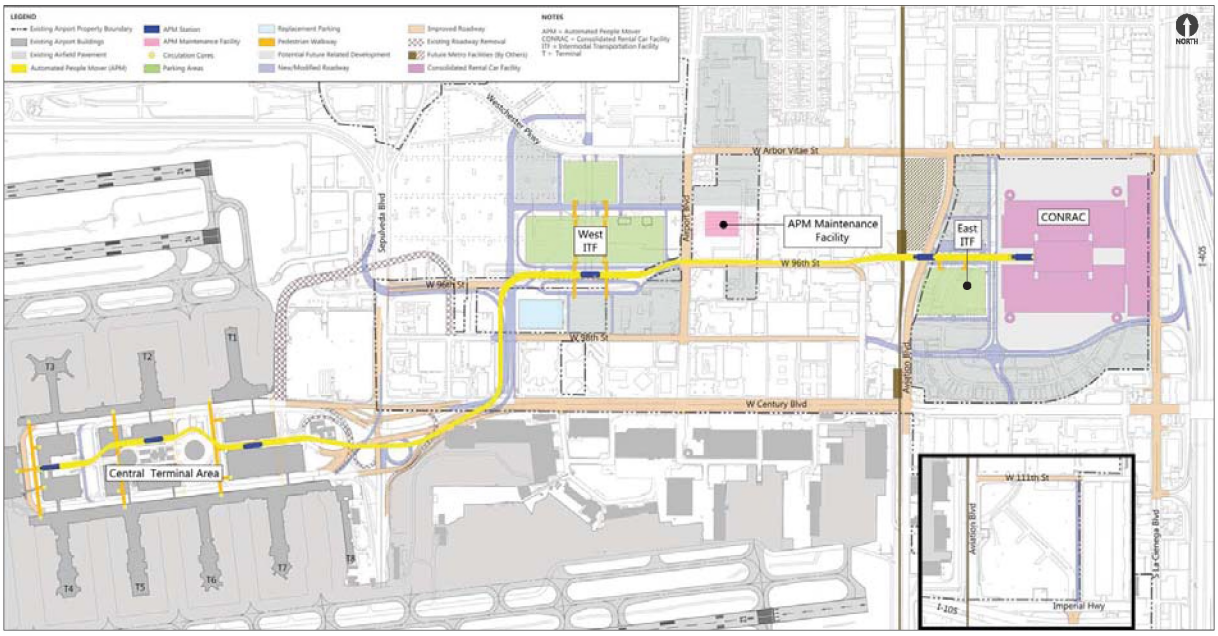




- Improve the LAX passenger experience
- Relieve congestion in Central Terminal Area and surrounding streets
- Continue transformation of LAX into modern, world-class airport
- Improve LAX access options, including public transit

LAX Landside Access Modernization Program

Project Components



CONNECTINGLAX

Los Angeles World Airports

Major Project Components

Automated People Mover (APM) System

- A total of 6 APM stations over 2.25 miles connecting CTA with new CONRAC, ITF, parking and Metro facilities
- Elevated dual-lane guideway
- Passenger walkways connecting to terminals, CTA garages, and ground transportation facilities
- Designed to have short wait times (2-3 minutes) and move up to 6,000 passengers per hour, 24 hours a day

Consolidated Rental Car Facility (CONRAC)

- Variety of rental car options in centralized location
- Direct access to major freeways
- Customer service building, parking areas, fueling, and car wash areas

Roadway Improvements

- Provide direct access to major freeways and enhance roadway network to minimize impacts to neighborhood streets

Intermodal Transportation Facilities (ITF)

- Provide convenient options to avoid the traffic bottlenecks within the CTA and on Sepulveda Boulevard
- Comfortable waiting areas with concession opportunities

West ITF

- Direct connection to terminals via APM
- Drop off and pick up passengers
- Connections for airport shuttles
- Public and employee parking
- Concessions and flight check-in

East ITF

- Drop off and pick up passengers
- Connection with Metro 96th Street/Aviation Boulevard transit station
- Connections to commercial transit
- Public parking
- Concessions and flight check-in

LAX Landside Access Modernization Program

Project Rendering



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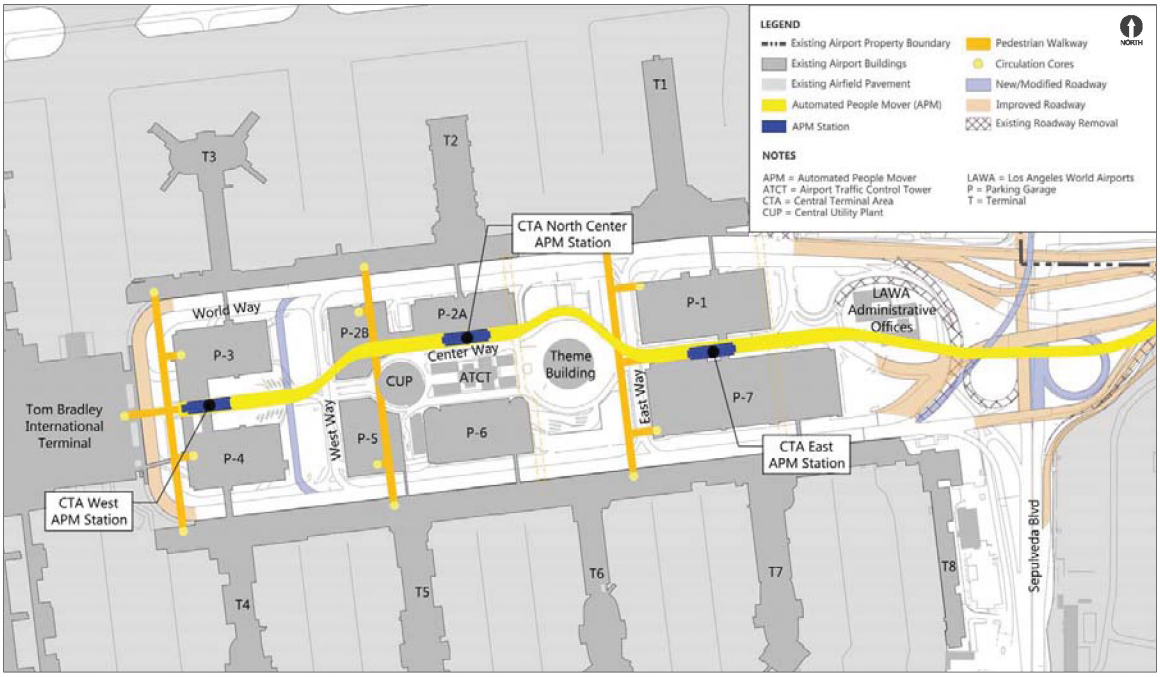
Los Angeles World Airports

Automated People Mover within the Central Terminal Area



LAX Landside Access Modernization Program

APM within the CTA



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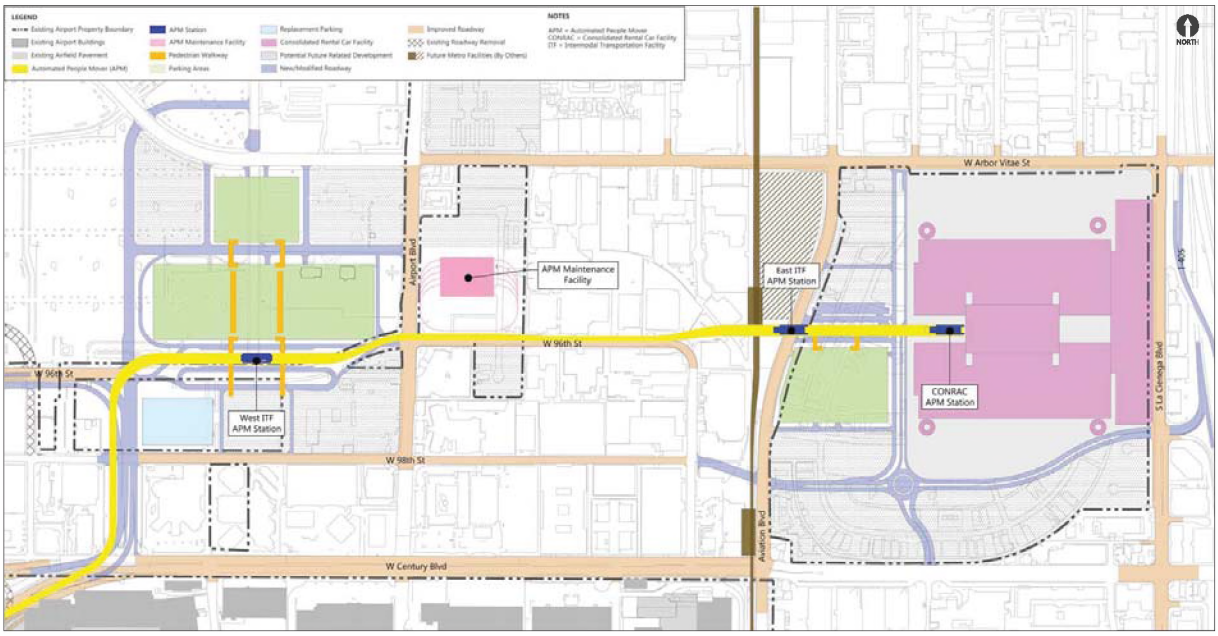
Los Angeles World Airports

Automated People Mover, Intermodal Transportation Facilities and Consolidated Rental Car Facility



APM System





- Convenient and reliable, time-certain access to the CTA
- Elevated guideway to eliminate interference with surface roads
- 2-3 minute wait times, total trip time less than 14 minutes
- Moving walkways to assist passenger movements
- System designed to include:
  - Escalators and elevators
  - Concession areas
  - Passenger waiting areas
  - Airline check-in kiosks
  - Signage
  - Passenger walkways

APM Examples



Source: Bob Ferzel

Phoenix Sky Harbor International Airport



Source: www.bombardier.com

Dallas/Fort Worth International Airport



Source: Steven Brooke Studio

Miami International Airport

LAX Landside Access Modernization Program

APM Examples

Common characteristics for APMs around the country are:

- Designed for airport passengers
- Automated and elevated guideway
- 24-hour service
- Very short wait times at station (3 minutes or less)
- Free for airport users
- Electric-powered cars that will improve air quality and reduce traffic congestion



Source: Kim Stevens



Source: Idris Moreno



Source: www.dfwairport.com



Source: DearEdward 2011

East Intermodal Transportation Facility





PLANNED FEATURES

- Private vehicle parking
- Connections to shuttles and public transit, including future Metro station at 96th Street and Aviation Boulevard
- Passenger pick-up/drop-off area
- Amenities such as waiting areas, concessions, and ticketing/ information kiosks

LAX Landside Access Modernization Program

East Intermodal Transportation Facility



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Los Angeles World Airports

West Intermodal Transportation Facility





- Provide convenient options to avoid the traffic bottlenecks within the CTA and on Sepulveda Boulevard
- Private vehicle parking
- Connections for airport shuttles
- Passenger pick-up/drop-off area
- Amenities such as waiting areas, concessions, and ticketing/information

LAX Landside Access Modernization Program

West Intermodal Transportation Facility



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Los Angeles World Airports

ITF Examples

Miami International Airport









LAX Landside Access Modernization Program

ITF Examples

Phoenix Sky Harbor International Airport









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Consolidated Rental Car Facility (CONRAC)

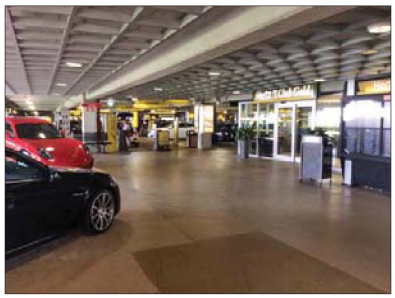
- Designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM
- Provide direct connections to Interstate 405 and improved access to Interstate 105
- Eliminates all rental car shuttles from the CTA (17% of traffic)
- Includes customer service counters, restrooms, retail areas, rental car queuing spaces, fueling, washing, and vehicle storage

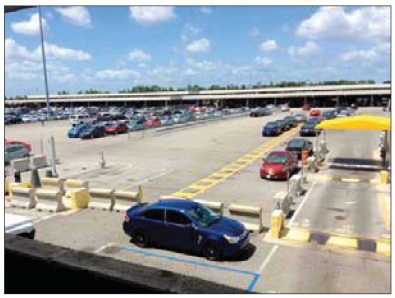


CONRAC Examples

Orlando International Airport





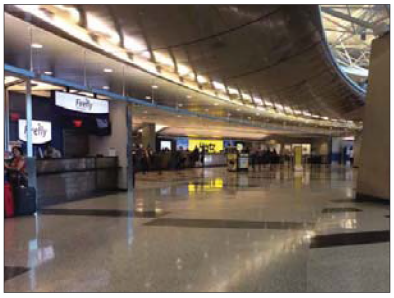


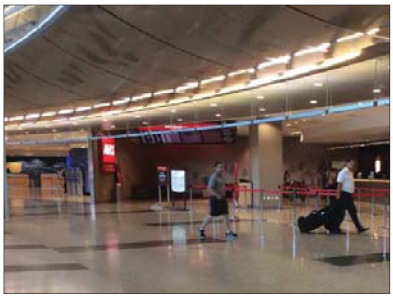




CONRAC Examples

Miami International Airport

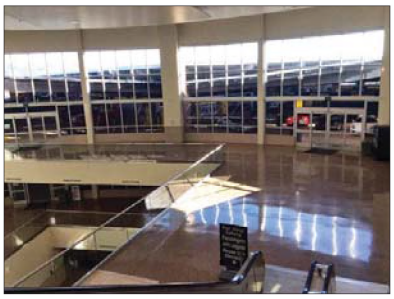


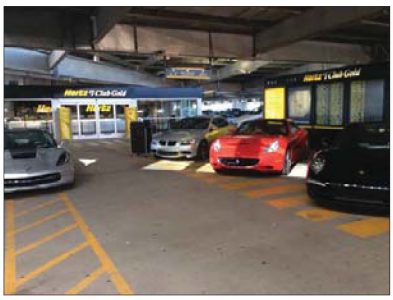

LAX Landside Access Modernization Program

CONRAC Examples

Phoenix Sky Harbor International Airport



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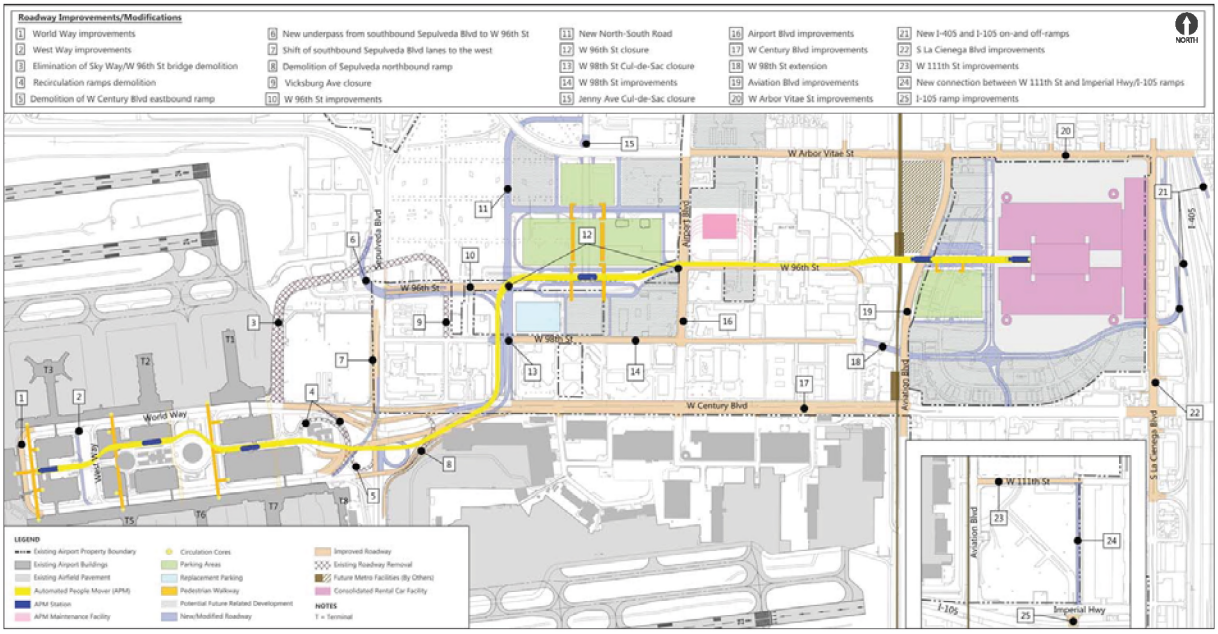
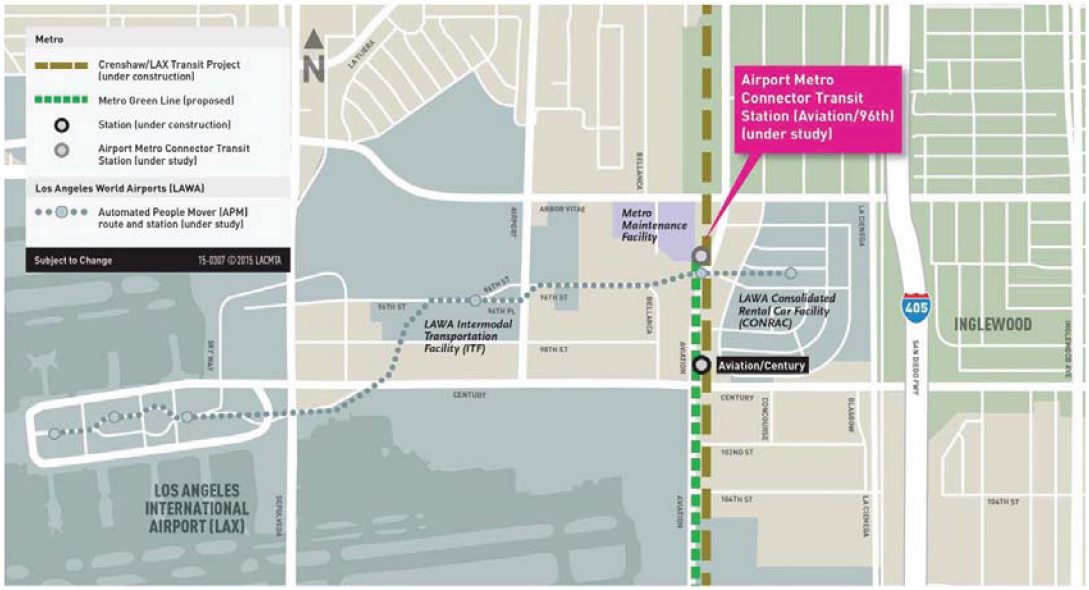
Los Angeles World Airports

Roadway Improvements



LAX Landside Access Modernization Program

Airport Metro Connector

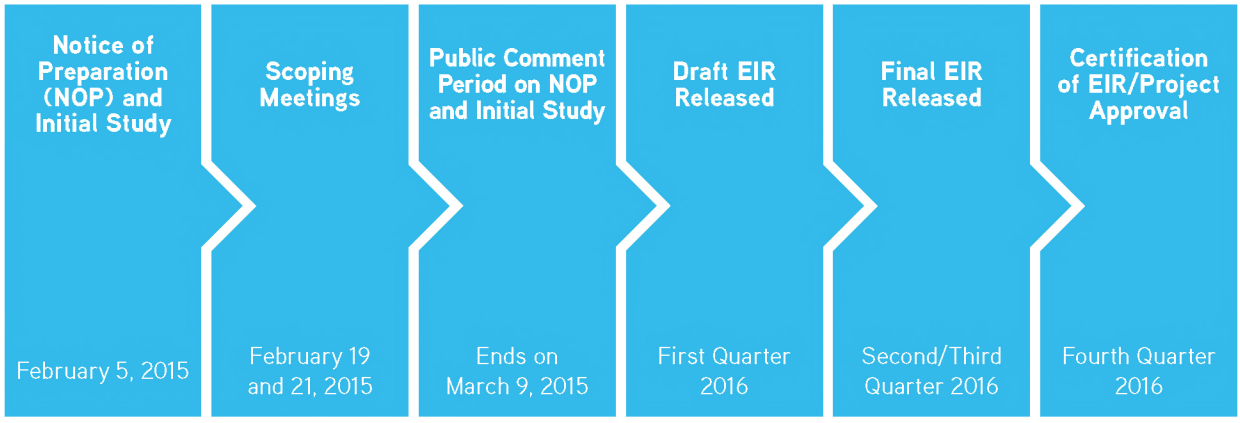


Metro

CEQA Overview

- Purpose is to inform decision-makers, agencies, organizations, and the public of the environmental effects of a project
- Applies to discretionary projects
- Identifies potential effects on the environment
- Identifies ways to avoid or reduce potential effects through mitigation measures or alternatives

CEQA Process



A separate National Environmental Policy Act (NEPA) process will be conducted by the Federal Aviation Administration (FAA).

Initial Study Findings

No Further Study

- Agriculture and Forestry Resources
- Biological Resources
- Cultural (Archaeological and Paleontological) Resources
- Geology and Soils
- Mineral Resources
- Recreation

Potentially Significant Impact (Analyzed in the EIR)

- Aesthetics
- Air Quality
- Cultural (Historic) Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

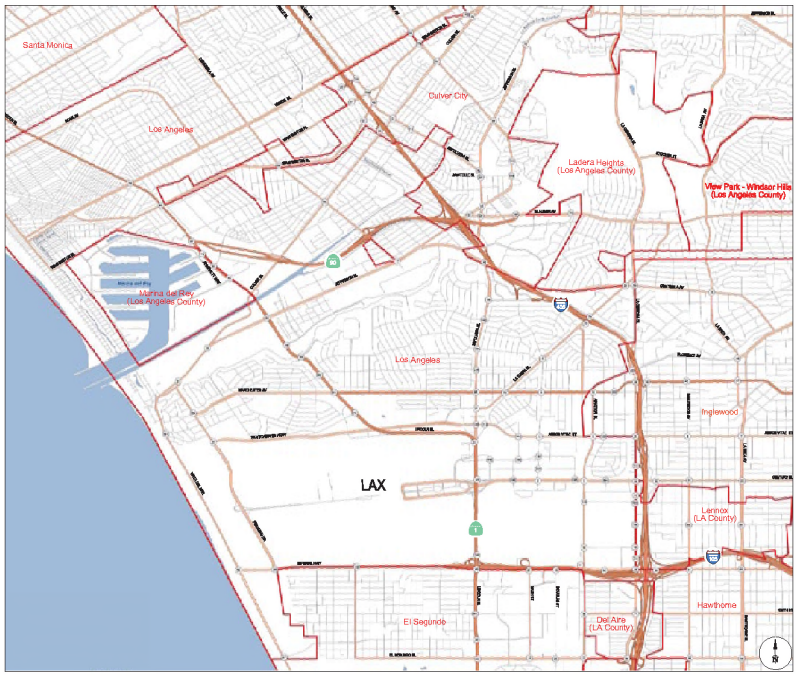
Public Comments

- Comments can be handwritten on comment forms and submitted at this Scoping Meeting
- Comments can be mailed to:

  Christopher Koontz
  Chief of Airport Planning
  Los Angeles World Airports
  1 World Way, Room 218
  Los Angeles, CA 90045
  Phone: (800) 919-3766

- For additional information and/or to submit comments, visit www.connectinglax.com
- **Comments must be received by 5:00 pm Monday, March 9, 2015**

Potential Study Intersections



Mitigation Measures

Air Quality, Greenhouse Gases, Human Health:

LAX Master Plan Control Measures

- LAX-AQ-1: General Air Quality Control Measures
- LAX-AQ-2: Construction-Related Air Quality Control Measures
- LAX-AQ-3: Transportation-Related Air Quality Control Measures
- LAX-AQ-4: Operations-Related Air Quality Control Measures

On-Road Emissions Reduction

- 2010 Clean Haul Truck (to the extent available)
- Minimizing worker vehicle emissions (e.g.,off-peak commute)

On-Site Construction Equipment Emissions Reduction

- Best Available Emission Control Devices on Diesel Equipment
- Tier 3/Tier 4 Construction Equipment
- Ultra-low sulfur diesel required
- Idling restrictions on diesel equipment
- Proper maintenance of construction equipment required
- Tampering of construction equipment prohibited
- Construction equipment with minimum practical engine size utilized

Fugitive Dust Control

- Rule 403 compliance (e.g., watering 3 times daily)

LAX Landside Access Modernization Program

Project Design Features

Air Quality, Greenhouse Gases, Human Health:

2010 California Green Building Standard Code Tier 1

- Exceed California Energy Code requirements by 15 percent
- Energy efficient lighting (e.g., light emitting diodes [LEDs]), heating and cooling systems, appliances, equipment, and control systems
- Plumbing fixtures that will reduce the overall use of potable water within each building by 30 percent
- Recycled content: Use of materials with post-consumer or pre-consumer recycled content value (RCV)
- Low VOC adhesives, sealants, and caulks
- Divert at least 65 percent of non-hazardous construction and demolition debris to recycle or salvage

CONNECTINGLAX Los Angeles World Airports

LAX Landside Access Modernization Program

FREQUENTLY ASKED QUESTIONS

What is the LAX Landside Access Modernization Program? Where is it located?

The LAX Landside Access Modernization Program is a new ground transportation system consisting primarily of an Automated People Mover (APM) system, public parking facilities, Consolidated Rental Car Facility (CONRAC), and roadway improvements. Improvements would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north.

Will the LAX Landside Access Modernization Program increase the number of flights or passengers at LAX?

No. The elements of the LAX Landside Access Modernization Program will not affect the total number of passengers at LAX, or the number or frequency of aircraft flights. It will provide state-of-the-art ground transportation facilities for existing passengers at LAX; modifications to airfield facilities, including runways and aircraft gates, are not a part of the LAX Landside Access Modernization Program.

How will the new project at LAX improve how you travel into and out of the airport today?

Today, passengers at LAX must drive through a roadway loop in the CTA to catch their flight. Each terminal has an arrival and departure curb where people can be picked-up or dropped-off, along with parking structures located within the interior of the roadway loop. Some passengers who choose to park remotely or stay in local hotels, or take public transit to LAX, must take a shuttle or a taxi into the CTA and get dropped off at the appropriate terminal.

In the future, the APM system will offer passengers a new way to catch their flight at convenient locations closer to the major freeways serving LAX and bypass the existing roadway loop in the CTA. Passengers will be able to get onto the APM system from the Intermodal Transportation Facilities (ITF), the CONRAC or the Airport Metro Connector transit station and be transported to their terminal quickly and efficiently. The ITFs and CONRAC serve as gateways onto the APM system catering to all types of airport passengers and users.

The same process applies to passengers arriving at LAX. These passengers will be able to pick up their baggage, get onto the APM system and be transported directly to the ITFs, CONRAC or Metro transit station to utilize the services provided at each location and quickly reach their final destination.

What is the anticipated schedule for delivery of these projects?

LAWA is committed to implementing the LAX Landside Access Modernization Program; however several important steps are required before construction can begin. This work includes environmental review, procurement, funding approvals, right-of-way acquisitions, final design, and engineering. Once these steps are completed, the entire project will take approximately 5-9 years to construct and commence operations.

How will the CTA be used after the APM system is constructed? Will the APM system be the required form of access into and out of LAX?

The APM system will improve how the CTA functions today by giving passengers a new choice on how to access LAX. It is currently contemplated that use of the APM system will not be required and the CTA will continue to function, in general, the way it does today.

What alignments are being considered for the Automated People Mover system?

LAWA has reviewed over 70 different configurations for the APM system which include various alignments and station locations inside and outside of the CTA. A majority of the 70+ configurations for the APM alignment within the CTA were screened out as infeasible due to existing physical constraints and disruption from construction impacts associated with building an APM system within an operating airport environment. A summary of this screening process and a recommendation on a preferred alignment east of the CTA was provided to the Board of Airport Commissioners on May 5, 2014. On December 18, 2014, staff recommended to the Board of Airport Commissioners a preferred alignment that included 3 stations within the CTA.

Where will security screening, airline check-in and baggage check be located for those using the Automated People Mover system?

Like today, security screening and baggage check will continue to be provided in the terminals. LAWA anticipates providing airline check-in, boarding passes, and flight information services at the ITFs and CONRAC, and is coordinating with Metro to evaluate possible services at the Airport Metro Connector station. LAWA is also studying the feasibility of baggage check-in at the APM stations.

How will the new LAX Landside Access Modernization Program provide quicker or better services than what currently exist at LAX?

The proposed Project will be designed to offer passengers new convenient ways to access or depart the airport quickly and in a predictable amount of time.

The use of an APM system to transport passengers into and out of the terminals will be much more reliable than the current roadway system, as it is not influenced by local traffic congestion, vehicular accidents, or other roadway obstacles. The ITFs and CONRAC will provide access options closer to the major freeways and amenities for users of the new system that will ensure a world-class traveling experience.

In addition, the APM system will provide a seamless connection to the proposed Airport Metro Connector transit station at 96th Street/Aviation Boulevard and provide passengers with access to the regional transportation system in Los Angeles County.

What kind of impacts can be expected from construction of these projects?

The Draft Environmental Impact Report (EIR) will analyze and disclose potential effects from the LAX Landside Access Modernization Program, such as construction emissions, traffic, noise, etc., and will also identify appropriate mitigation measures.

What are the environmental impacts of the LAX Landside Access Modernization Progam and will LAWA prepare an Environmental Impact Report (EIR)?

LAWA released an Initial Study and Notice of Preparation (NOP) for the environmental review of the LAX Landside Access Modernization Program on February 5, 2015 and is in the process of preparing a project-level EIR. LAWA will fully comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and identify all potential significant impacts along with appropriate mitigation measures.

How can the public get involved in the environmental review process?

The public has the opportunity to get involved at the beginning of and throughout the environmental review process. LAWA is holding two public scoping meetings during the Notice of Preparation (NOP) comment period to gather comments on the areas of environmental review that the Draft EIR will analyze. Upon completion, the Draft EIR will be circulated to gather public comments on its findings. During the EIR process, there will be multiple opportunities to attend meetings and provide input on the project. LAWA plans on holding public meetings to provide project updates and solicit community views and concerns.

What is the purpose of the LAX Landside Access Modernization Program, and who will benefit? How is the public served by this project?

The LAX Landside Access Modernization Program is designed to: relieve traffic congestion within the CTA and the surrounding street network; create new convenient locations for passenger pick-up, drop-off, and parking outside of the CTA; give passengers a fast and reliable way to get to their flights; and reduce vehicle emissions and improve air quality. The LAX Landside Access Modernization Program will improve the passenger experience and reduce traffic congestion at and around LAX.

It seems like there is a lot of existing construction at LAX. Why is this project necessary for airport operations?

Modernization is a continuing process at LAX as the needs of travelers and airlines change and as improved safety measures are implemented. The proposed program is designed to make LAX a premier destination for visitors and residents alike, to improve access to LAX, and reduce traffic and congestion on airport and surrounding roadways. All of the construction projects will be coordinated to provide a seamless experience for travelers, and to minimize disruption while still adhering to rigorous completion schedules.

How does the Stipulated Settlement relate to the LAX Landside Access Modernization Program?

The LAX Master Plan, approved by the City of Los Angeles City Council in December 2004, defines the strategic framework for future development at LAX. The LAX Master Plan identified the development of a Ground Transportation Center (GTC), to be developed east of the CTA, the construction of an Intermodal Transportation Center, the development of a CONRAC, and the development of an APM system that would connect to all of these facilities. These elements were categorized as "Yellow Light Projects" subject to further analysis under Section V of the Stipulated Settlement prior to construction.

Is the LAX Landside Access Modernization Program part of the Specific Plan Amendment Study?

LAWA completed the Specific Plan Amendment Study (SPAS) and a programmatic Final Environmental Impact Report (EIR) evaluating the environmental effects of the SPAS alternatives in 2013. The SPAS studied airfield improvements, terminal improvements, and ground access improvements, including alternatives to the Ground Transportation Center (GTC) and construction of the APM from the GTC to the CTA as envisioned in the Master Plan, at a programmatic level. Following completion of the SPAS and certification of the SPAS Final EIR, the Board of Airport Commissioners and the Los Angeles City Council selected the LAWA "Staff Recommended Alternative" as the best alternative to the problem the "Yellow Light" projects were designed to address. The ground access improvements selected for further study as part of the "Staff Recommended Alternative" included, among other things, development of an Intermodal Transportation Facility (ITF), CONRAC facility, parking outside of the CTA, and an APM linking these new facilities to the CTA and connecting them to the planned Metro transit facilities. These components, which have undergone additional planning and refinement, form the basis of the proposed LAX Landside Access Modernization Program.

Who makes the final decision on the LAX Landside Access Modernization Program?

The Los Angeles City Council will make the final decision on the LAX Landside Access Modernization Program and EIR. The City Council must take actions to certify the EIR and to approve the project. The FAA must also assess the potential environmental effects of the project in compliance with NEPA and approve the plan for purposes of safety and efficient operations.

Will there be local jobs created by the LAX Landside Access Modernization Program? Construction or long-term? Who will do the work and how will they be selected?

Projects at LAX generate jobs throughout the region, for planning and construction, and for ongoing operations. Contractors are selected by the Board of Airport Commissioners through a public bidding process which examines capabilities, experience and cost effectiveness.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Alternative formats in large print, braille, audio, and other formats (if possible), will be provided upon request.

Los Angeles World Airports

CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:

LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

BENEFITS of the PROGRAM



Give passengers a fast and reliable way to get to their flights



Reduce vehicle emissions and improve air quality

Los Angeles World Airports,
1 World Way,
Los Angeles, CA 90045

Phone: 800.919.3766

Project Website:
www.connectinglax.com

Los Angeles World Airports

CONNECTINGLAX

PROCESS AND SCHEDULE

The LAX Landside Access Modernization Program requires federal and local approval and environmental clearance as dictated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

CEQA

February 5, 2015	**Notice of Preparation (NOP) and Initial Study (IS)**
First Quarter 2016	**Draft EIR Released**
Second/Third Quarter 2016	**Final EIR Released**
Fourth Quarter 2016	**Certification of EIR/ Project Approval**

NEPA

First Quarter 2016	**Draft Environmental Assessment (EA) Released**
Second/Third Quarter 2016	**Final EA Released**
Fourth Quarter 2016	**FAA Approves Final EA**
Estimated Construction Start	**First Quarter 2017**

GET INVOLVED

LAWA has initiated a comprehensive public involvement effort for the LAX Landside Access Modernization Program, aimed to communicate information about the Project and to provide opportunities for community input during the environmental review process. To get involved:

- Participate in public meetings. Notices of upcoming meetings will be posted to the Web page (www.connectinglax.com).
- Provide written comments on draft environmental documents when they become available for public review. Draft documents will be posted on the Web site (www.connectinglax.com) with instructions on how to submit comments.
- Request a presentation by LAWA staff for your neighborhood association or civic group by contacting 800.919.3766 or TransportationPlanning@lawa.org.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Alternative formats in large print, braille, audio, and other formats (if possible), will be provided upon request.

LAX Landside Access Modernization Program



BRIEF DESCRIPTION OF LAX

Los Angeles World Airports (LAWA) is in the midst of a multi-billion dollar modernization program at Los Angeles International Airport (LAX). LAX is the largest commercial service airport in southern California, and the second busiest airport in the United States, handling approximately 636,700 aircraft landings and takeoffs and 70.7 million passengers in 2014. LAX is also the world's busiest origin and destination airport, as more passengers begin and end their trip at LAX, rather than connecting with another flight. This presents many challenges to passengers accessing the airport as over 50 percent of departing air passengers drive to LAX, and over 6,000 vehicles an hour enter the LAX Central Terminal Area (CTA) during peak periods.

As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program to continue to transform LAX into a world-class airport by relieving traffic congestion within the CTA and on the surrounding street network, improving the travel experience for passengers, and providing a convenient connection to the regional Metro transit system.

THE LAX LANDSIDE ACCESS MODERNIZATION PROGRAM

The LAX Landside Access Modernization Program (Project) consists of several primary components. At the centerpiece is an Automated People Mover (APM) system, which would provide free, fast, convenient, and reliable access to the CTA for passengers, employees, and other users of LAX, 24 hours a day. The APM would be built completely above grade without diminishing existing roadway capacity. The APM system would connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas in the CTA. The APM would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a state-of-the-art, Consolidated Rental Car Facility (CONRAC), new public parking facilities, and multiple locations for passenger pick up and drop off. In addition, the APM system would include a connection to the Airport Metro Connector (AMC) transit station to be located at 96th Street/Aviation Boulevard. The AMC transit station is planned by Metro as a separate and independent project. The APM system will provide airport passengers with access to the regional Metro transit system.

BENEFITS of the PROGRAM



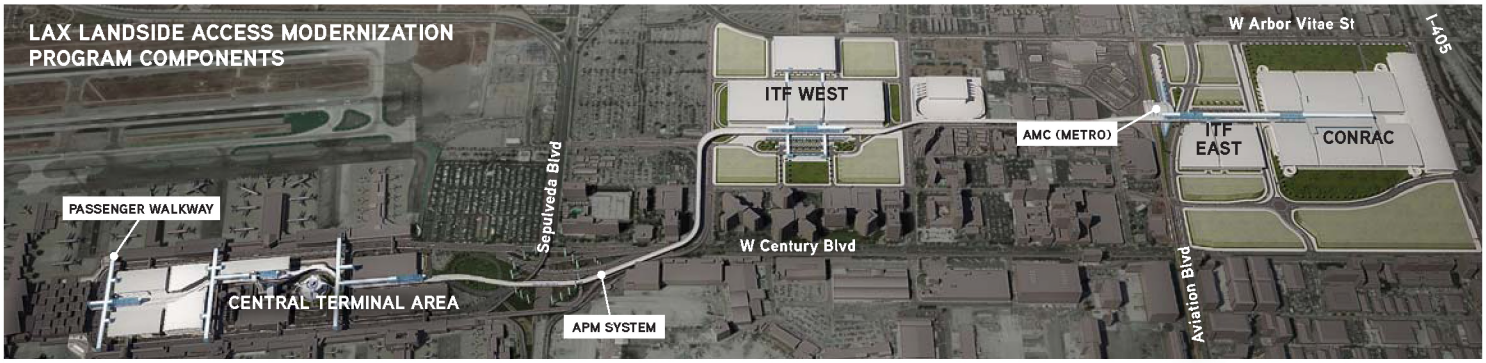
Relieve traffic congestion within the Central Terminal Area and the surrounding street network



Create new convenient locations for passenger pick-up, drop-off, and parking outside of the Central Terminal Area

Los Angeles World Airports

CONNECTINGLAX



Automated People Mover System

- A total of 6 stations connecting new rental car, airport parking, and Metro facilities to the airline terminals
- The APM system would be approximately 2-1/4 miles in length and would be up to 70 feet in height above existing grade without diminishing existing roadway capacity
- Short wait times at each station (2-3 minutes)
- Free for airport users, 24 hours a day
- APM system could transport up to 6,000 passengers per hour



APM Station Interior Concept

Passenger Walkways

Passenger walkways would connect the APM stations to the passenger terminals, CTA parking garages, and the other ground transportation facilities located outside the CTA. The walkways would be designed to minimize walk distance and reduce the number of level changes for passengers to access the APM stations. These facilities would also include moving walkways to assist passenger movements.

Intermodal Transportation Facilities

The Intermodal Transportation Facilities (ITF) will provide alternative locations to pick-up & drop-off passengers, park their vehicles, and access the Central Terminal Area via the APM system.

- A direct connection to the airline terminals via the APM system
- Flight check-in, boarding passes, and information
- Access to shuttles and other commercial transit services
- Meet and greet plaza with shopping and dining options
- Convenient public parking



West ITF Curbside Concept

Consolidated Rental Car Facility

The Consolidated Rental Car Facility (CONRAC) would be designed to accommodate rental car agencies serving LAX into one convenient location adjacent to Interstate 405 with direct connections to the airport using the APM.

- Offer a variety of rental car options in a centralized location
- Provide rental car customers direct access to major freeways
- Remove all rental car shuttles currently driving into the CTA
- Reduce existing rental car traffic on local roadways

Roadway Improvements

Improvements to roadways serving the CTA and new proposed facilities are an important component of the LAX Landside Access Modernization Program. The proposed roadway improvements are designed to reduce congestion and vehicle emissions, and enable passengers to more efficiently access LAX. The proposed roadway improvements would alleviate congestion during the construction period of the Project, provide convenient access to and from the proposed intermodal transportation facilities and the CONRAC, and provide improved access to the CTA. These proposed improvements may include, among others, new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new freeway ramps, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements.

Metro Transit Connection

The APM will connect to Metro's planned Airport Metro Connector (AMC) transit station at 96th Street/Aviation Boulevard and provide a direct connection to the regional Metro rail and bus system.

SUSTAINABLE CONSTRUCTION AND OPERATION

LAWA has taken steps to increase its sustainability practices related to daily Airport operations, many of which directly or indirectly contribute to a reduction in air quality and greenhouse gas emissions. LAWA's new sustainable construction standards are based on the mandatory and voluntary tiers defined in the Los Angeles Green Building Code (LAGBC). The LAX Landside Access Modernization Program would meet the energy efficiency and water efficiency and conservation requirements for LAGBC Tier 1 conformance.

BENEFITS OF THE LAX LANDSIDE ACCESS MODERNIZATION PROGRAM

- Relieve traffic congestion within the CTA and the surrounding street network
- Connect LAX to the Airport Metro Connector transit station
- Create new convenient locations for passenger pick-up, drop-off, and parking outside of the CTA
- Give passengers a fast and reliable way to get to their flights
- Reduce vehicle emissions and improve air quality

A.4

NOP Comments



Attachments: ARSAC Landside NOP comments 3-9-2015 sent.pdf

From: Denny Schneider [mailto:denny@welivefree.com]
Sent: Monday, March 09, 2015 4:45 PM
To: KOONTZ, CHRISTOPHER; TRIFILETTI, LISA
Subject: Fwd: LAMP NOP Comments

Sorry Chris, Used your old e-mail.. See you Thursday. Denny
---------- Forwarded message ----------
From: **Denny Schneider** <denny@welivefree.com>
Date: Mon, Mar 9, 2015 at 4:40 PM
Subject: LAMP NOP Comments
To: Christopher Koontz <Chris.Koontz@lacity.org>, "TRIFILETTI, LISA" <LTRIFILETTI@lawa.org>

Hi, the connectingLAX website wasn't responding to the submit button on the get informed/public comments page.

I've attached a pdf of our preliminary comments and will update it in two weeks as we agreed... Denny

March 9, 2015

Mr. Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Westchester, CA 90045
Telephone: (800) 919-3766

Submitted via http://www.connectinglax.org

Re: Comments on Notice of Preparation for LAX Landside Access Modernization Project

Dear Mr. Koontz:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to provide input into the project scoping for the LAX Landside Access Modernization Project (LAMP). We appreciate your desire to work more closely with us on these projects and the offer to extend for us the comment period to March 23, 2015 to submit additional comments.

A new LAWA willingness to present your aims, objectives, and philosophy used to design and implement these projects is acknowledged and appreciated. We understand that a key factor in every design decision was an urgency to save money and to complete all work before the now defunct application for the 2024 Olympics. We encourage LAWA to reassess the project elements to provide maximum traveler convenience and reduced impacts on surrounding communities.

Preliminary discussion leads us to believe that there is a set of predetermined decisions as to the design approach LAWA intends to take for each of these projects prior to completion of the EIR. What are the justifying assumptions used to reject all but a single set of preferred alternatives not here-to-fore described for

public consumption. We expect a comprehensive set of alternatives to be addressed in the EIR along with explanations of why they are being rejected.

Background:
As you are aware, ARSAC supports a safe, secure, modern and convenient LAX provided that LAX does not expand further into surrounding airport communities. ARSAC strongly believes that a robust network of regional airports is the optimal solution for meeting Southern California's future airport capacity needs instead of expanding LAX. At over 3,500 acres, LAX has one of the smallest airfields in the world and there is no room to safely expand without severe impacts on surrounding communities. LAX is now the 5th busiest passenger airport in the world and the second busiest airport in the United States just surpassed Chicago O'Hare (ORD). LAX has the highest ratio of operations/acre of any major US airport. While LAX is a major international gateway and a prime economic engine of the regional economy, it is also the number one terrorist target on the West Coast.

It is critical for the economic vitality of the region that pro-active efforts are made to convince the airlines of the economic as well as environmental, security and social benefits of spreading airline service throughout Southern California. This activity will result in arresting the leakage of passengers from the catchment (marketing) areas of airports such as Ontario International Airport (ONT) and help reduce some of the traffic congestion for which Los Angeles is infamously famous.

Los Angeles World Airports (LAWA) management, staff and consultants must always consider impacts of airport operations on surrounding airport residents and find ways to prevent or reduce those impacts. For example, ARSAC remains adamantly opposed to moving the north runway, 24 Right further north and therefore closer to homes, schools, businesses and churches. As shown in the North Airfield Safety Study (NASS), the existing north airfield configuration is extremely safe and that increasing runway separation will bring negligible safety benefit. ARSAC continues to support LAX Specific Plan Amendment Alternatives 2 (the environmentally preferred alternative) and 9.

Specific Concerns:
ARSAC applauds LAWA for moving forward with LAMP and has many concerns that we would like LAWA to address in the upcoming EIR process:

1. Security
    a. LAWA Airport Police must have primacy in LAX security issues. LAWA PD must be the lead agency for all policing issues at LAX.
    b. LAWA Airport Police need increased staffing to avoid using Los Angeles Police Department (LAPD) officers on overtime pay. LAWA could avoid time wasting federal audits over allegations of airport revenue diversion by having enough LAWA PD officers on the job.
    c. LAX should have its own 911 system so that calls for service are responded to more quickly than the LAPD responding from the Pacific Station in Venice.
    d. LAWA Police should be stationed at each Transportation Safety Administration (TSA) checkpoint fulltime to prevent another incident such as the tragic murder of Gerardo Hernandez, the first TSA officer to die in the line of duty.
    e. If not already a policy, then all airport, airline, contractor and other visitors must be 100% screened by TSA before entering the passenger terminal areas of the airport.
    f. There should be a comprehensive video system in not just the passenger terminal screening checkpoints, but also in the newly proposed facilities in the LAMP NOP including the Consolidated Rental Car Garage (CONRAC), Intermodal Transportation Facility (ITF) and on the Automated People Mover (APM).

1. Safety
    a. LAX needs a new air traffic control (ATC) tower that will provide controllers 100% visibility of the airfield. The areas west of Bradley West, among several others already existing, are an

"ATC Non-Visibility Area". The number of ATC non-visibility areas will only increase once the Midfield Satellite Terminal is constructed.

b. LAWA must continue to endeavor to make airfield safety a high priority by following best practices such as the formation of an airfield safety team that meets on a monthly basis comprised of representatives of LAWA, the airlines, and the ground service personnel. This is to deal with the human factors in airfield safety. Other physical improvements LAWA must make to LAX include completing the build-out of the Runway Status Lights at all runway entrances. RSL provides high safety benefits for low costs. In addition, LAWA must continue to enhance airfield safety through better runway and taxiway striping, signage and lighting.

2. Passenger Convenience

a. Rail to airport. While ARSAC supports bringing public transit into LAX, ARSAC is concerned about the people mover proposal that LAX is making in LAMP. We hear from members of the public questioning why rail transit is not being brought into the Central Terminal Area (CTA). The traveling public understands that "world class airports" have rail transit built into, next to or underneath the passenger terminal for the most seamless travel experience. Airports such as Amsterdam, Frankfurt, Hong Kong and Tokyo Narita are excellent examples of rail transit built into the passenger terminal. The International Air Rail Organization (IARO) conference held in Los Angeles in 2006 noted that passenger use of public transit to and from airports drops as required changes in modes of transportation occur. Ideally, a Metrorail station in the CTA would bring the most possible passengers and then for each change mode of transportation (e.g. Metro to APM), the potential number of passengers diminishes. ARSAC acknowledges that there has been issues between LAWA and Metro for station location. ARSAC supports the proposed Metro station between the CONRAC and ITF although the original LAWA plan would have been better. We like the combination of public modes presented by LAWA for rail and public bus transport. ARSAC would also like to see future growth of the Metrorail to have a station inside the ITF and ideally, one day, inside the CTA itself. Connectivity with the Green Line and a western spur to connect along Sepulveda and or Lincoln should be supportable.

a. Curb to the gate distance. ARSAC is concerned that the proposed Automatic People Mover (APM) spine alignment flies in the face of current airport design- shortening the distance from the curb to the gate. The APM spine alignment increases the distance from the curb to the gate. ARSAC is concerned for the convenience of passengers with many bags, senior citizen travelers, families with small children and other special needs passengers. While LAWA has proposed moving sidewalks to go between the APM stations and the passenger terminals, the distance may still be too great that passengers will be deterred from using the APM and instead continue to use a taxi or private vehicle to bring them curbside to the terminal.

a. Serving most terminals. The proposed APM alignments do not stop at most terminals. LAWA appears to be more focused on the APM transit time from the CONRAC to the CTA rather than passenger convenience. Passengers already have an expectation on shuttle buses such as Lot C as to the timing. An APM will not help provide passengers a better alternative to access LAX unless it is convenient.

ARSAC requests that LAWA add another four alternatives into the range of alternatives that will have an APM loop configuration. By building an APM track above the upper level roadway in the CTA, it should be possible for conventional APM equipment to navigate the curve between Terminal 3, the Tom Bradley International Terminal (TBIT) and Terminal 4. ARSAC suggests that LAWA can also close the loop in the scissor alignment by creating a station inside the Tom Bradley International Terminal above the ticketing area. In the ticketing area, there is a huge niche between the pillars above the ticket counters. The APM alignment could go through

here. This inside the terminal station will be very convenient for departing passengers and will allow LAWA to address the track curvature issue that LAWA believes prevents it from having an APM loop. A second variation on this alternative would be a dual track system for two-way movement around the CTA.

1. Mitigation

LAWA should ask all LAX airline tenants to help during LAMP construction projects. LAWA should ask all LAX airline tenants to evaluate moving some of their flight operations to Ontario International Airport (ONT) for the duration of LAMP. Each airline should be asked to analyze its Frequent Flyer Program database by ZIP code for passengers residing in San Bernardino, Riverside, Orange and eastern Los Angeles County. For Los Angeles County, ZIP code areas to be included in the study are for the San Gabriel Valley, cities of Burbank, Pasadena and Glendale and all cities plus unincorporated areas east of 110 freeway.

While LAWA cannot force airlines to support regionalization efforts, LAWA has had an ongoing obligation under the Stipulated Settlement Agreement to spread out airline service throughout Southern California airports such as ONT and Palmdale Regional Airport (PMD). LAWA has failed in its regionalization obligations; it is not a "one-off" or "one-time" process such as federal grant to subsidize airline service at PMD. It must be an ongoing pro-active effort, despite any short term economic downturns as regionalization is for the long-term benefit of Southern California's economy and quality of life. By asking airlines to voluntarily co-operate in using ONT as a mitigation measure, LAWA will be demonstrating a pro-active effort in not only supporting regionalization efforts, but also minimizing passenger inconvenience at LAX.

1. Construction

a. Construction laydown areas. ARSAC opposes the proposed laydown areas 1 and 2 west of the Westchester Central Business District. As opposed to having activities causing dust and pollution near homes and businesses, LAWA should consider using the vacated Belford Square area for construction laydown area.

b. Construction controls. What are all of the areas for staging and routing of construction traffic? Any impacts on runway operations due to tarmac impacts or even along runways? Is there a community contact to mitigate issues? Air quality and dust control issues?

1. Signage and way finding

a. Airport access signage needs to be clear. Signage must keep airport traffic out of residential areas. For south bound 405 LAX traffic, drivers need to be directed to exit at Century Boulevard.

b. Rental car center signage needs to be clear. Rental cars need to be kept out of residential areas.

c. Keeping airport transportation out of residential areas. LAWA should work with private bus companies, taxis, van, limos and other LAX licensed vehicles to avoid using Sepulveda Boulevard between Manchester and Centinela during off-peak hours (11:00pm to 6:00am) to access the 405 freeway. These vehicles should be directed to use Century Boulevard.

QUESTIONS

1. What specific forecasts of passenger activity and aircraft operations will the LAMP be based on? Passenger counts? Fleet mix? Number of flights? Ground traffic? Rail traffic? Mass transit? These forecasts will play a key role in determining the passenger-related ground access demands that will be placed on LAX in the future. If it is assumed that the airport will serve a passenger demand that is significantly greatly than its current 78.9 MAP passenger constraint, the study should examine and justify the ability of the airport's terminal, terminal gate and runway facilities to accommodate that demand, and examine the potential airspace impacts of serving that demand on nearby airports including Santa Monica, Hawthorne and Van Nuys airports. What is the date window of

the the review? 2025? 2030? What runway/taxiway/taxilane assumptions will be made impacting times to gate and environmental impacts?

2. The LAMP should use these specific passenger and operational forecasts to determine the potential to divert future passenger ground access loads to transit modes, given the future ground access and transit and improvements assumed and recommended by the LAX LAMP. The higher the forecasts and greater the overall regional market share assumed for LAX in these forecasts, the less potential there will be to divert future ground access trips to transit on a percentage basis. This is because the higher the forecast, the more trips that will originate from outlying areas of the Southern California region including the Inland Empire, Orange and San Diego Counties and North Los Angeles County, which will overwhelming be made by private automobiles.

3. The LAMP should also base its examination of the potential for diversion of future airport ground access trips to transit modes on its latest LAX origin-and-destination (O&D) survey data. Findings should be made about the potential ability of the future regional transit system serving LAX to serve passengers using LAX based on where they actually live and work, and the accessibility of the future transit system to those places. Current O&D data bases should be updated and forecast based on the specific passenger and operational forecasts, as well as recent demographic forecasts, including assumptions made about more passengers on a percentage basis originating from outlying areas of the Southern California region, and outside the region.

4. Lastly, findings about the potential of the LAMP to divert future airport ground access trips to transit modes should be compared with similar air carrier airports with comparable ground access systems, including those with transit systems that do not directly access airport terminals and/or require one or more transfers to access the airport.

COMMENTS ON INITIAL STUDY AREAS CHECKLIST:

I. Aesthetics
Buildings should be LEED certified, visually pleasing and include drought resistant landscaping where possible.

II. Agriculture
Not applicable.

III. Air Quality
ARSAC requests that air quality monitoring and mitigation is an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

Air pollution needs to be carefully scrutinized:
• The extent and content of LAX air pollution as noted in a recent USC study (which found that the air pollution plume from LAX extends much farther than previously determined) needs to be addressed.
• The plume actually covers over 20 square miles, mostly to the east and is driven by the prevailing on-shore winds.
• The USC study noted that particulate matter, especially pm 2.5 or smaller, is present in this plume and that this particulate matter, which can be inhaled deeply into one's lungs, is very harmful - particularly for children.

IV. Biological Resources
ARSAC wants to know the status of the Riverside Fairy Shrimp removed from the LAX airfield. Are these still in cold storage near LAX? What are the plans for the Riverside Fairy Shrimp now that the Madrona Marsh in Torrance has rejected LAWA's offer to accept the shrimp?

V. Cultural Resources

ARSAC reminds LAWA of its commitment in the LAX Specific Plan Amendment Study (SPAS) to provide for view preservations around the Theme Building, a City of Los Angeles cultural monument (1992). In addition, ARSAC calls on LAWA to provide the preservation of the "Sea-to-shining-sea" mural in the Terminal 3 tunnel connecting the ticketing building to the satellite building.

VI. Geology/Soils
A more stringent and encompassing examination of the soil throughout the proposed sites for projects must be undertaken, especially in light of the following points:
- Over the years, excavations have been made throughout the LAX property and the resulting material has been deposited in many areas within the LAX borders. Records of what materials were moved, what components and contaminants were present, and where they were relocated are sketchy or nonexistent. Will extensive soil contamination tests be done?
- Although the current construction sites are required to water piles of dirt, the crews leave for the day by late afternoon. The prevailing on-shore winds, however, blow all evening and night. The dirt dries out and fugitive, possibly toxic, dust gets blown into the neighborhoods surrounding LAX.
- The cloth coverings applied to the fences often come loose and allow the dirt to blow in the wind instead of providing more protection. These coverings need to be checked and repaired on at least a weekly basis.

I. Greenhouse Gas Emissions
ARSAC requests that Greenhouse Gas Emissions monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

II. Hazards and Hazardous Materials
The Charnock Fault runs under the eastern ends of Runways 25L and 25R and then angles northwest, crossing Manchester Avenue at Truxton Avenue.
1. It has been mapped by the City of Los Angeles Department of Public Works (navigatela.lacity.org/NavigateLA), but does not yet show up at the Alquist-Priola Earthquake Fault Zoning Map issued by the State Geologist. Therefore, the City's earthquake map should also be referenced in the EIR.
2. The whole area of the current DEIR is in an area noted as dune sand, similar to quicksand. Construction requirements must include appropriate measures to properly and safely handle this topography.
3. The earthquake fault runs close to the proposed tunneling of LAX traffic from Lincoln; therefore, extreme caution and measures must be employed when creating the tunnel under Sepulveda.

III. Hydrology/Water Quality
ARSAC calls upon LAWA to consider 100-year flood plain analysis for all new proposed facilities and updates and/or modifications to existing facilities in LAMP. Any new flood plane issues?

IV. Land Use/Planning
ARSAC is concerned about the automatic rezoning to an LAX Zone when LAWA acquires a property outside of the LAX Zone. There is the same concern when a property in the LAX Zone is sold and then property is supposed to take on a Westchester/Playa del Rey zoning designation. What is the public notification process for the automatic rezoning? Any changes to the City General Plan or Community Plans?

V. Mineral Resources
No comment here.

VI. Noise

ARSAC requests that noise monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least a monthly basis.

VII. Population/Housing
No comment here.

VIII. Public Services
The Los Angeles World Airports Police Department should have primacy at all LAWA owned and/or operated airports.

IX. Recreation
As a part of LAMP, LAWA should provide areas for passengers travelling with dogs to have "relief" areas. Open space areas and pocket parks should be available to provide for outdoor areas for airport workers, passengers and visitors. In addition, there should be convenient outdoor areas for smokers.

X. Transportation/Traffic
What contingency plans are there for scheduling conflicts with other agencies? Cal Trans, for instance, will be involved in developing the Lincoln Blvd. tunnel under Sepulveda. What will happen to traffic if Cal Trans cannot deliver that project in the allotted time frame?

Regarding the tunnel to reroute Lincoln traffic to LAX:
1. What is the timetable for removing the 96th St. Bridge? Before, during, or after the tunnel is complete?
2. How far down does excavation have to be to allow for safe construction and to accommodate truck traffic?
3. How much distance is needed to accomplish a safe and reasonable descent and ascent for Lincoln traffic to leave and reenter surface street levels?
4. Will the tunnel be two-way?
5. How will northbound Sepulveda traffic access Lincoln?
6. How will southbound Sepulveda traffic going to LAX gain access? By joining the tunnel traffic? If so, at what point?
7. Will Sepulveda be closed during the tunnel construction?
8. How will Sepulveda and Lincoln traffic be routed during tunnel construction?
9. How long will tunnel construction (and traffic rerouting) take?

For traffic inside and around the CTA has LAWA considered a check-in/drop off in the Park One area which allows vehicles to exit back to 96th and/or Sepulveda without the need to go around the CTA?

Does the building of a new hotel facility in the old bank building just north of Century on Sepulveda create any new traffic issues?

What assumptions are being made about train connectivity? Will visitor traffic encourage short trips out into Westchester or other points such as the Crenshaw Plaza for people with long delays?

Will current traffic service level measurement techniques (ie LOS) be maintained to augment the new mandated ones?

How does this set of projects fit in with the totality of the rest of the region's development for cumulative effect purposes?

XI. Utilities/Service Systems
Redundancy and backup systems are needed for LAX to remain operational in the event of a power outage. In addition, LAX should endeavor to design buildings that minimize the use of energy for lighting, heating, cooling and air conditioning. Installation of photovoltaic panels to collect solar energy should be done as widely as possible where it will not cause glare for operating aircraft.

XII. Mandatory Findings of Significance
LAWA should include impacts to quality of life for airport neighbors in this LAMP EIR and other LAX Master Plan project level EIR's.

ALTERNATIVE CONCEPTS OVERVIEW

Automated People Mover (APM). ARSAC believes that an APM serving most terminals will bring the most passenger convenience. ARSAC proposes that the upper level roadway be rebuilt with an APM line on the top level. There can be a single track and double track scissor option as well as a single track or double track loop option. In a scissor alignment, the North Line stations would be Terminals 1, 2 and 3/TBIT and the South Line stations would be Terminals 7/8, 6, 5, and 4/TBIT. In a loop arrangement, an APM line next to the terminals will have stations at Terminals 1, 2, 3, TBIT, 4, 5, 6 and 7/8. The loop can be a single track or double track loop. A double track loop would offer more convenience for passengers, especially those going to and from Terminal 7 which has historically been at the end of the line for most forms of ground transportation.

Rebuilding the upper level roadway is important. CalTrans reports concerning concrete and creeping rust issues within the upper level roadway are of concern not to mention the passenger bridges. Rebuilding the upper roadway could resolve this and other issues. A new upper level roadway may open the possibility of having a "commercial curb" level between the departures and arrivals levels. The commercial curb for buses, taxis and shuttle vans works well at Denver International Airport (DEN).

LAWA should also consider a Personal Rapid Transit (PRT) in the range of alternatives. ARSAC does not have any financial interests with any PRT manufacturers. One PRT manufacturer, UltraPRT has built a PRT system at London's Heathrow Airport (LHR). UltraPRT claims that a PRT system can be built for one-tenth of the cost than a traditional APM system. A PRT could provide LAX passengers with optimal convenience with the possibility of non-stop travel between the CONRAC and their desired passenger terminal. An LAX PRT with financialparticipation by local hotels, could also be extended to individual hotels along Century Boulevardand Airport Boulevard.

LAWA's current landside modernization proposals seem to focus on short-term ease of construction rather than on long-term ease of use. LAWA could be criticized for doing an "APM on the cheap." If mass transit and rail transit is truly important to LAWA for passengers to use it, then LAWA needs to make the right investment to maximize public use of the APM and mass transit. A PRT may provide more for the money, despite timing issues created by the necessity getting a California Public Utilities Commission (CPUC) approval. Whatever the solution is, a conventional APM or PRT, the APM route must access most terminals as closely as possible within the CTA for the APM to be successful.

At least one of the project reviews released in the past called for moving Terminal 3 west about 75 feet. Is this part of the considered plans? If so, how will it impact the APM? If LAWA is considering expanding Terminals 2 and/or 3 into a configuration more akin to a linear terminal how will it impact traffic?

Integrated Transportation Facility (ITF). The ITF west and east need additional parking capacity for short-term and long-term airport travelers. LAWA needs to find ways to increase utilization of the ITF. ARSAC suggests the creation of a holding lot for off-duty taxis, shared vans and busses that currently park in the Westchester Central Business District and adjoining residential areas. Drivers of these vehicles have been found sleeping in their vehicles parked in Westchester/Playa del Rey residential areas. This would be a good mitigation measure for LAWA to pursue. Furthermore, a free shuttle service can take drivers between the holding lot and the Westchester Central Business District.

LAWA should also consider pricing policies for the public and ground transport to utilize the ITF. For example, short term parking (4 hours) in the CTA can be reasonable, but daily rates can be higher. The ITF can provide economy cost parking. For passengers taking a taxi from the ITF, they will not be charged the $4.95 flag drop as is charged from the CTA.

What about offsite check in actions? Will there be offsite check in at ITF, MTA stations or ConRAC? What traffic is assumed at Century and Sepulveda around the new Century MTA station?

What other traffic generating activities are planned in Belford Square and in Manchester Square?

Questions on the FlyAway buses:

1. Is it the intent to locate all FlyAway buses at the ITF? Is this the best location?
2. Will the FlyAway buses continue to drop-off passengers at each terminal?
3. Will LAWA meet its commitment to have 9 FlyAway (includes Van Nuys) by the end of 2015?

CONRAC. The location at Manchester Square makes sense. ARSAC is opposed to any freeway on-ramp or off-ramp at Arbor Vitae. There have been 3 EIR's performed on an Arbor Vitae interchange and each time they have been rejected by CalTrans and the Federal Highway Administration (FHA). In addition, ARSAC opposes widening Arbor Vitae east of La Cienega to keep airport cut-through traffic out of Inglewood residential areas. ARSAC suggests the following freeway connections to the CONRAC:

1. From 405 south- current Century Boulevard exit
2. From 405 north- current Imperial Highway exit
3. From 105 west- current Aviation/La Cienega/Imperial Highway exit. To make this concept better, LAWA can build an access road north from the intersection of Imperial Highway and the 105 on- and off-ramps to the CONRAC. The road would start at Imperial Highway west of the ProLogis cargo warehouses. The road would continue north to the east of Proud Bird Restaurant across Lots B or E. The road will then come out to west of Concourse Drive at Century Boulevard. This concept will require some land acquisition in the Airport Industrial District. Some of these properties are rent-a-car companies.
4. To 405 north- use Century Boulevard or Imperial Highway
5. To 105 east- see proposed roadway above
6. ARSAC opposes any Lennox Boulevard freeway ramps that remove access to the Lennox community to and from La Cienega.

CONCEPTS TO BE INCLUDED IN THE RANGE OF ALTERNATIVES

Number	Name	APM / CTA	ITF West	CONRAC
1	APM existing roadway	APM built over existing CTA upper roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
2	APM new roadway	APM built on top of rebuilt CTA upper-level roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
3	APM and commercial curb level	APM built on top of rebuilt CTA upper-level roadway with commercial curb on Level 2	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
4	Dual track APM	Dual track APM built on top of rebuilt CTA upper-level roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
5	APM parking garage	APM built on top of rebuilt CTA	On 98th Street between	In Manchester Square, no

		parking garages	Sepulveda Blvd and Airport Blvd	freeway ramps at Arbor Vitae
6	PRT roadway	PRT built on top of rebuilt CTA upper-level roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
7	PRT parking garage	APM built on top of rebuilt CTA parking garages	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae

PROPOSED CONSTRUCTION PHASING (can be concurrent phases)

1. Build CONRAC. Use buses between CONRAC and CTA until APM is operational
2. Build ITF East. Use buses between CONRAC and ITF until APM is operational.
3. Build ITF West. Use buses between CONRAC and ITF until APM is operational
4. Build APM from CONRAC towards CTA.
5. Build APM in CTA. In cases where upper level roadway is rebuilt with a new APM level on top, CTA construction will be by zones. Zone A is Terminal 3/TBIT North. Zone B is Terminal 2. Zone C is Terminal 1. Zone D is Terminal 4/TBIT South. Zone E is Terminals 5 and 6. Zone F is Terminals 7 and 8.
6. Complete APM and end bus service between CTA, ITF and CONRAC.

PUBLIC PARTICIPATION

ARSAC is concerned that LAWA is trying to front-load the LAMP EIR process with an "APM on the cheap" option. Given that the urgency for the 2024 Olympics has gone away, LAWA should re-engage the public on coming up with win-win solutions similar to the engagement process that LAWA had successfully used on the 2015 LAX Northside project. Note how there is no litigation on the Northside project.

CONCLUSION

The APM spine alignment option that appears to be preferred by LAWA will not maximize usage. LAX should revisit the APM ideas that were screened out because they would cause disruption at an operating airport. The public expects that airports will almost always be under some form of construction, much like universities and Disneyland. By screening out better alternatives that may increase potential ridership LAWA may succeed in quickly building an APM very few passengers or airport employees will use for the long term.

LAWA can and should avoid building a $1 billion white elephant of an APM system. If LAX is ever to be truly considered a "world class airport," then passenger convenience needs to be paramount for success and therefore the APM can and should stop at most LAX passenger terminals.

We encourage LAWA to revisit all of its construction decisions to take advantage of reconstruction opportunities from deficient infrastructure that needs replacement or repair.

Please feel free to contact us with any questions. We look forward to hearing from you.

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March 9, 2015

Mr. Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Westchester, CA 90045
Telephone: (800) 919-3766

Submitted via http://www.connectinglax.org

Re: Comments on Notice of Preparation for LAX Landside Access Modernization Project

Dear Mr. Koontz:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to provide input into the project scoping for the LAX Landside Access Modernization Project (LAMP). We appreciate your desire to work more closely with us on these projects and the offer to extend for us the comment period to March 23, 2015 to submit additional comments.

A new LAWA willingness to present your aims, objectives, and philosophy used to design and implement these projects is acknowledged and appreciated. We understand that a key factor in every design decision was an urgency to save money and to complete all work before the now defunct application for the 2024 Olympics. We encourage LAWA to reassess the project elements to provide maximum traveler convenience and reduced impacts on surrounding communities.

Preliminary discussion leads us to believe that there is a set of predetermined decisions as to the design approach LAWA intends to take for each of these projects prior to completion of the EIR. What are the justifying assumptions used to reject all but a single set of preferred alternatives not here-to-fore described for public consumption. We expect a comprehensive set of alternatives to be addressed in the EIR along with explanations of why they are being rejected.

Background:
As you are aware, ARSAC supports a safe, secure, modern and convenient LAX provided that LAX does not expand further into surrounding airport communities. ARSAC strongly believes that a robust network of regional airports is the optimal solution for meeting Southern California's future airport capacity needs instead of expanding LAX. At over 3,500 acres, LAX has one of the smallest airfields in the world and there is no room to safely expand without severe impacts on surrounding communities. LAX is now the 5th busiest passenger airport in the world and the second busiest airport in the United States just surpassed Chicago O'Hare (ORD). LAX has the highest ratio of operations/acre of any major US airport. While LAX is a major international gateway and a prime economic engine of the regional economy, it is also the number one terrorist target on the West Coast.

It is critical for the economic vitality of the region that pro-active efforts are made to convince the airlines of the economic as well as environmental, security and social benefits of spreading airline service throughout Southern California. This activity will result in arresting the leakage of passengers from the catchment

(marketing) areas of airports such as Ontario International Airport (ONT) and help reduce some of the traffic congestion for which Los Angeles is infamously famous.

Los Angeles World Airports (LAWA) management, staff and consultants must always consider impacts of airport operations on surrounding airport residents and find ways to prevent or reduce those impacts. For example, ARSAC remains adamantly opposed to moving the north runway, 24 Right further north and therefore closer to homes, schools, businesses and churches. As shown in the North Airfield Safety Study (NASS), the existing north airfield configuration is extremely safe and that increasing runway separation will bring negligible safety benefit. ARSAC continues to support LAX Specific Plan Amendment Alternatives 2 (the environmentally preferred alternative) and 9.

Specific Concerns:
ARSAC applauds LAWA for moving forward with LAMP and has many concerns that we would like LAWA to address in the upcoming EIR process:

1. Security
    a. LAWA Airport Police must have primacy in LAX security issues. LAWA PD must be the lead agency for all policing issues at LAX.
    b. LAWA Airport Police need increased staffing to avoid using Los Angeles Police Department (LAPD) officers on overtime pay. LAWA could avoid time wasting federal audits over allegations of airport revenue diversion by having enough LAWA PD officers on the job.
    c. LAX should have its own 911 system so that calls for service are responded to more quickly than the LAPD responding from the Pacific Station in Venice.
    d. LAWA Police should be stationed at each Transportation Safety Administration (TSA) checkpoint fulltime to prevent another incident such as the tragic murder of Gerardo Hernandez, the first TSA officer to die in the line of duty.
    e. If not already a policy, then all airport, airline, contractor and other visitors must be 100% screened by TSA before entering the passenger terminal areas of the airport.
    f. There should be a comprehensive video system in not just the passenger terminal screening checkpoints, but also in the newly proposed facilities in the LAMP NOP including the Consolidated Rental Car Garage (CONRAC), Intermodal Transportation Facility (ITF) and on the Automated People Mover (APM).

2. Safety
    a. LAX needs a new air traffic control (ATC) tower that will provide controllers 100% visibility of the airfield. The areas west of Bradley West, among several others already existing, are an "ATC Non-Visibility Area". The number of ATC non-visibility areas will only increase once the Midfield Satellite Terminal is constructed.
    b. LAWA must continue to endeavor to make airfield safety a high priority by following best practices such as the formation of an airfield safety team that meets on a monthly basis comprised of representatives of LAWA, the airlines, and the ground service personnel. This is to deal with the human factors in airfield safety. Other physical improvements LAWA must make to LAX include completing the build-out of the Runway Status Lights at all runway entrances. RSL provides high safety benefits for low costs. In addition, LAWA must continue to enhance airfield safety through better runway and taxiway striping, signage and lighting.

3. Passenger Convenience
   a. Rail to airport. While ARSAC supports bringing public transit into LAX, ARSAC is concerned about the people mover proposal that LAX is making in LAMP. We hear from members of the public questioning why rail transit is not being brought into the Central Terminal Area (CTA). The traveling public understands that "world class airports" have rail transit built into, next to or underneath the passenger terminal for the most seamless travel experience. Airports such as Amsterdam, Frankfurt, Hong Kong and Tokyo Narita are excellent examples of rail transit built into the passenger terminal. The International Air Rail Organization (IARO) conference held in Los Angeles in 2006 noted that passenger use of public transit to and from airports drops as required changes in modes of transportation occur. Ideally, a Metrorail station in the CTA would bring the most possible passengers and then for each change mode of transportation (e.g. Metro to APM), the potential number of passengers diminishes. ARSAC acknowledges that there has been issues between LAWA and Metro for station location. ARSAC supports the proposed Metro station between the CONRAC and ITF although the original LAWA plan would have been better. We like the combination of public modes presented by LAWA for rail and public bus transport. ARSAC would also like to see future growth of the Metrorail to have a station inside the ITF and ideally, one day, inside the CTA itself. Connectivity with the Green Line and a western spur to connect along Sepulveda and or Lincoln should be supportable.

   b. Curb to the gate distance. ARSAC is concerned that the proposed Automatic People Mover (APM) spine alignment flies in the face of current airport design- shortening the distance from the curb to the gate. The APM spine alignment increases the distance from the curb to the gate. ARSAC is concerned for the convenience of passengers with many bags, senior citizen travelers, families with small children and other special needs passengers. While LAWA has proposed moving sidewalks to go between the APM stations and the passenger terminals, the distance may still be too great that passengers will be deterred from using the APM and instead continue to use a taxi or private vehicle to bring them curbside to the terminal.

   c. Serving most terminals. The proposed APM alignments do not stop at most terminals. LAWA appears to be more focused on the APM transit time from the CONRAC to the CTA rather than passenger convenience. Passengers already have an expectation on shuttle buses such as Lot C as to the timing. An APM will not help provide passengers a better alternative to access LAX unless it is convenient.

      ARSAC requests that LAWA add another four alternatives into the range of alternatives that will have an APM loop configuration. By building an APM track above the upper level roadway in the CTA, it should be possible for conventional APM equipment to navigate the curve between Terminal 3, the Tom Bradley International Terminal (TBIT) and Terminal 4. ARSAC suggests that LAWA can also close the loop in the scissor alignment by creating a station inside the Tom Bradley International Terminal above the ticketing area. In the ticketing area, there is a huge niche between the pillars above the ticket counters. The APM alignment could go through here. This inside the terminal station will be very convenient for departing passengers and will allow LAWA to address the track curvature issue that LAWA believes prevents it from having an

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APM loop. A second variation on this alternative would be a dual track system for two-way movement around the CTA.

4. Mitigation
   LAWA should ask all LAX airline tenants to help during LAMP construction projects. LAWA should ask all LAX airline tenants to evaluate moving some of their flight operations to Ontario International Airport (ONT) for the duration of LAMP. Each airline should be asked to analyze its Frequent Flyer Program database by ZIP code for passengers residing in San Bernardino, Riverside, Orange and eastern Los Angeles County. For Los Angeles County, ZIP code areas to be included in the study are for the San Gabriel Valley, cities of Burbank, Pasadena and Glendale and all cities plus unincorporated areas east of 110 freeway.

   While LAWA cannot force airlines to support regionalization efforts, LAWA has had an ongoing obligation under the Stipulated Settlement Agreement to spread out airline service throughout Southern California airports such as ONT and Palmdale Regional Airport (PMD). LAWA has failed in its regionalization obligations; it is not a "one-off" or "one-time" process such as federal grant to subsidize airline service at PMD. It must be an ongoing pro-active effort, despite any short term economic downturns as regionalization is for the long-term benefit of Southern California's economy and quality of life. By asking airlines to voluntarily co-operate in using ONT as a mitigation measure, LAWA will be demonstrating a pro-active effort in not only supporting regionalization efforts, but also minimizing passenger inconvenience at LAX.

5. Construction
   a. Construction laydown areas. ARSAC opposes the proposed laydown areas 1 and 2 west of the Westchester Central Business District. As opposed to having activities causing dust and pollution near homes and businesses, LAWA should consider using the vacated Belford Square area for construction laydown area.
   b. Construction controls. What are all of the areas for staging and routing of construction traffic? Any impacts on runway operations due to tarmac impacts or even along runways? Is there a community contact to mitigate issues? Air quality and dust control issues?

6. Signage and way finding
   a. Airport access signage needs to be clear. Signage must keep airport traffic out of residential areas. For south bound 405 LAX traffic, drivers need to be directed to exit at Century Boulevard.
   b. Rental car center signage needs to be clear. Rental cars need to be kept out of residential areas.
   c. Keeping airport transportation out of residential areas. LAWA should work with private bus companies, taxis, van, limos and other LAX licensed vehicles to avoid using Sepulveda Boulevard between Manchester and Centinela during off-peak hours (11:00pm to 6:00am) to access the 405 freeway. These vehicles should be directed to use Century Boulevard.

QUESTIONS

1. What specific forecasts of passenger activity and aircraft operations will the LAMP be based on? Passenger counts? Fleet mix? Number of flights? Ground traffic? Rail traffic? Mass transit? These forecasts will play a key role in determining the passenger-related ground access demands that will be

placed on LAX in the future. If it is assumed that the airport will serve a passenger demand that is significantly greatly than its current 78.9 MAP passenger constraint, the study should examine and justify the ability of the airport's terminal, terminal gate and runway facilities to accommodate that demand, and examine the potential airspace impacts of serving that demand on nearby airports including Santa Monica, Hawthorne and Van Nuys airports. What is the date window of the the review? 2025? 2030? What runway/taxiway/taxilane assumptions will be made impacting times to gate and environmental impacts?

2. The LAMP should use these specific passenger and operational forecasts to determine the potential to divert future passenger ground access loads to transit modes, given the future ground access and transit and improvements assumed and recommended by the LAX LAMP. The higher the forecasts and greater the overall regional market share assumed for LAX in these forecasts, the less potential there will be to divert future ground access trips to transit on a percentage basis. This is because the higher the forecast, the more trips that will originate from outlying areas of the Southern California region including the Inland Empire, Orange and San Diego Counties and North Los Angeles County, which will overwhelming be made by private automobiles.

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• The USC study noted that particulate matter, especially pm 2.5 or smaller, is present in this plume and that this particulate matter, which can be inhaled deeply into one's lungs, is very harmful - particularly for children.

IV. Biological Resources
ARSAC wants to know the status of the Riverside Fairy Shrimp removed from the LAX airfield. Are these still in cold storage near LAX? What are the plans for the Riverside Fairy Shrimp now that the Madrona Marsh in Torrance has rejected LAWA's offer to accept the shrimp?

V. Cultural Resources
ARSAC reminds LAWA of its commitment in the LAX Specific Plan Amendment Study (SPAS) to provide for view preservations around the Theme Building, a City of Los Angeles cultural monument (1992). In addition, ARSAC calls on LAWA to provide the preservation of the "Sea-to-shining-sea" mural in the Terminal 3 tunnel connecting the ticketing building to the satellite building.

VI. Geology/Soils
A more stringent and encompassing examination of the soil throughout the proposed sites for projects must be undertaken, especially in light of the following points:

- Over the years, excavations have been made throughout the LAX property and the resulting material has been deposited in many areas within the LAX borders. Records of what materials were moved, what components and contaminants were present, and where they were relocated are sketchy or nonexistent. Will extensive soil contamination tests be done?
- Although the current construction sites are required to water piles of dirt, the crews leave for the day by late afternoon. The prevailing on-shore winds, however, blow all evening and night. The dirt dries out and fugitive, possibly toxic, dust gets blown into the neighborhoods surrounding LAX.
- The cloth coverings applied to the fences often come loose and allow the dirt to blow in the wind instead of providing more protection. These coverings need to be checked and repaired on at least a weekly basis.

VII. Greenhouse Gas Emissions
ARSAC requests that Greenhouse Gas Emissions monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

VIII. Hazards and Hazardous Materials
The Charnock Fault runs under the eastern ends of Runways 25L and 25R and then angles northwest, crossing Manchester Avenue at Truxton Avenue.

1. It has been mapped by the City of Los Angeles Department of Public Works (navigatela.lacity.org/NavigateLA), but does not yet show up at the Alquist-Priola Earthquake

Fault Zoning Map issued by the State Geologist. Therefore, the City's earthquake map should also be referenced in the EIR.
2. The whole area of the current DEIR is in an area noted as dune sand, similar to quicksand. Construction requirements must include appropriate measures to properly and safely handle this topography.
3. The earthquake fault runs close to the proposed tunneling of LAX traffic from Lincoln; therefore, extreme caution and measures must be employed when creating the tunnel under Sepulveda.

IX. Hydrology/Water Quality
ARSAC calls upon LAWA to consider 100-year flood plain analysis for all new proposed facilities and updates and/or modifications to existing facilities in LAMP. Any new flood plane issues?

X. Land Use/Planning
ARSAC is concerned about the automatic rezoning to an LAX Zone when LAWA acquires a property outside of the LAX Zone. There is the same concern when a property in the LAX Zone is sold and then property is supposed to take on a Westchester/Playa del Rey zoning designation. What is the public notification process for the automatic rezoning? Any changes to the City General Plan or Community Plans?

XI. Mineral Resources
No comment here.

XII. Noise
ARSAC requests that noise monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least a monthly basis.

XIII. Population/Housing
No comment here.

XIV. Public Services
The Los Angeles World Airports Police Department should have primacy at all LAWA owned and/or operated airports.

XV. Recreation
As a part of LAMP, LAWA should provide areas for passengers travelling with dogs to have "relief" areas. Open space areas and pocket parks should be available to provide for outdoor areas for airport workers, passengers and visitors. In addition, there should be convenient outdoor areas for smokers.

XVI. Transportation/Traffic
What contingency plans are there for scheduling conflicts with other agencies? Cal Trans, for instance, will be involved in developing the Lincoln Blvd. tunnel under Sepulveda. What will happen to traffic if Cal Trans cannot deliver that project in the allotted time frame?

Regarding the tunnel to reroute Lincoln traffic to LAX:

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8055 W. Manchester Ave., Ste. 710 Playa del Rey, CA 90293

1. What is the timetable for removing the 96th St. Bridge? Before, during, or after the tunnel is complete?
2. How far down does excavation have to be to allow for safe construction and to accommodate truck traffic?
3. How much distance is needed to accomplish a safe and reasonable descent and ascent for Lincoln traffic to leave and reenter surface street levels?
4. Will the tunnel be two-way?
5. How will northbound Sepulveda traffic access Lincoln?
6. How will southbound Sepulveda traffic going to LAX gain access? By joining the tunnel traffic? If so, at what point?
7. Will Sepulveda be closed during the tunnel construction?
8. How will Sepulveda and Lincoln traffic be routed during tunnel construction?
9. How long will tunnel construction (and traffic rerouting) take?

For traffic inside and around the CTA has LAWA considered a check-in/drop off in the Park One area which allows vehicles to exit back to 96th and/or Sepulveda without the need to go around the CTA?

Does the building of a new hotel facility in the old bank building just north of Century on Sepulveda create any new traffic issues?

What assumptions are being made about train connectivity? Will visitor traffic encourage short trips out into Westchester or other points such as the Crenshaw Plaza for people with long delays?

Will current traffic service level measurement techniques (ie LOS) be maintained to augment the new mandated ones?

How does this set of projects fit in with the totality of the rest of the region's development for cumulative effect purposes?

XVII. Utilities/Service Systems
Redundancy and backup systems are needed for LAX to remain operational in the event of a power outage. In addition, LAX should endeavor to design buildings that minimize the use of energy for lighting, heating, cooling and air conditioning. Installation of photovoltaic panels to collect solar energy should be done as widely as possible where it will not cause glare for operating aircraft.

XVIII. Mandatory Findings of Significance
LAWA should include impacts to quality of life for airport neighbors in this LAMP EIR and other LAX Master Plan project level EIR's.

ALTERNATIVE CONCEPTS OVERVIEW

Automated People Mover (APM). ARSAC believes that an APM serving most terminals will bring the most passenger convenience. ARSAC proposes that the upper level roadway be rebuilt with an APM line on the top level. There can be a single track and double track scissor option as well as a single track or double track loop option. In a scissor alignment, the North Line stations would be Terminals 1, 2 and 3/TBIT and the South Line stations would be Terminals 7/8, 6, 5, and 4/TBIT. In a loop arrangement, an APM line next to the terminals will have stations at Terminals 1, 2, 3, TBIT, 4, 5, 6 and 7/8. The loop can be a single track or double track

loop. A double track loop would offer more convenience for passengers, especially those going to and from Terminal 7 which has historically been at the end of the line for most forms of ground transportation.

Rebuilding the upper level roadway is important. CalTrans reports concerning concrete and creeping rust issues within the upper level roadway are of concern not to mention the passenger bridges. Rebuilding the upper roadway could resolve this and other issues. A new upper level roadway may open the possibility of having a "commercial curb" level between the departures and arrivals levels. The commercial curb for buses, taxis and shuttle vans works well at Denver International Airport (DEN).

LAWA should also consider a Personal Rapid Transit (PRT) in the range of alternatives. ARSAC does not have any financial interests with any PRT manufacturers. One PRT manufacturer, UltraPRT has built a PRT system at London's Heathrow Airport (LHR). UltraPRT claims that a PRT system can be built for one-tenth of the cost than a traditional APM system. A PRT could provide LAX passengers with optimal convenience with the possibility of non-stop travel between the CONRAC and their desired passenger terminal. An LAX PRT with financialparticipation by local hotels, could also be extended to individual hotels along Century Boulevardand Airport Boulevard.

LAWA's current landside modernization proposals seem to focus on short-term ease of construction rather than on long-term ease of use. LAWA could be criticized for doing an "APM on the cheap." If mass transit and rail transit is truly important to LAWA for passengers to use it, then LAWA needs to make the right investment to maximize public use of the APM and mass transit. A PRT may provide more for the money, despite timing issues created by the necessity getting a California Public Utilities Commission (CPUC) approval. Whatever the solution is, a conventional APM or PRT, the APM route must access most terminals as closely as possible within the CTA for the APM to be successful.

At least one of the project reviews released in the past called for moving Terminal 3 west about 75 feet. Is this part of the considered plans? If so, how will it impact the APM? If LAWA is considering expanding Terminals 2 and/or 3 into a configuration more akin to a linear terminal how will it impact traffic?

Integrated Transportation Facility (ITF). The ITF west and east need additional parking capacity for short-term and long-term airport travelers. LAWA needs to find ways to increase utilization of the ITF. ARSAC suggests the creation of a holding lot for off-duty taxis, shared vans and busses that currently park in the Westchester Central Business District and adjoining residential areas. Drivers of these vehicles have been found sleeping in their vehicles parked in Westchester/Playa del Rey residential areas. This would be a good mitigation measure for LAWA to pursue. Furthermore, a free shuttle service can take drivers between the holding lot and the Westchester Central Business District.

LAWA should also consider pricing policies for the public and ground transport to utilize the ITF. For example, short term parking (4 hours) in the CTA can be reasonable, but daily rates can be higher. The ITF can provide economy cost parking. For passengers taking a taxi from the ITF, they will not be charged the $4.95 flag drop as is charged from the CTA.

What about offsite check in actions? Will there be offsite check in at ITF, MTA stations or ConRAC? What traffic is assumed at Century and Sepulveda around the new Century MTA station?

What other traffic generating activities are planned in Belford Square and in Manchester Square?

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Questions on the FlyAway buses:

1. Is it the intent to locate all FlyAway buses at the ITF? Is this the best location?
2. Will the FlyAway buses continue to drop-off passengers at each terminal?
3. Will LAWA meet its commitment to have 9 FlyAway (includes Van Nuys) by the end of 2015?

CONRAC. The location at Manchester Square makes sense. ARSAC is opposed to any freeway on-ramp or off-ramp at Arbor Vitae. There have been 3 EIR's performed on an Arbor Vitae interchange and each time they have been rejected by CalTrans and the Federal Highway Administration (FHA). In addition, ARSAC opposes widening Arbor Vitae east of La Cienega to keep airport cut-through traffic out of Inglewood residential areas.

ARSAC suggests the following freeway connections to the CONRAC:

1. From 405 south- current Century Boulevard exit
2. From 405 north- current Imperial Highway exit
3. From 105 west- current Aviation/La Cienega/Imperial Highway exit. To make this concept better, LAWA can build an access road north from the intersection of Imperial Highway and the 105 on- and off-ramps to the CONRAC. The road would start at Imperial Highway west of the ProLogis cargo warehouses. The road would continue north to the east of Proud Bird Restaurant across Lots B or E. The road will then come out to west of Concourse Drive at Century Boulevard. This concept will require some land acquisition in the Airport Industrial District. Some of these properties are rent-a-car companies.
4. To 405 north- use Century Boulevard or Imperial Highway
5. To 105 east- see proposed roadway above
6. ARSAC opposes any Lennox Boulevard freeway ramps that remove access to the Lennox community to and from La Cienega.

CONCEPTS TO BE INCLUDED IN THE RANGE OF ALTERNATIVES

Number	Name	APM / CTA	ITF West	CONRAC
1	APM existing roadway	APM built over existing CTA upper roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
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3	APM and commercial curb level	APM built on top of rebuilt CTA upper-level roadway with commercial curb	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae

		on Level 2		
4	Dual track APM	Dual track APM built on top of rebuilt CTA upper-level roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
5	APM parking garage	APM built on top of rebuilt CTA parking garages	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
6	PRT roadway	PRT built on top of rebuilt CTA upper-level roadway	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
7	PRT parking garage	APM built on top of rebuilt CTA parking garages	On 98th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae

PROPOSED CONSTRUCTION PHASING (can be concurrent phases)

1. Build CONRAC. Use buses between CONRAC and CTA until APM is operational
2. Build ITF East. Use buses between CONRAC and ITF until APM is operational.
3. Build ITF West. Use buses between CONRAC and ITF until APM is operational
4. Build APM from CONRAC towards CTA.
5. Build APM in CTA. In cases where upper level roadway is rebuilt with a new APM level on top, CTA construction will be by zones. Zone A is Terminal 3/TBIT North. Zone B is Terminal 2. Zone C is Terminal 1. Zone D is Terminal 4/TBIT South. Zone E is Terminals 5 and 6. Zone F is Terminals 7 and 8.
6. Complete APM and end bus service between CTA, ITF and CONRAC.

PUBLIC PARTICIPATION

ARSAC is concerned that LAWA is trying to front-load the LAMP EIR process with an "APM on the cheap" option. Given that the urgency for the 2024 Olympics has gone away, LAWA should re-engage the public on coming up with win-win solutions similar to the engagement process that LAWA had successfully used on the 2015 LAX Northside project. Note how there is no litigation on the Northside project.

CONCLUSION

The APM spine alignment option that appears to be preferred by LAWA will not maximize usage. LAX should revisit the APM ideas that were screened out because they would cause disruption at an operating airport. The public expects that airports will almost always be under some form of construction, much like universities and Disneyland. By screening out better alternatives that may increase potential ridership LAWA may succeed in quickly building an APM very few passengers or airport employees will use for the long term.

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LAWA can and should avoid building a $1 billion white elephant of an APM system. If LAX is ever to be truly considered a "world class airport," then passenger convenience needs to be paramount for success and therefore the APM can and should stop at most LAX passenger terminals.

We encourage LAWA to revisit all of its construction decisions to take advantage of reconstruction opportunities from deficient infrastructure that needs replacement or repair.

Please feel free to contact us with any questions. We look forward to hearing from you.

Sincerely,





Denny Schneider
President
denny@welivefree.com (213) 675-1817

Robert Acherman
Vice President
racherman@netvip.com (310) 927-2127

Attachments: ARSAC LAMP concepts 03-23-2015.pdf; ARSAC Landside NOP comments addendum 3-23-2015.pdf; ARSAC LAMP Utilities 03-23-2015.pdf

From: "Denny Schneider" <denny@welivefree.com>
To: "KOONTZ, CHRISTOPHER" <CKOONTZ@lawa.org>, "TRIFILETTI, LISA" <LTRIFILETTI@lawa.org>
Cc: "RobertAcherman@aol. Com" <RobertAcherman@aol.com>
Subject: Re: LAMP NOP Comments

Hi Chris, Attached are the additional comments we promised. I've copied the text below of the cover letter and attached pdf versions of the letter and two attachments. Thanks. Denny

---

March 23, 2015

Mr. Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Westchester, CA 90045
Telephone: (800) 919-3766

Submitted via e-mail to CKoontz@LAWA.org

Re: Comments on Notice of Preparation for LAX Landside Access Modernization Project

Dear Mr. Koontz:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to provide input into the project scoping for the LAX Landside Access Modernization Project (LAMP). We appreciate the comment period extension to March 23, 2015 for additional comments attached in the form of two powerpoint presentations.

It the interest of providing alternative solutions we created seven new concepts for consideration. The first attachment provides some visualization for the concepts mentioned in our first submittal and ask that they be included into the range of alternatives for the APM configuration.

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The second attachment is maps of oil pipelines and sewers which are in the LAMP project area. The LAMP EIR should examine possible impacts and mitigation measures for pipelines and sewers in the project area. We are especially concerned about the proposed 96th Street tunnel under Sepulveda Boulevard as this tunnel will go under the oil pipelines. The depth of the proposed 96th Street tunnel may also create drainage issues in heavy rain storms and in the event of an oil pipeline leak. Please include analysis on these issues.

Finally, please let us know about how private off-airport car rental and parking lot shuttles will access LAX?
Will they be able to continue to use the CTA or will they be forced to use the ITF?

These landside projects are of particular interest to us because of the small footprint of LAX. After subtracting the protected areas the LAX footprint is even smaller. We've noted earlier that LAX has a higher ratio of operations/acre than any other major airport and it is so critical to get everything right the first time.

CONCLUSION

If LAX is ever to be truly considered a "world class airport," then passenger convenience needs to be paramount for success and therefore the APM can and should stop at most LAX passenger terminals.

We encourage LAWA to revisit all of its construction decisions to take advantage of reconstruction opportunities from deficient infrastructure that needs replacement or repair.

Please feel free to contact us with any questions. We look forward to hearing from you.

Denny Schneider Robert Acherman
total of three attachments including letter -- 2 pdf attachments to letter -

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310 641-4199 WWW.RegionalSolution.org info@regionalsolution.org

March 23, 2015

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1 World Way, Room 218
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If LAX is ever to be truly considered a "world class airport," then passenger convenience needs to be paramount for success and therefore the APM can and should stop at most LAX passenger terminals.

We encourage LAWA to revisit all of its construction decisions to take advantage of reconstruction opportunities from deficient infrastructure that needs replacement or repair.

Please feel free to contact us with any questions. We look forward to hearing from you.

Sincerely,

Denny Schneider
President
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Robert Acherman
Vice President
racherman@netvip.com (310) 927-2127

ARSAC ***Alliance for a Regional Solution to Airport Congestion***
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2 attachments

Landside Concepts to be included in the LAX Landside Modernization Project

Alliance for a Regional Solution
to Airport Congestion
March 23, 2015

Contents

- Concepts 1 through 7
- Loop Route Stations
- Consolidated Rent-a-car Garage (CONRAC)
- Construction Sequencing

Concepts

Number	Name	APM/CTA	ITF West	CONRAC
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2	APM New Roadway	APM built on top of rebuilt CTA upper level roadway	Same as above	Same as above
3	APM and commercial level curb	APM built on top of rebuilt CTA upper level roadway with commercial curb	Same as above	Same as above
4	Dual Track APM	Dual track APM built on top of rebuilt CTA upper-level roadway	Same as above	Same as above
5	APM Parking Garage	APM built on top of rebuilt CTA parking garages	Same as above	Same as above
6	PRT Roadway	PRT built on top of rebuilt CTA upper level roadway	Same as above	Same as above
7	PRT Parking Garage	PRT built on top of rebuilt CTA parking garages	Same as above	Same as above

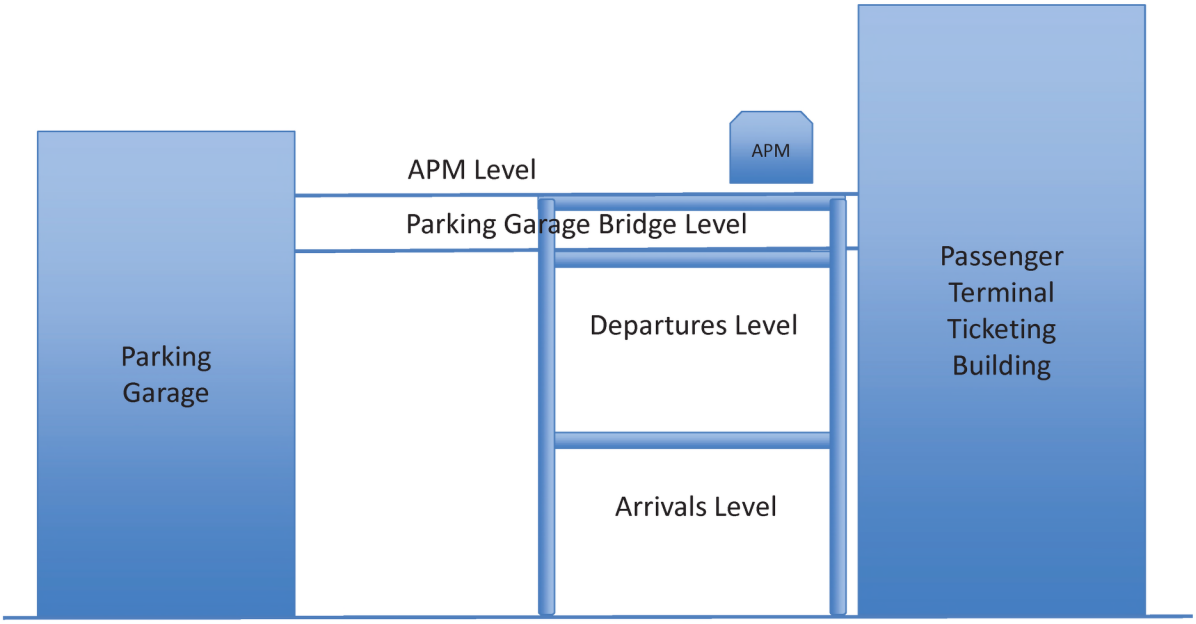
Loop Route Stations

- CONRAC
- Metro station / ITF East
- ITF West
- Terminal 1
- Terminal 2
- Terminal 3
- Tom Bradley International Terminal
  - Station placement for TBIT can also be inside TBIT departures hall above the ticketing counters
- Terminal 4
- Terminal 5
- Terminal 6
- Terminals 7 and 8
- Loop back to ITF West, Metro station / ITF East and CONRAC

Note 1: In dual track configuration, second APM line going westbound will go from CONRAC to Terminals 7 and 8, then Terminals 6, 5, 4, TBIT, 3, 2 and 1 before returning to CONRAC.

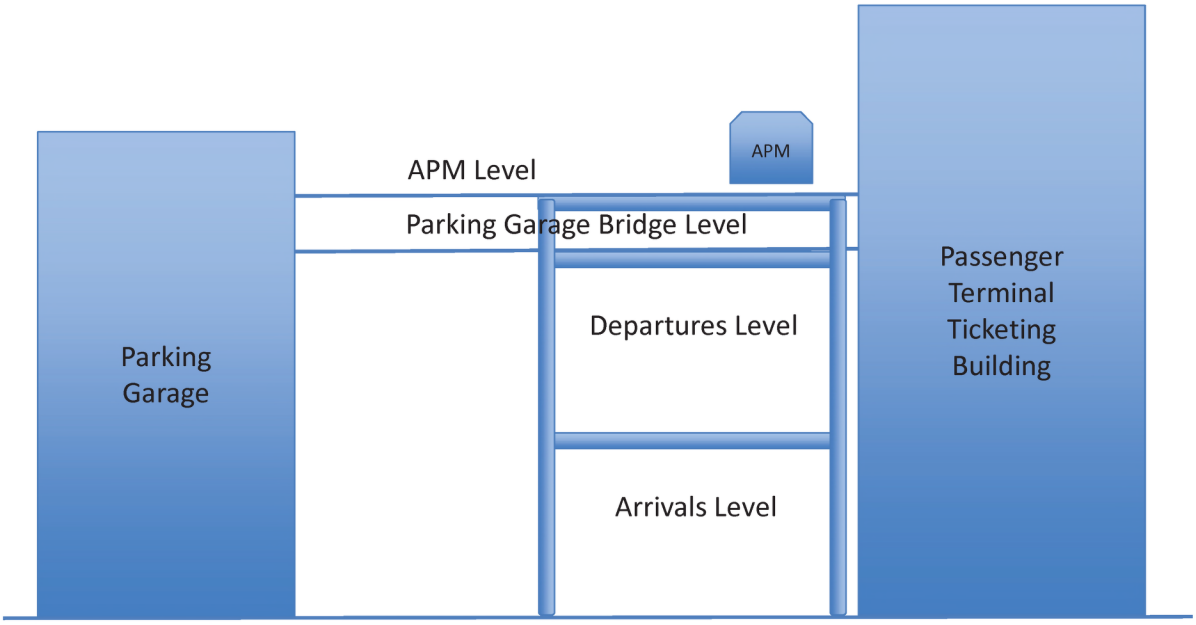
Note 2: PRT will offer non-stop services between points. A PRT can also have guideways built over existing upper-level cut-over roads to save time between points.

Concept 1- APM built over existing CTA upper-level roadway



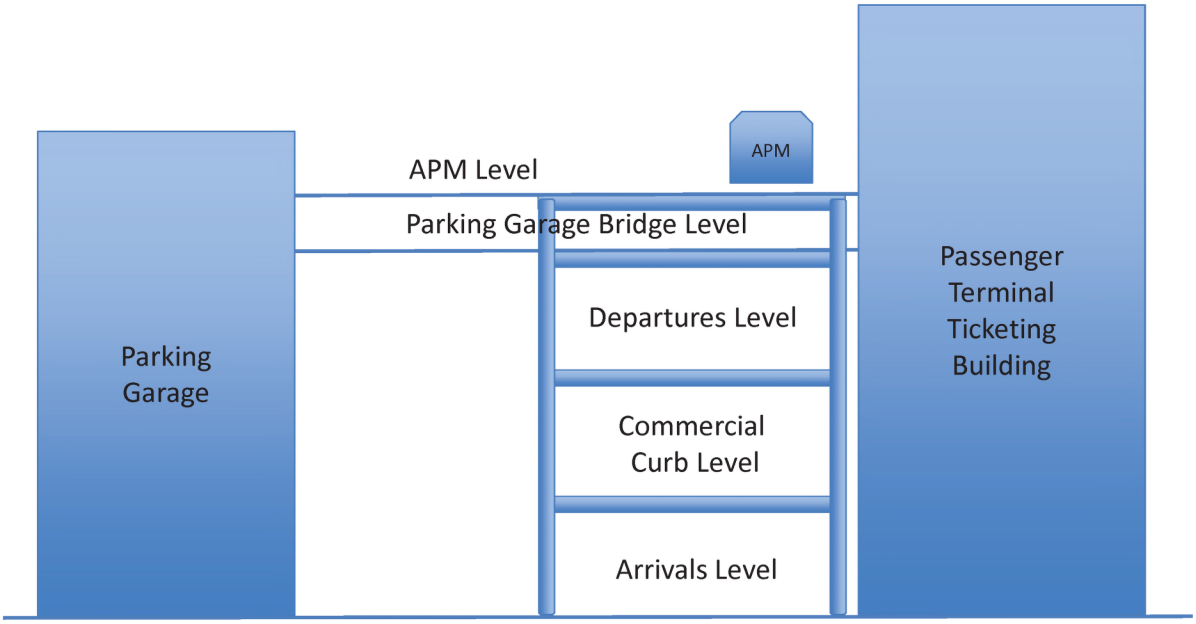
Drawing not to scale- for visualization of concept only

Concept 2- APM built over rebuilt CTA upper-level roadway



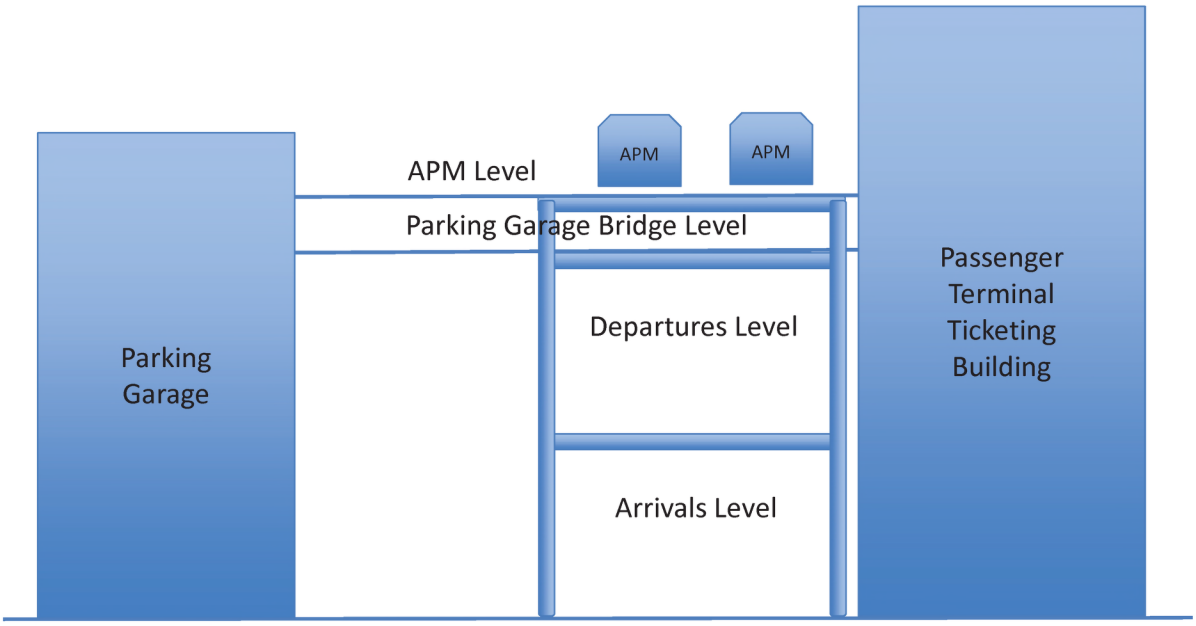
Drawing not to scale- for visualization of concept only

Concept 3- APM built over rebuilt CTA upper-level roadway with commercial curb



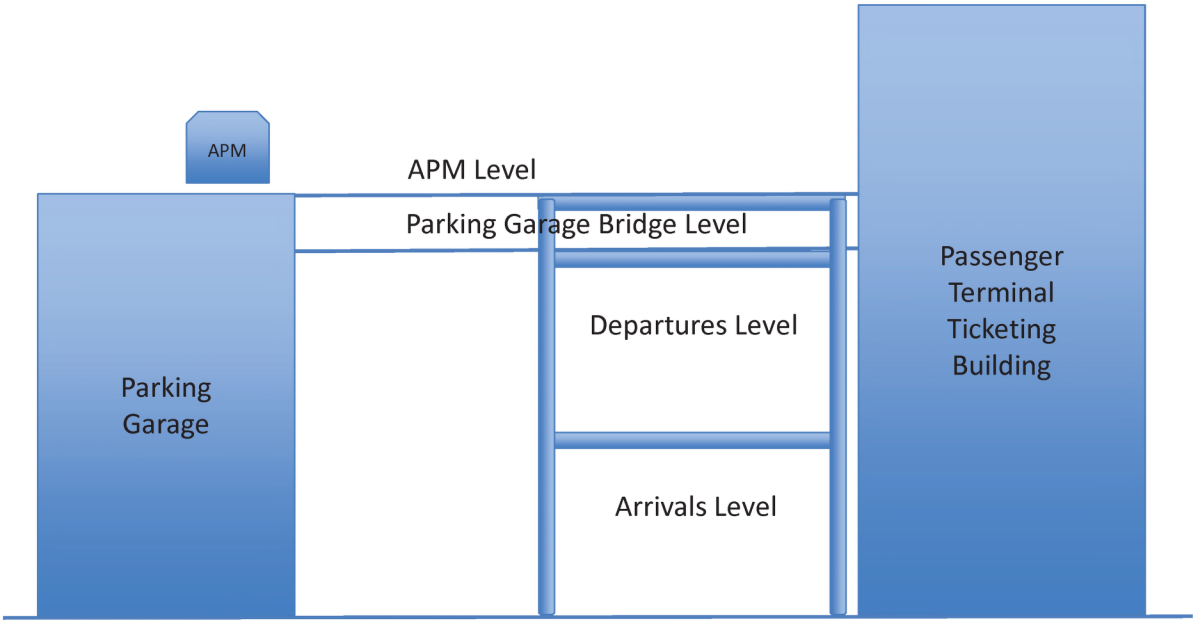
Drawing not to scale- for visualization of concept only

Concept 4- Dual track APM built over rebuilt CTA upper-level roadway



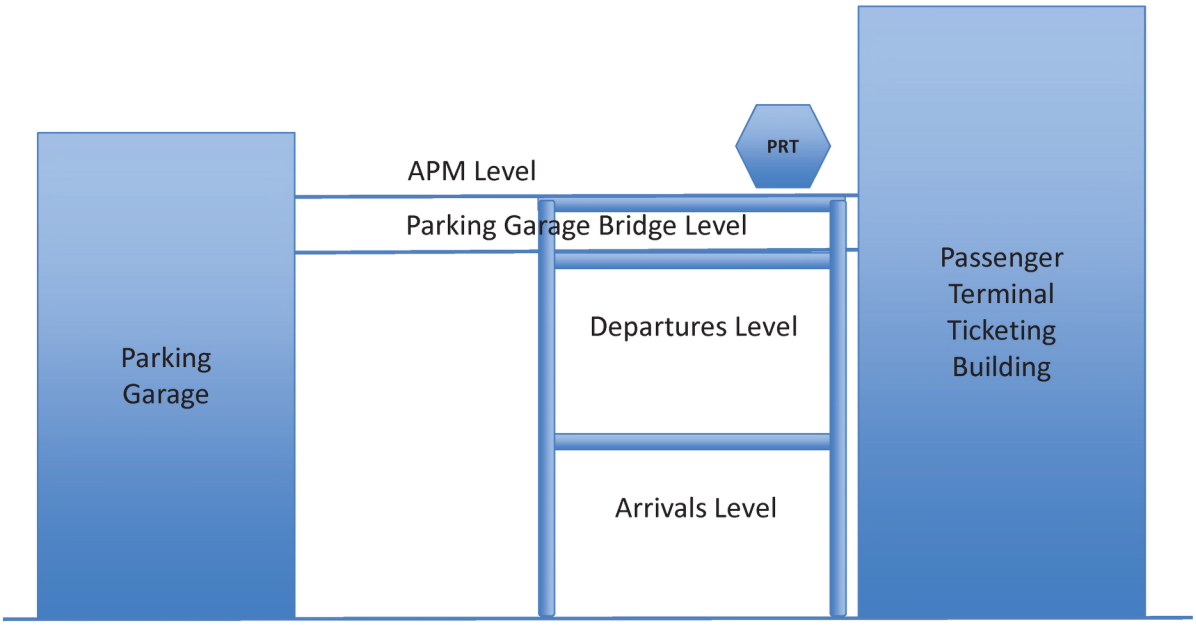
Drawing not to scale- for visualization of concept only

Concept 5- APM built on top of rebuilt CTA parking garages



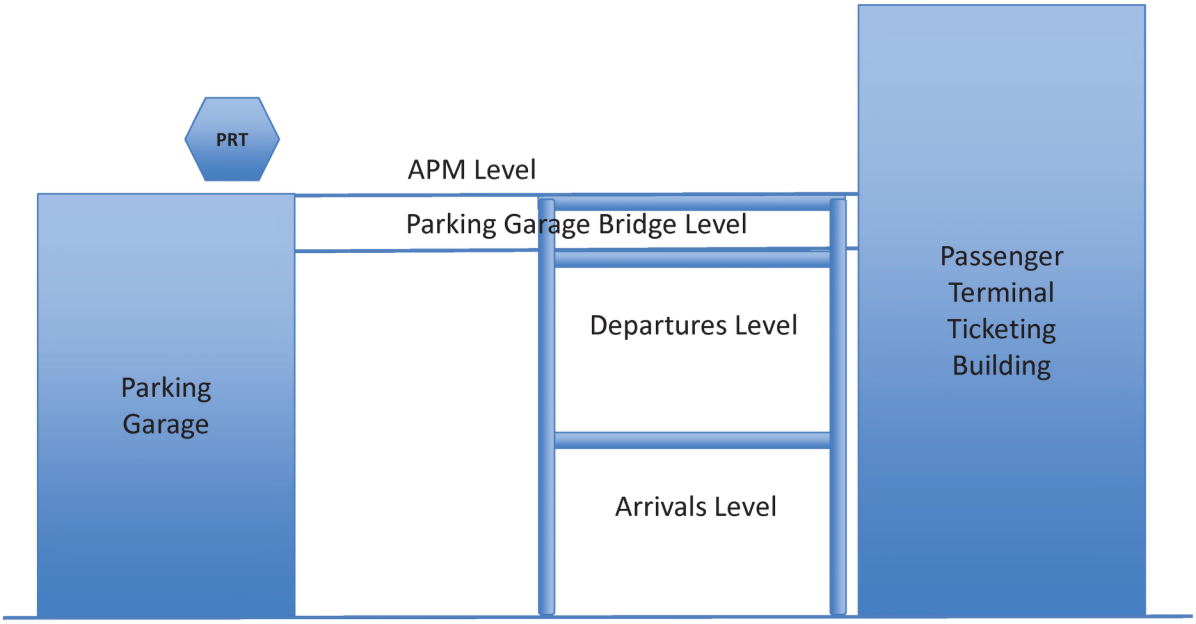
Drawing not to scale- for visualization of concept only

Concept 6- PRT built over rebuilt CTA upper-level roadway



Drawing not to scale- for visualization of concept only

Concept 5- PRT built on top of rebuilt CTA parking garages

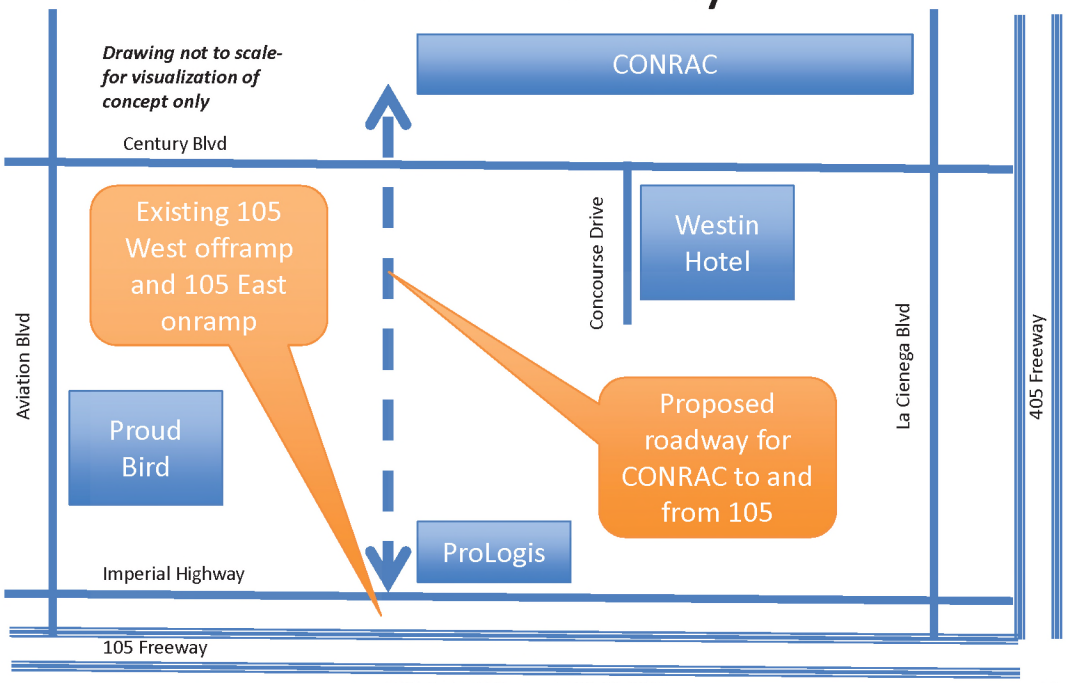


Drawing not to scale- for visualization of concept only

CONRAC – All Concepts

- CONRAC is ideally situated next to the 405 freeway in Manchester Square
- Freeway access from 405 South and to 405 South is adjacent
- No Arbor Vitae interchange
  - Rejected 3 times by Federal Highway Admin
  - Proposed northbound exit is too far north
  - Proposed northbound exit is too dangerous
- Create access to 105 and 405 with building a new road south from Century to Imperial to the 105 entrance. 405 access at Imperial interchange.

Proposed CONRAC roadway for access to 105 freeway



Construction Sequencing- All Concepts

1. Consolidated Rent-a-Car Center (CONRAC)
   - Once completed, begin bus operations between CONRAC and Central Terminal Area (CTA) until Automated People Mover (APM) is completed

2. Intermodal Transportation Facility (ITF) East
   - Once completed, direct traffic from CTA to ITF. Begin bus operations between ITF and CTA until APM is completed

Construction Sequencing- All Concepts

3. Intermodal Transportation Facility (ITF) West
   – Once completed, begin bus operations between CONRAC and CTA until APM is completed

4. Build APM from CONRAC towards CTA

5. Build APM in CTA
   – In cases where the upper-level roadway or parking garages are rebuilt with a new APM or PRT level on top, CTA construction will be by zones. See Construction Zones chart.

Construction Zones – All Concepts

- Sequence of CTA upper-roadway (or parking garage replacement) is alphabetical
  – A- Terminal 3/TBIT North (Parking 3)
  – B- Terminal 2 (Parking 2 and 2a)
  – C- Terminal 1 (Parking 1)
  – D- Terminal 4/TBIT South (Parking 4)
  – E- Terminals 5 & 6 (Parking 5 and new Parking 6)
  – F- Terminals 7 & 8 (Parking 7)

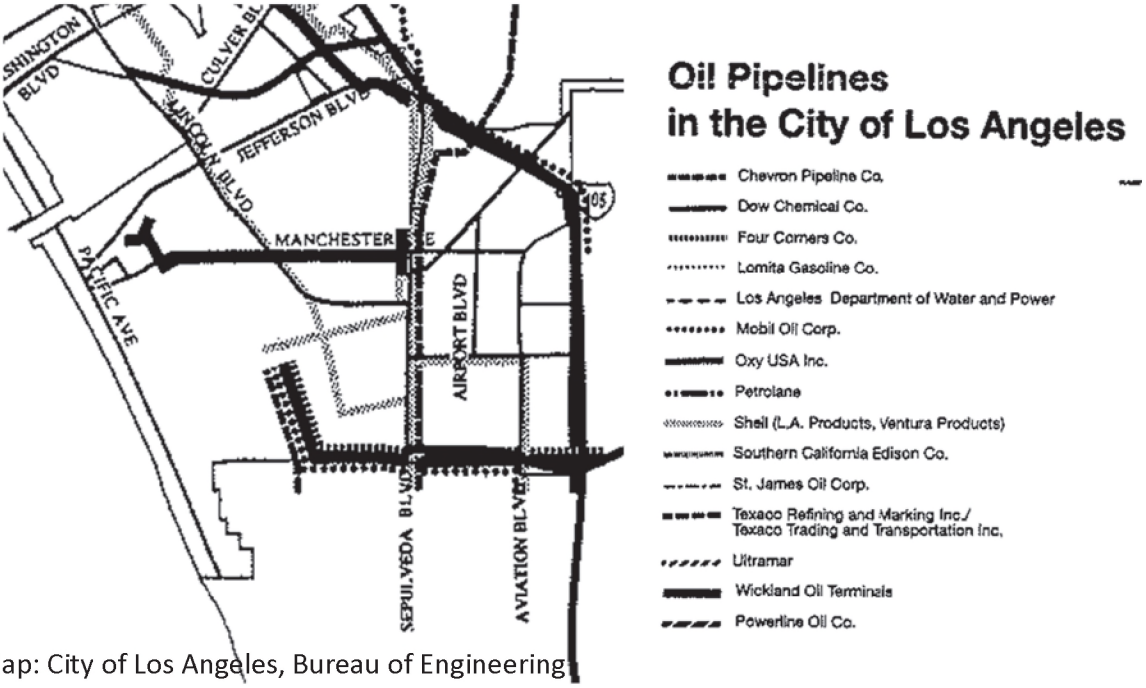
Additional Concerns- Pipelines/Sewers
XVII Utilities/Service Systems
LAX Landside Access Modernization Plan

Alliance for a Regional Solution

to Airport Congestion

March 23, 2015

Oil pipelines in LAMP project area



Map: City of Los Angeles, Bureau of Engineering

Sewer lines in LAMP project area

Sewers
- 2 of 3 main sewers feeding Hyperion Treatment Plant go under Lincoln
- Per LA Bureau of Sanitation letter dated September 14, 2012, LAWA would have to pay costs to relocate sewers

Map: www.lasewers.com



From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 1:23 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Tom Beedon
Email: tbeedon@aol.com
Company:
Address: 5546 Palm Drive 90250
Comments: I think this is great and long overdue. I live just South of the LAX Metro station and look forward to reduced buss and vehicle traffic, in addition to the reduced emissions. Thank you for prompt completion of this project!
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

Attachments: SC11CH-KMC515031013130.pdf

From: Paul Backstrom <paul.backstrom@lacity.org>
Date: March 10, 2015 at 1:11:19 PM PDT
To: "KOONTZ, CHRISTOPHER" <CKOONTZ@lawa.org>
Cc: Jessica Duboff <jessica.duboff@lacity.org>
Subject: Fwd: Message from C11CH-KMC554eA_8.224

Hi Chris,

NOP comments from our office attached.

Paul Backstrom

MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

March 5, 2015

Mr. Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Dear Mr. Koontz:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) on the LAX Landside Access Modernization Program. The Landside Access Modernization Program will create the multi-modal transportation improvements necessary to provide a world-class passenger experience and to alleviate the traffic congestion at LAX that constrains the success of the airport and our region.

I deeply appreciate the cooperative effort between Los Angeles World Airports (LAWA) and Metro to develop a rail connection to Los Angeles International Airport (LAX) that will best serve the needs of the traveling public. An LAX Metro project is vital to our goal of building a world-class airport, with unmatched passenger conveniences, that is also a first-class neighbor to the surrounding communities.

In building an Automated People Mover (APM) that connects the airport with Metro light rail, this project will provide a fast, convenient and seamless transit connection between LAX and locations throughout the Los Angeles region. The utilization and success of the APM will depend largely on the passenger convenience and available amenities. To that end the following issues should be addressed in the EIR:

- Integrated APM/Metro Light Rail Station minimizing walk distances and elevations changes
- Analysis of baggage check and ticketing options at all APM stations
- Concourse areas at all APM stations
- Curbside Kiss and Ride zones as well as drop off zones for local shuttles as needed

Westchester Office
7166 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall
200 N. Spring Street, Room 475
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office
1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax

Mayoral Executive Directive NO. 20, issued July 1, 2011, requested that Proprietary Agencies incorporate bicycle friendly amenities and facilities in their projects. I would greatly appreciate your attention to this matter in planning not only for bicycle amenities at APM stations but also on street improvements both connecting to the station and for planned roadway improvements. The EIR should address:

- First/Last Mile connections to APM stations
- Include Class 1 or Buffered Class 2 bikeways in any new roadways and planned roadway improvements
- Bicycle Assembly station area with workstands and tools.
- Secure, well-lit, accessible bicycle parking and or bike stations.

Adequate pedestrian amenities and access underlie the needs of all travelers regardless of mode and create an attractive, pleasant experience for the traveler. To create a truly world-class experience for the traveler, close attention to detail in the following areas should be addressed in the EIR:

- New roadways and improvements to roadways should not only meet but exceed city standards in terms of sidewalk widths, street trees, street furniture, lighting and bus shelters.
- Spacious pedestrian plazas incorporated at APM stations and near activity centers
- Incorporation of pedestrian-scale public art at APM stations and pedestrian plazas.

Finally, the EIR should contain a thorough analysis of air quality impacts to the immediate community both for construction, operations and full implementation of the Landside Access Modernization Program.

Over the course of developing this project, LAWA and Metro have formed a strong collaborative relationship that is a key piece of delivering a successful project. This collaboration must be harnessed to deliver a fully integrated project that goes beyond simply creating a connection between the two systems, but rather provides a seamless experience for the passenger between light rail and the People Mover. I share your desire to get this project right, for the benefit of both the Metro riders and the airport users. I look forward to working with you and the rest of the LAWA and Metro team to deliver this important program.

Regards,

MIKE BONIN
Councilmember, 11th District

Attachments: LAX Landside Access Modernization Program - NOP Comments.pdf

From: Alvarez, Elmer P@DOT [mailto:elmer.alvarez@dot.ca.gov]
Sent: Thursday, March 05, 2015 3:38 PM
To: KOONTZ, CHRISTOPHER
Cc: Sosa, David G@DOT; Watson, DiAnna@DOT
Subject: LAX Landside Access Modernization Program - NOP Comments

Mr. Koontz,

Attached are Caltrans' comments to the Notice of Preparation of Draft Environmental Impact Report for the proposed LAX Landside Access Modernization Program. If you have any questions regarding these comments, please feel free to contact my supervisor DiAnna Watson at (213) 897 – 9140 or me.

Elmer Alvarez
IGR/CEQA Program Coordinator
Office of Regional Transportation Planning
Caltrans, District 7
(213) 897-6696

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0409
FAX: (213) 897-1337

Serious Drought
Help Save Water!

March 5, 2015

Mr. Christopher Koontz
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Re: LAX Landside Access Modernization Program
Notice of Preparation of a Draft EIR
SCH #2015021014, IGR No. 150209/EA
Vic: LA/405/21.175-22.740, LA/1/23.924-31.278

Dear Mr. Koontz:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Landside Access Modernization improvements to Los Angeles International Airport (LAX). Proposed improvements include (1) an Automated People Mover (APM) system with six stations connecting the Central Terminal Area (CTA) to new ground transportation facilities. (2) Intermodal Transportation Facilities (ITF) that would provide pick up and drop off areas outside the CTA for passenger and commercial shuttles, passenger processing facilities, retail, dining options and other amenities. (3) Consolidated Rental Car Facility (CONRAC). (4) Roadway improvements designed to improve access to the CTA from the freeways and to proposed ITFs and CONRAC.

As the State agency with jurisdiction over State highway facilities, we are concerned with the potential increase in traffic volume as it might exacerbate congestion on Lincoln Boulevard and Sepulveda Boulevard (State Route 1), as well as I-105 and I-405 freeways.

The following comments are based on the Notice of Preparation of an Environmental Impact Report (EIR):

LAX is a significant trip generator and a major activity center for the Southern California region, Caltrans' involvement in the preparation and development of the traffic impact analysis (TIA) will be vital in identifying project related transportation impacts and mitigation measures. Mainline freeway, freeway-to-freeway interchanges and freeway ramp analyses will be needed for the I-405 and I-105. State Route 1 will also need to be analyzed for potential traffic impacts associated the proposed access modernization program. It is important that the traffic engineers working on the TIA include Caltrans in the development of it.

We note the proposed roadway improvements outside the CTA include I-405 ramp improvements at La Cienega Boulevard, new I-405 ramps to Arbor Vitae Street, and I-105 ramp at 111th Street.

As you are aware, any modifications to the State transportation system will need approval and an encroachment permit from Caltrans. Any work on State Right-of-way that is expected to cost over $1 million will need a Caltrans Project Initiation Document (PID) which involves a process where alternate solutions are considered. Please coordinate all proposed improvements on State right-of-way with Caltrans early so that they can be implemented in a timely manner.

Caltrans request that a TIA is prepared and that it evaluate potential impacts to State highway facilities. Please instruct traffic engineers to follow the criteria outlined in the *Caltrans Guide for the Preparation of Traffic Impacts Studies*. The Guide contains best practices and gives insight into Caltrans' expectations when reviewing a traffic impact study. It can be accessed online at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

A scoping meeting with Caltrans staff is requested to establish appropriate thresholds of significance of impacts, specific locations to be analyzed and overall analysis methodology.

For instance, a "select link" analysis for SR-1, I-105 and I-405 State may be needed to determine the appropriate study area. Depending on the results, the study area along I-405 may extend to Interstate 10 (I-10) or to US-101 to the north, along I-105 eastbound to Interstate 110 (I-110) Harbor Freeway or I-710, and south of LAX along I-405 to SR-91 to I-110.

Caltrans requests an opportunity to learn about the travel forecasting model assumptions regarding mode choice, passenger trip generation and distributed throughout the region.

Caltrans has safety and operational concerns when an excessive amount of vehicles trips are assigned to a specific off-ramp, which may cause queues to extend to freeway mainline lanes. Thus, Caltrans requests the TIA include an off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) methodology with the actual signal timings at the ramp intersections. The existing queue length should be calculated from the traffic counts, including the percentage of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). A traffic micro-simulation may be needed at specific locations. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity to allow a 15% safety factor.

Listed below are additional elements Caltrans generally expects in a traffic impact analysis:

- Presentations of assumptions and methods used to develop trip generation, trip distribution, trip assignments, and choice of travel mode. Travel modeling should be consistent with other regional and local modeling forecasts and with travel data.

- Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. Scenarios involving different assumptions on development and growth may be considered.

- Analysis of AM, and PM peak-hour volumes for both existing and future conditions in the affected area. Level of Service should be specified (HCM2010 methodology is requested). Future conditions would include build-out of all projects and any plan-horizon years.

- Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including a description of transportation infrastructure improvements, financial costs, funding sources and financing, sequence and scheduling considerations, implementation responsibilities, controls and monitoring

- A plan of realistic mitigation measures under the control of the lead agency or project sponsors or specification percent shares of the costs for various mitigation actions undertaken by other agencies. Assessment fees for mitigation action should be in proportion of the additional traffic generated by the project to the amount of traffic benefiting from action (see Traffic Impact Study Guide).

Listed below are suggested mitigation measures that should be considered:
Mitigation measures for Direct Impacts may include:

- Construction of On and Off-ramp improvements
- Mainline operational improvements, e.g. Changeable Message signs, metering, etc.
- Synchronization of traffic signals
- Enhancements to Traffic Management Center
- Transportation Demand Management (TDM) Measures
- Satellite Park-Ride Shuttles (i.e. Union Station Buses)
- Incentives to Public Transit
- Incentives to Vanpooling and Carpooling (i.e. preferential parking)

Mitigation measures for Cumulative impacts may include:

- Fair Share contribution towards construction or funding of planning reports for future improvements.
- Funding Contributions to future improvements identified in the Lincoln Boulevard Corridor Study, and or Westside Mobility Study, and or South Bay Measure R Highway Program.

Caltrans understands that the Automated People Mover facility planned to connect to the Crenshaw/LAX Light Rail Transit Line would enhance transit access to airport's central terminal. To the extent that vehicle trips are reduced or shortened, less mitigation may be required to the surrounding roadway network. Transit commitments and other transportation strategies should be identified. Development of a Transportation Management Plan (TMP) is recommended to coordinate transit, vanpooling, carpooling, and other transportation options. The goal of the TMP would be to reduce overall trips and the impacts on transportation and air quality.

Please be reminded that although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. CMP requirements were developed by Los Angeles County in the context of CMP goals and objectives; it does not supersede the criteria from the responsible agency

under CEQA. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis. Generally, when traffic is added to already deficient highway conditions (LOS "F"), it is considered a cumulatively significant impact, as it may contribute to the extension of the congestion period.

In the spirit of mutual cooperation Caltrans staff will work with the traffic engineers for the project to identify the parameters and the scope of work for the traffic study, as well as to determine the necessary mitigation on State Highway facilities.

Due to the extensive construction activity that may be associated with this project, the applicant should consider preparation and implementation of a truck-management plan. In the event that it becomes necessary to transport material across a highway, please avoid disruption of traffic particularly during peak commuting periods. The applicant should make every effort to avoid excessive or poorly timed truck platooning, limiting large-size truck trips on State highways to off-peak commuting periods.

Please be reminded that the transportation of heavy construction equipment, materials, or other special equipment, which requires the use of oversized-transport vehicles on State highways, requires a Caltrans transportation permit.

We look forward to meeting with traffic engineering team, please contact the undersigned at your earliest convenience. If you have any questions or concerns regarding these comments, please feel free to contact DiAnna Watson, IGR/CEQA Branch Chief at (213) 897 – 9140 or project review coordinator Elmer Alvarez at (213) 897-6696 or electronically at elmer.alvarez@dot.ca.gov.

Sincerely,

DAVID SOSA, Chief
Office of Regional Transportation
Caltrans District 7

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name MONICA V. CASTAGNASSO, ESQ. Organization SELF

Mailing Address 322 CULVER BLVD, #127 City PLAYA DEL REY Zip 90293

Email _____ Phone 310-740-5394

Dear Mr. Koontz:
Thank you for the opportunity to submit comments regarding this project.
In reviewing the APM System & the Passenger Walkways, I have a concern. I was told by the LAWA staff at the Feb. 19 LAWA Public meeting the APM would stop in between the passenger walkways, as opposed to stopping at each Passenger Walkway. Although on paper it does not seem as such a long distance, in reality, it is hundreds of yards. For an able bodied traveler, with minimal or no luggage, there is no issue. However, for the elderly, physically challenged, pregnant or adult(s) with young children, this poses an actual issue.
I propose & hope you will consider having the APM stops be designated at each Passenger Walkway. I feel it will positively increase our efficiency as well as the experience of our traveler, which I believe is the ultimate goal of the LAX Expansion.
I thank you for your time & consideration.

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports

CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

Attachments: DC NOP LandsideAccessModernPgm 3.15.doc

From: Danna Cope [mailto:dannacope@gmail.com]
Sent: Monday, March 09, 2015 4:14 PM
To: KOONTZ, CHRISTOPHER
Subject: Comments on NOP for LAMP

Dear Mr. Koontz,

Attached are my comments on the NOP for the LAMP.

--
Danna Cope
dannacope@gmail.com

DANNA C0PE
8219 Reading Avenue
Westchester, CA 90045
310 641-2503
dannacope@gmail.com

March 9, 2015

Christopher Koontz
Chief of Airport Planning
1 World Way, Room 218
Los Angeles, CA 90045

ckoontz@lawa.org

Re: Notice of Preparation (NOP) for the Landside Access Modernization Program (LAMP)

Dear Mr. Koontz:

The Landside Access Modernization Program (LAMP) is actually an umbrella program for several projects and would have a significant environmental impact in various areas.

LAMP is too large for a single NOP and should be broken down into individual NOPs and Environmental Impact Reports (EIRs).

As the unfortunate shooting in November 2013 uncovered the abysmal condition of emergency communication and procedures at LAX, all new projects at LAX must include security, safety, and communication systems.

Security and safety considerations must include contingency plans for alternate air traffic service; not just how to allocate gates and runway traffic at LAX, but also how regional airports could be pressed into service.

The Automated People Mover (APM) needs to be reassessed:

- Absent train service to the terminal areas, the APM should provide better access for passengers.
- A rerouting of the APM could provide direct terminal entry for passengers and would encourage better usage of the system.
- The moving walkways as currently envisioned would be problematic for the disabled and families with several small children and/or many pieces of luggage.

What contingency plans are there for scheduling conflicts with other agencies? Cal Trans, for instance, will be involved in developing the Lincoln Blvd. tunnel under Sepulveda Blvd. What will happen to traffic if Cal Trans cannot deliver that project in the allotted time frame?

The Charnock Fault runs under the eastern ends of Runways 25L and 25R and then angles northwest, crossing Manchester Ave. at Truxton.

1. It has been mapped by the City of Los Angeles Department of Public Works (navigatela.lacity.org/NavigateLA), but does not yet show up at the Alquist-Priola Earthquake Fault Zoning Map issued by the State Geologist. Therefore, the City's earthquake map should also be referenced in the EIR.
2. The whole area of the LAMP is in an area noted as dune sand = quicksand. Construction requirements must include appropriate measures to properly and safely handle this topography.
3. The earthquake fault runs close to the proposed tunneling of LAX traffic from Lincoln Blvd.; therefore, extreme caution and measures must be employed when creating the tunnel under Sepulveda Blvd.

Reducing surface traffic in the surrounding neighborhoods and the Central Terminal Area (CTA) would be a welcome benefit from LAX renovations.

- However, traffic studies must include considerations of how much traffic is coming from the north and south, *i.e.*, on Lincoln Blvd, Sepulveda Blvd, and the 405 Freeway, and how much of that traffic would utilize the Intermodal Transit Facility (ITF), or just continue to drive into the CTA.
- Traffic studies must include new or enhanced traffic lights, turn lanes and signals for all surface streets surrounding the Consolidated Rental Car Facility (CONRAC), ITF, and the entrance/exit for the Lincoln Blvd. tunnel.
- The lack of parking facilities at the proposed Metro station at Aviation Blvd. and 96th Street may encourage Metro passengers to park at the ITF or the CONRAC, causing a need for additional parking at those LAWA facilities.
- A cell-phone waiting lot should be included, with specifics on publicizing the lot so there is less incentive for people waiting for arriving passengers to park in the surrounding areas.
- Employees should be encouraged to use public transit. Employee parking lots should be provided to deter employees from parking in surrounding surface streets and commercial parking lots.

Air pollution needs to be carefully scrutinized and the EIR must contain realistic control measures for the particulate matter:

- The extent and content of LAX air pollution as noted in a recent USC study (which found that the air pollution plume from LAX extends much farther than previously determined) needs to be addressed.

- The plume actually covers over 20 square miles, mostly to the east and is driven by the prevailing on-shore winds.
- The USC study noted that particulate matter, especially $PM_{2.5}$ or smaller, is present in this plume and that this particulate matter, which can be inhaled deeply into one's lungs, is very harmful - particularly for children.

A more stringent and encompassing examination of the soil throughout the proposed sites for projects must be undertaken, especially in light of the following points:

- Over the years, excavations have been made throughout the LAX property and the resulting material has been deposited in many areas within the LAX borders. Records of what materials were moved, what components and contaminants were present, and where they were relocated are sketchy or nonexistent.
- Although the current construction sites are required to water piles of dirt, the crews leave for the day by late afternoon. The prevailing on-shore winds, however, blow all evening and night. The dirt dries out and fugitive, possibly toxic, dust gets blown into the neighborhoods surrounding LAX.
- The cloth coverings applied to the fences often come loose and allow the dirt to blow in the wind instead of providing more protection. These coverings need to be checked and repaired on at least a weekly basis.

Regarding the tunnel to reroute Lincoln Blvd, traffic to LAX:

1. What is the timetable for removing the 96th St. Bridge? Before, during, or after the tunnel is complete?
2. How far down does excavation have to be to allow for safe construction and to accommodate truck traffic?
3. How much distance is needed to accomplish a safe and reasonable descent and ascent for Lincoln Blvd. traffic to leave and reenter surface street levels?
4. Will the tunnel be two-way?
5. How will northbound Sepulveda Blvd. traffic access Lincoln Blvd.?
6. How will southbound Sepulveda Blvd. traffic going to LAX gain access? By joining the tunnel traffic? If so, at what point?
7. Will Sepulveda Blvd. be closed during the tunnel construction?
8. How will Sepulveda Blvd. and Lincoln Blvd. traffic be routed during tunnel construction?
9. How long will tunnel construction (and traffic rerouting) take?

I appreciate the outreach undertaken by LAWA's Airport Planning Department to explain LAMP to various neighborhood groups, but the program is just too large and covers too many individual projects to be considered as one entity.

Any draft EIRs that are forthcoming need to have a minimum of 60 days for review by the public.

I look forward to reviewing the future documentation.

Sincerely

Danna Cope
8219 Reading Ave.
Westchester, CA 90045

310 641-2503

dannacope@gmail.com

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 1:59 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Rene Cortez
Email: dabar1963@yahoo.com
Company:
Address: 15818 S. Maple Ave 90248
Comments: Let get started with the project and let our city shine!
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

BuchalterNemer
A Professional Law Corporation

18400 Von Karman Avenue, Suite 800 Irvine, California 92612-0514
Telephone (949) 760-1121 / Fax (949) 720-0182

Direct Dial Number: (949) 224-6292
Direct Facsimile Number: (949) 224-6480
E-Mail Address: *blichman@buchalter.com*

March 6, 2015

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Re: Los Angeles International Airport (LAX) Landside Access Modernization Program - Comments of the City of Culver City

Dear Mr. Koontz:

The following constitutes the comments of the City of Culver City ("City") concerning the Notice of Preparation and Initial Study ("NOP") of the potential environmental impacts of the "Los Angeles International Airport (LAX) Landside Access Modernization Program" ("Project").

As a threshold matter, please be advised that Section 1.3, Relationship to Existing Plans and Documents, is historically inaccurate on a number of parameters. First, Section 1.3.1 mischaracterizes the certification of the LAX Master Plan EIR/EIS ("EIR/EIS"), as having been in compliance with the California Environmental Quality Act ("CEQA") and the EIS as having been in compliance in with the National Environmental Policy Act ("NEPA"). In point of fact, the joint document was litigated, and, as a result of the inadequacy of the various environmental analyses performed for it, was settled with Petitioners City of El Segundo, City of Inglewood, City of Culver City, County of Los Angeles, and Alliance for a Regional Solution to Airport Congestion. Moreover, that settlement, which eliminated a number of components of the Master Plan, including, but not limited to, the offsite ticketing facility, also required analysis of substitutes for a series of projects called the "Yellow Light" projects which became the subject of the "Specific Plan Amendment Study" ("SPAS") referenced in Section 1.3.2.

In short, this overly optimistic rendition of LAWA's history of environmental compliance does not provide a reassuringly accurate backdrop to the current environmental analysis.

I. THE PURPOSE OF THE PROJECT IS OBVIATED BY ITS SIGNIFICANT TRAFFIC IMPACTS

While the stated purpose of the Project is to "reduce traffic volumes and congestion within the CTA as well as on local streets," Initial Study, § 1.1, p. 14, that purpose is belied by

the NOP's findings. With respect to traffic, the NOP concludes that the anticipated "improvements could result in traffic pattern changes and increased volumes on local roadways, thus potentially resulting in traffic impacts." Initial Study, § XVI, p. 114. The origin of this conclusion is clear. Not only does the project description include: (1) dramatic changes to the alignment of streets and roadways; (2) new facilities for rental cars in the Consolidated Rental Car Facility ("CONRAC"), and for the similar consolidation of other modes of transportation in the Intermodal Transportation Facility ("ITF"), east of LAX; but also (3) new freeway interchanges leading to local streets that are already heavily traveled such as La Cienega and Arbor Vitae. In addition, Los Angeles Metropolitan Transportation Authority ("Metro") is planning a "separate and independent" 96th Street Metro Station near the CONRAC that will also be a hub for parking of private cars as well as modes of public transportation.

In all this, there is no mention of the synergistic traffic impacts of the Northside Project, planned contemporaneously for 2.3 million square feet of office space immediately to the north and east of LAX, and only passing reference to an additional 800,000 square feet of "ancillary development" being made available by the development of the CONRAC and ITF.

Finally, if those developments were not sufficient to illustrate the Project's true purpose of keeping traffic out of the airport by shifting it to surrounding streets, the NOP also mentions the addition of between 11,000 and 15,000 new parking spaces, § 1.4.5, p. 45, within the CONRAC. On the premise that "if you build it, they will come," those 11,000 new spaces will represent, at minimum, a similar number of new cars each day passing through the communities around the airport.

In short, the NOP minimizes both the projects themselves and their impacts. The new Metro facility, the Northside Project, and the "ancillary development" should be analyzed as "cumulative impacts" ["The project's incremental effects viewed in connection with the effects of past projects, the effect of other current projects and the effect of probable future projects." 14 Cal. Code Regs. § 15065(a)(3)]. Appendix K2-2 LAX Specific Plan Amendment Study, dated July 2012, containing a list of background projects which are also referred to as related projects as well as the LAX Northside Project, Metro Facility and Sony Pictures Studios eight-story office building which are not as yet, but should be, included in the background projects.

Moreover, Culver City requests and expects that the Project's area of traffic impact analysis will not be artificially circumscribed by streets immediately to the north (*e.g.*, Arbor Vitae), or the 405 Freeway to the east, but will be extended to encompass in-depth analysis of the Project's impacts on Vehicle Miles Traveled as well as congestion on streets and intersections in surrounding communities such as Culver City that comprise recognized conduits to LAX.

In addition, due to the high concentration of bus transit service that serves the LAX area, the Project traffic impact analysis needs to provide in-depth analysis on impacts to transit operations and travel time. The ITF should also incorporate direct and convenient bus access and passenger boarding zone for buses coming from the Westside (specifically, Culver City Bus Line 6/Rapid 6 and Santa Monica Big Blue Bus Line 3/Rapid 3) so that bus riders who wish to

go to LAX can have convenient access to the nearest Automated People Mover station (at the ITF) instead of being forced to stay on the bus and in traffic to access the Automated People Mover station further east (at the Airport Metro Connector Station at Aviation/96th Street). The Project should also consider implementing bus lanes in the Project area to separate bus traffic from the large amount of car traffic anticipated to come to the Project area. This would reduce the Project's traffic impacts to bus transit operations.

II. THE PURPOSE OF THE PROJECT IS SIMILARLY CONTRAVENED BY ITS SIGNIFICANT AIR QUALITY IMPACTS

Surprisingly, the NOP purports to determine the significance of the Project's air quality impacts with reference to the "SCAQMD CEQA thresholds," § III.d., p. 66, set forth in the Southern California Air Quality Management District ("SCAQMD") CEQA Air Quality Handbook. That Handbook, published in 1993, and updated the same year, is, however, entirely outdated. In an opening preface, the Handbook itself admits, among other things, that the "Screening Tables" in Chapter 6, used to identify significant levels of pollution, should not be used because they were derived from obsolete versions of "CARB's [California Air Resources Board] Mobile Source Emissions Factors Inventory."

In addition, the significance thresholds for criteria pollutants listed on page 6-2 do not include Particulate Matter of 2.5 microns or less ("$PM_{2.5}$") or lead, pollutants for which the region is currently in nonattainment. While there is a "revision" to the "SCAQMD Air Quality Significance Thresholds" of 2011 which includes $PM_{2.5}$ and lead, that revision is not mentioned in the NOP.

Finally, SCAQMD's 2012 Air Quality Management Plan ("AQMP") has never been approved by the United States Environmental Protection Agency ("EPA"), as required by federal law. Consequently, Culver City expects that air quality analysis will be conducted in accordance with the State Implementation Plan ("SIP") adopted by CARB, and the statutes and regulations governing implementation of the Federal Clean Air Act.

III. THE NOP'S TREATMENT OF THE 800,000 SQUARE FEET OF ANCILLARY DEVELOPMENT FURTHER SEGMENTS THE ORIGINAL AMP LANDSIDE COMPONENT

Culver City is concerned about the segmenting of the Landside Project by postponing environmental analysis of the additional 800,000 square feet of developable land that will be created by it. It is acknowledged that the original EIR for the SPAS Project was a Program EIR. The Landside Project, however, bears little relationship to the project proposed in the original SPAS EIR, and poses a significant degree of environmental impact that was not disclosed in that document. Specifically, the Landside EIR proposes to further segment out 800,000 square feet of "ancillary space" for examination "at a programmatic level." Initial Study, § 1.4.10, p. 55. It is Culver City's position that the ancillary development should be analyzed in-depth in

accordance with its designation in the zoning regulations that accompany the Landside Project's approval.

Culver City thanks LAWA for its consideration of these comments and looks forward to changes in the anticipated environmental review that will answer these concerns.

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By Barbara Lichman

Barbara Lichman

From: LAX Connected <noreply@connectinglax.com>
Sent: Friday, February 20, 2015 8:09 AM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: cory christensen
Email: cory.c.christensen@gmail.com
Company:
Address: 2832 pinckard ave 90278
Comments: I feel this will begood because it will reduce traffic, be safer, improve the environment because of less car and bus emissions, improve arrival and departure experience for tourists, attract more business and conventions to LA area, provide thousands of jobs in construction
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 2:21 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Francisco Contreras
Email: francisco.contreras2@interstatehotels.com
Company: Residence Inn LAX
Address: 5933 W. Century Blvd. 90045
Comments: Great news.
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 12:35 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Michael Damodio
Email: michael.damodio@interstatehotels.com
Company: Embassy Suitles LAX North & Residence Inn LAX
Address: 9801 Airport Blvd 90045
Comments: I am in full support of the proposed LAWA plan to improve LAX arrival and departure experience for both visitors and residents of the area. I hope we can fast track approvals, permits and get shovels in the ground asap!
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

Attachments: LAMP NOP Comments (3-9-15).PDF

From: Joseph D. Petta [mailto:petta@smwlaw.com]
Sent: Monday, March 09, 2015 12:29 PM
To: KOONTZ, CHRISTOPHER
Cc: Osa L. Wolff
Subject: Comments re Landside Access Modernization Program NOP/IS

Dear Mr. Koontz:

The City of El Segundo's comments on the Notice of Preparation/Initial Study for the LAX Landside Access Modernization Program are attached. A hard copy follows by Federal Express.

Thank you,
Seph Petta

Joseph ("Seph") Petta
Shute, Mihaly & Weinberger LLP
396 Hayes Street
San Francisco, CA 94102-4421
v: 415/552-7272 x269
f: 415/552-5816
www.smwlaw.com

SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

JOSEPH D. PETTA
Attorney
petta@smwlaw.com

March 9, 2015

Via E-Mail and FedEx

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, California 90045

E-Mail: ckoontz@lawa.org

Re: Notice of Preparation for LAX Landside Access Modernization Program

Dear Mr. Koontz:

On behalf of the City of El Segundo, thank you for the opportunity to review the Notice of Preparation ("NOP") and Initial Study ("IS") for the Landside Access Modernization Program ("Project") and Potential Future Related Development ("Future Development"). The City expects to be actively involved in the planning process and looks forward to follow-up discussions and close coordination as the Project goes forward.

As LAWA is aware, El Segundo has a number of longstanding concerns related to LAX, particularly around noise and traffic impacts originating on the southern airfield and/or directed toward El Segundo. El Segundo appreciates that, for now, LAWA appears to have focused the Project and Future Development away from El Segundo. Nevertheless, the City believes that the remaining potential impacts could be further minimized or avoided if LAWA acts consistently with its prior development proposals and decisions, particularly those encompassed by the LAX Master Plan and Specific Plan Amendment Study ("SPAS"). This letter explains El Segundo's concerns about the Project and Future Development, and calls on LAWA to fully evaluate the potential significant impacts of the Project and Future Development on El Segundo's residents.

Project Setting and Description. El Segundo urges LAWA to describe the Project and its setting completely and accurately in the EIR. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 727.

El Segundo is concerned that the EIR could fail to sufficiently analyze the Project's potential impacts due to an incomplete project description. For instance, the Project's "enabling components" (NOP at 51) include demolition of several facilities, including a hangar complex to the east of the CTA which the NOP describes as "currently leased for storage." *Id.*; *see id.* at 27 (Fig. 4). However, Figure 2, depicting land uses approved under the LAX Master Plan, shows the hangar complex as an "existing maintenance facility" (*id.* at 19), and Delta's "Tech Ops" website (http://www.deltatechops.com) indicates that the hangar complex is currently used for aircraft maintenance. If aircraft maintenance or other non-storage activities indeed take place at this hangar complex, the EIR must fully describe them and where and when they will be relocated. El Segundo is particularly invested in the displacement and relocation of maintenance facilities in light of the pending ground run-up enclosure ("GRE") siting study and the West Aircraft Maintenance Area ("WAMA") proposal.

The EIR must also clearly state where and when all other facilities slated for demolition will be rebuilt or relocated. If any of these facilities will be permanently removed, then the EIR must state this and explain how remaining facilities will accommodate capacity from the facilities planned for removal. Failure to analyze the impacts of the removal and relocation of these facilities in the EIR could run afoul of CEQA's prohibition on project segmentation.

LAX Master Plan/SPAS Consistency. While the NOP states that the LAX Plan and Specific Plan may need to be amended as part of the Project to allow for potential Future Development (*id.* at 105), the NOP does not discuss the Project's or Future Development's consistency with the LAX Master Plan. In particular, it is not clear how the Future Development locations shown in Figure 12 (*id.* at 57) correspond with the same locations in the Master Plan (*see id.* at 19 (Fig. 2)). Although "programmatic" in terms of its analysis of impacts from Future Development, the EIR should analyze the Future Development's consistency with the LAX Master Plan. El Segundo also urges LAWA to provide additional detail regarding the Project's consistency with the LAX Master Plan and what process LAWA would go through to amend the Master Plan to make it consistent with the Project.

In addition, El Segundo urges LAWA to analyze and ensure consistency between the Project and the plans and commitments reached through the SPAS process.

Traffic. The Project will have several circulation-related components, including demolition of the ramps from northbound Sepulveda into the airport. (*See id.* at 19 (Fig. 2)). This and other changes to existing on-airport circulation patterns could have traffic impacts in neighboring communities, including in El Segundo. *See id.* at 114 (Project and Future Development "could result in increased traffic impacts on surrounding roadways"). For example, if the northbound Sepulveda ramp is removed, drivers entering LAX from the south may instead access West Century Boulevard via Aviation Boulevard. Because the Project could alter current traffic conditions in El Segundo, the City urges LAWA to fully analyze the Project's and Future Development's traffic impacts in the EIR, as well as the potential for any construction vehicle traffic to use the City's designated truck routes or major arterial corridors such as Imperial Highway or Pershing Drive. As always, the City asks that truck trips for the Project avoid El Segundo when possible.

El Segundo also requests that the EIR identify any outstanding, previously adopted transportation mitigation measures and indicate whether these measures will be implemented as part of the Project or, if not, when they will be implemented.

Construction Staging. The NOP does not state where construction staging for the Project will occur, only that construction staging will be located near the Project "to the extent possible." *Id.* at 25. However, Figure 3 attached to Appendix A to the NOP suggests there may be two or more staging or laydown areas adjacent to El Segundo's border. Considering El Segundo's longstanding concerns related to noise and traffic impacts generated by uses at the airport's southern edge, the City urges that any proposed construction staging be located away from El Segundo. At the very least, the City expects all potential impacts from construction staging to be thoroughly analyzed and mitigated in the EIR. The project description should state the duration of any construction activities located near El Segundo, as well as the potential for any construction vehicle traffic to use the City's designated truck routes or major arterial corridors.

Cumulative Impacts. The Project is being proposed while other airport projects are still in varying stages of development, in particular, various CTA terminal upgrades, location of a GRE, rehabilitation of all four runways, and the Airport Metro Connector. The EIR must identify and analyze the Project's impacts when considered with these and other past, present, and probable future development at the airport and in the surrounding

area. El Segundo urges a thorough analysis of potential cumulative impacts and inclusion of meaningful alternatives and mitigation measures in the EIR.

Thank you for the opportunity to comment on the Project. We request that this firm and the City of El Segundo Planning and Building Safety Department receive a copy of the Draft EIR.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Joseph "Seph" Petta

662586.2

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name JASON FIELDS Organization MONACOLIMO@GMAIL.COM

Address P.O.BOX 10222 City BEV. HILLS Zip 90213 com

Email MONACOLIMO@GMAIL.COM Phone (323) 654-8669

LIMO COMPANIES WILL DEFINATELY LOSE IF NOT ALLOWED INTO THE MAIN LAX AREA. WE TRANSPORT THE #2 CLIENT @ UNITED AND HE WILL DEFINATELY NOT WANT TO BE DROPPED OFF AND SHUTTLED IN. DISCRIMINATING NORMAL TRAVELERS AND LIMO PEEPS IS WRONG. WRONG.

MONACOLIMO@GMAIL.COM

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name HECTOR GARCIA Organization

Address 689 W. ARBOR VITAE City INGLEWOOD Zip 90301

Email HGARCIA2828@YAHOO.COM Phone 424·345·4038

OUR CONCERNS PERTAIN TO THE CONRAC AND TO THE ARBOR VITAE BRIDGE. WE FEEL THAT THE CONSTRUCTION OF THE CONRAC AND ON/OFF RAMP ON THE ARBOR BRIDGE WILL CAUS AN INCREASE IN TRAFFIC, NOISE AND POLLUTION THAT WILL DIRECTLY AFFECT OUR LIVING CONDITIONS IN A NEGATIVE MANNER. AS IT IS, WE DEAL WITH A LOT OF NOISE FROM THE AIRPLANES THAT FLY RIGHT OVER OUR HOME AND WE ARE CONCERNED THAT THE ADDITIONS OF THE CONRAD AND BRIDGE WILL MAKE IT INTOLERABLE. WE WOULD LIKE TO KNOW AS MUCH INFORMATION AS POSSIBLE IN REGARDS TO THIS, SINCE IF IT IS APPROVED AS PROPOSED, IT WILL CHANGE OUR WAY OF LIVING.

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

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Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

From: LAX Connected [mailto:noreply@connectinglax.com]
Sent: Monday, March 09, 2015 3:08 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Name: Laurie Hughes
Email: lhughes@gatewaytola.org
Company: Gateway to L.A. Business Improvement District
Address: 6151 W. Century Blvd. Suite 121 90045
Comments: VIA WEBSITE March 9, 2015 Mr. Christopher Koontz Chief of Airport Planning Los Angeles World Airports 1 World Way, Room 218 Los Angeles, CA 90045 RE: Los Angeles International Airport (LAX) Landside Access Modernization Program â€“ Scoping Comment Dear Mr. Koontz: On behalf of the Gateway to L.A. Business Improvement District (BID) and our more than 50 members, we want to share our comments on the Notice of Preparation and Initial Study for the LAX Landside Access Modernization Program (program). The BID is very enthusiastic and optimistic about the positive effects this program can have not only on the airport and Century Boulevard District, but the City and County of Los Angeles as a whole. We would like the following comments to be considered and studied in the draft environmental documents. Consolidated Rental Car Facility (CONRAC) Upon reviewing the preliminary design of the CONRAC presented in the Notice of Preparation, the BID would like to see a few specific alternatives studied. First, the BID requests that a multi-level, vertical alternative be studied that uses land more efficiently to preserve critical space for collateral development. Additionally, all alternatives should consider strategic placement of parking where it can serve collateral development, the East Intermodal Transportation Facility, the CONRAC and nearby transit stations. Also, the BID requests that an alternative be studied that utilizes subterranean parking to cover a major portion of the greater Manchester Square block, which will provide more efficient circulation and traffic flow for parking vehicles. Finally, the BID would like additional access alternatives to the CONRAC to be further explored that do not include a roundabout. The current configuration could be a safety issue and lead to vehicles queuing on to Century Boul evard. Land for Potential Development With plans for a CONRAC, the BID is aware of the land that will become available for potential development. The BID would like the Los Angeles World Airports (LAWA) and their consultants to preserve land on the southern portion of Manchester Square fronting onto Century Boulevard and La Cienega Boulevard for a potential urban infill retail and entertainment center site. Ideally, the site would include at least 20 contiguous acres (net of all roadways and curb cuts for transit and other linkages, and geometrically shaped to accommodate such a use â€“ i.e., a rectangular site of sufficient depth) to accommodate up to 550,000 square feet of retail, restaurant, and entertainment venues such as cinema and related commercial uses such as ancillary office. Additionally, parking to accommodate the retail and entertainment center would need to be in the range of 4.5:1 ratio per gross square foot of all commercial uses. This development would be a major benefit and amenity to airport p assengers and the City of Los Angeles, so preserving the required space and accommodating the necessary zoning at this stage will be critical in attracting developers. West Intermodal Transportation Facility (ITF) In reviewing the anticipated land uses around the West ITF, the BID would like setbacks on all development south of the West ITF along 98th Street to provide space for landscaping that creates a pedestrian-friendly environment. The BID would like to ensure that no zero lot line structures are developed in this area around the West ITF along 98th Street. Project Aesthetics The BID would like to ensure that visual impacts and aesthetics for all components of the program are considered and evaluated. The BID has been working with LAWA for several years to improve the appearance of the Century Boulevard District so the aesthetics of the Automated People Mover (APM), CONRAC and ITFs will be very important in allowing this corridor to prosper and provide value to the City of Los Angeles. The BID would like to see streamlined and visually appealing designs for the APM, as well as architecturally appealing buildings for the CONRAC and ITFs. Traffic and Access In studying the various elements of the program, the BID would like to ensure that traffic is analyzed at all relevant intersections, particularly the Century/Aviation Boulevard and 96th Street/Aviation Boulevard intersections due to the planned light rail stations. Private vehicle, bus, pedestrian and bicycle access to those transit stations should be considered when analyzing traffic impacts at these and surrounding intersections. Pedestrian, bicycle and vehicle traffic should be analyzed at all intersections. LAX Passenger Services LAWA has discussed various passenger amenities as part of this program including remote passenger and baggage check-in. The BID would like to see LAWA continue to study the possibility not only of passenger check-in at the ITFs and CONRAC, but also the possibility of baggage check-in that would allow for the best passenger experience. Understandably, safety should be considered the first priority when considering remote baggage check-in, so studying secure baggage cars on the APM to transport checked-in luggage will be very important in determining the feasibility of such a program. Thank you for your time and consideration of our comments. We look forward to continuing to work closely with you as you prepare to construct this much-needed program. Sincerely, Laurie Hughes Executive Director Gateway to LA Business Improvement District 6151 W. Century Blvd. #121 Los Angeles, CA 90045 (310) 216-7328 lhughes@gatewaytola.org
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

ExchangeDefender Message Security: Check Authenticity

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name Wanda Gearring Organization [illegible] n/a

Address [illegible] City Los Angeles Zip 90045

Email Wgearring@aol.com Phone [illegible]

- Will resident windows be cleaned throughout the project?

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name Tamieka Gonder Organization Homeowner

Address 8710 Belford Ave #208-B City LA Zip 90045

Email tamieka.gonder@gmail.com Phone 323-470-2128

Will residents' windows be cleaned throughout the project due to construction emissions & dust?

I live within 1 mile of the airport & having sound proof windows that were installed due to being within the airport's flight path.

Thank You!

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
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Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

From: LAX Connected <noreply@connectinglax.com>
Sent: Sunday, February 08, 2015 5:17 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Stanley Green
Email: greest@yahoo.com
Company:
Address: 99324
Comments: Will the proposed APM make it possible to transfer between flights in different terminals without going out of the secured area?
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Wednesday, March 04, 2015 1:36 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Eric Gregory
Email: ctsbus@sbcglobal.net
Company: Certified Transportation
Address: 1038 N Custer St., Santa Ana, CA 92701
Comments: Thank-you for taking the time to organize and off the open house for landside permit holders. Per our discussions at the Open House I am writing with our concerns relating to the proposed changes to LAX and access for charter bus transportation. We are a charter and school bus operator transporting groups to and from LAX. We transport primarily school groups leaving for or returning from longer distance field trips, such as educational tours, band events, and sports competitions. Our groups can be 100 to 150 school aged children and we are concerned that LAX consider the logistics of organizing that large of a group along with all of the their luggage and equipment. Additionally we also transport tour groups which consist of mainly senior citizens some of which may require special assistance to load and unload.
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 1:34 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Steve Hellmers
Email: shellmers1980@gmail.com
Company:
Address: 834 N. Lucia Avenue Unit A 90277
Comments: I'm very much in favor of these updates to LAX because it will reduce traffic, better the environment, and bring in more tourism and jobs.
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

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Name Kathie Henderson Organization ——

Address 7700 Paseo Del Rey #2 City Playa Del Zip Rey-zip

Email k-henderson@sbcglobal.net Phone 310 384 3978 90293

I love LAX! Always have. An avid plane watcher, used to hangout on Sandpiper Hill. Please Please Please do something with the Encounter that the public could still come there. Not fair to have USO so only a few people can enjoy this ICON of LAX. All modernization plans are great! Love the project to make our LAX a true world class airport.

Please take down the green stuff on fences! Why hide our beautiful airport to satisfy only a few.

Thank You

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

Received via www.ourlax.org

509	Michele Hoo	michele.hoo@gmail.com	7300 W.91st Street	Los Angeles	CA	90045	General Comment	I am a resident directly effected by the proposed development. I strongly object to any development that increases current traffic and non residential use. There is significant traffic currently, especially on key main roads, like Lincoln Blvd and Manchester Ave. The resulting pollution, both environmental and noise would have a extremely negative impact on my family, self and home. Please keep me informed of any prospective developments. Thank you.	3/16/2015

Written Comment Form

LAX Landside Access Modernization Program

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name Edward Turkewicz Organization _____

Address 7734 El Manor Ave LA CA City _____ Zip 90045

Email _____ Phone 310-642-4666

I have comments about observation regarding Airport traffic organization and Direction improvements

① optimize visual information displays for airport to proceed to their distinct with minimal assistance

② Airport electronic displays for individuals with multiple English can find their way forward: hotels, transportation etc.

③ Effective and careful evaluation of present and proposed improvement is recommended

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX
www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 1:13 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Deanna Kautai
Email: deanna.kautai@gmail.com
Company:
Address: 5435 W 123rd Place 90250
Comments: I am in full support of this project! What a great way to reduce traffic and improve the environment (less car and bus emissions). I can imagine the impact this will have on our arrival and departure experience for tourist. Hopefully this will attract more business into the area!
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Tuesday, February 10, 2015 11:45 AM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Edward Keating
Email: edward.g.keating@stanfordalumni.org
Company:
Address: 8707 Falmouth Avenue 216 90293
Comments: First, I support the notion of transportation system improvement at LAX. The current system is antiquated and slow. A dreary entry to Los Angeles for visitors, a dysfunctional process for residents. I also applaud the fact that the proposed improvement will not preclude any currently available approaches to getting to/from LAX. I think it's very important that reform bring new options but not preclude existing ones, e.g., dropping passengers off at terminals. (I would also note that I currently sometimes walk to/from LAX. It doesn't appear that that environmentally friendly option will be precluded.) At the same time, I'm not the first nor solely not the last person to raise concerns about how much a project of this sort might end up costing the taxpayer and the traveling public. There is a long and sordid history of public works projects in this country ballooning in cost and duration. It will be absolutely pivotal for the management of LAX and the City of Los Angeles to exercise continual, forceful, and fiscally conservative oversight over this important endeavor.
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: March 12, 2015

TO: Christopher Koontz, Chief of Airport Planning
Los Angeles World Airports

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

SUBJECT: **LOS ANGELES INTERNATIONAL AIRPORT (LAX) LANDSIDE ACCESS MODERNIZATION PROGRAM – NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING FOR AN ENVIRONMENTAL IMPACT REPORT**

This is in response to your February 5, 2015 letter requesting a review of your proposed project to construct improvements at the Los Angeles International Airport (LAX) in the areas generally bounded by the TOM Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 405 on the East, Interstate 105 on the south, and Westchester Parkway/West Arbor Vitae Street on the North. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to relieving traffic congestion within the CTA and surrounding street network, improving access options and travel experience for passengers, and providing connection to the Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system only. Based on the project description, we have determined that the project lacks sufficient detail for us to offer sewer analysis at this time. As the nature of your project becomes clear, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

KB\AP:tn

cc: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN

LOS ANGELES COMMUNITY COLLEGE DISTRICT
CITY / EAST / HARBOR / MISSION / PIERCE / SOUTHWEST / TRADE-TECHNICAL / VALLEY / WEST

FACILITIES PLANNING & DEVELOPMENT

March 4, 2015

Website Submittal Only: connectinglax.com

Christopher Koontz, Chief of Airport Planning
1 World Way, Room 218
Los Angeles, California 90045

Regarding: Los Angeles International Airport Landside Access Modernization Program ("Project")

Mr. Koonz:

On behalf of the Los Angeles Community College District ("District") and West Los Angeles College ("WLAC"), thank you for the opportunity to provide comments on the Notice of Preparation ("NOP") of an Environmental Impact Report ("EIR") for Los Angeles International Airport ("LAX") Landside Access Modernization Program ("Project").

The District owns approximately 4.82 acres of land located at 9700 S. Sepulveda Boulevard ("Property"). The Property lies on the north side of 98th Street, and runs from Sepulveda Boulevard to Vicksburg Avenue. A portion of the Property is currently used by WLAC for instructional purposes and a portion is leased to a private party for surface parking. The District's immediate intent is to continue using the Property as it is currently configured and eventually expand the parking to continue to generate revenue for the District.

The following comments are provided at this initial stage:

Air Quality/Dust
A decrease in Air Quality may affect WLAC's ability to continue providing an outdoor component to the instructional use on the Property. Migration of dust particles, specifically during construction, should be analyzed. Dust particles may result in additional maintenance costs for the College, its faculty or students.

As it relates to the Parking use, the decrease in Air Quality may impact the amount of dust and debris accumulated on the vehicles, which may then affect the number of drivers willing to park on the Property.

770 WILSHIRE BOULEVARD, LOS ANGELES, CALIFORNIA 90017-3856 OFFICE (213) 891-2000 FAX (213) 891-2403

Box 6 in Figure 3 of the NOP depicts the new underpass, from southbound Sepulveda Boulevard to W 96th Street, located under the property fronting 96th Street, immediately adjacent to the Property. Due to the District's intent to continue with the current uses on the Property, and eventually expand the surface parking or construct multi-story parking, the EIR should analyze the impact the tunneling, excavation, grading and other construction activities related to the underpass, as well as operation and maintenance of it, will have on the Property. Impacts such as subsidence, settling, tilting, cracking, collapse of existing and future structures, and overall weakening of the Property's soils should be analyzed.

Hazards and Hazardous Materials
WLAC is currently providing instruction at the Property and the potential impact to students and faculty should be analyzed.

Hydrology and Water Quality
Box 6 in Figure 3 of the NOP depicts the new underpass, from southbound Sepulveda Boulevard to W 96th Street, located under the property fronting 96th Street, immediately adjacent to the Property. It is unclear what type of at-grade improvements will be constructed adjacent to the Property or on the surrounding streets, these should be analyzed to determine whether the drainage pattern may be altered resulting in flooding on the Proeprty.

Noise
Noise and vibration impacts during construction and operation of the Project (including the new underpass) that may disrupt various academic activities on the Property should be analyzed. This includes, construction vehicles accessing the Project via streets surrounding the Property or staging nearby.

Public Services: Schools
WLAC is currently providing instructional labs at the Property and the potential impacts to maintaining an acceptable instructional and training environment and the ability to maintain performance objectives should be analyzed.

Transportation/ Traffic
Traffic impacts during and after construction as it affects the academic and the parking use on the Property should be analyzed.

During the construction phase, closures, re-routing of traffic, staging, hauling trips, truck traffic and construction vehicles may cause delay to faculty and students as well as to LAX passengers parking on the Property and should be analyzed.

After construction, additional traffic to and from the Project and changes in traffic patterns may impact access, ingress and egress to the Property and should be analyzed. Impacts to the Level of Service of the surrounding streets should be considered and mitigated in order to facilitate access to the Property. Alternate configurations of the Project should be considered in order to minimize altering traffic patterns that will make it difficult for students or customers to park on the Property or result in isolating the Property from easy access.

The District is supportive of LAWA's efforts to improve the passenger travel experience. We encourage LAWA to continue to look for ways of reducing the impact of the Project on the Property in order for the District to continue successfully providing instruction on the Site and generating revenue from such a uniquely positioned piece of Property.

Should you have any questions please feel free to contact me directly at 213-891-2119.

Sincerely,

Thomas L. Hall
Director of Facilities, Planning & Development

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 2:30 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Sindy Lamas
Email: sindy.lamas@interstatehotels.com
Company: Residence inn By Marriott- lax/century blvd
Address: 5933 W Century Blvd, Los Angeles, CAÂ 90045
Comments: It will reduce traffic, be safer, and improve the environment.
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

Attachments: Landside Letter to Mr. Koontz 03-06-2015.pdf

From: "COTE, ROSE" <RCOTE@lawa.org>
To: "KOONTZ, CHRISTOPHER" <CKOONTZ@lawa.org>
Cc: "William Cumming" <bcumming@earthlink.net>
Subject: Formal Scoping Comments

I will send a hard copy as well.

Thank you.

Rose Cote, Facilitator
LAX Area Advisory Committee

Los Angeles International Airport Area Advisory Committee

Committee Members: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, Marina del Rey and Westchester/Playa del Rey

March 6, 2015

Christopher Koontz, Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Dear Mr. Koontz:

We, the Los Angeles International Airport Area Advisory Committee (LAXAAC), a committee of residents of the communities surrounding Los Angeles International Airport (LAX), is submitting these comments on the Notice of Preparation (NOP) for the Landside Access Modernization Program.

Initially, we wish to commend LAWA for its efforts in these plans, which our Committee fully anticipates will substantially improve not only the passenger experience at LAX but also improve the ground traffic in the neighborhoods surrounding the airport. We look forward to the day when the improvements described are fully operational.

The ITF, CONRAC and APM

As neighbors of the airport, our Committee members are hopeful that these facilities would take a substantial amount of traffic off the side streets as well as from the Central Terminal Area (CTA). In order for that to happen, passengers must actually use these facilities.

The DEIR should discuss whether there will be baggage check-in at both the Intermodal Transit Facility (ITF) or the Consolidated Rental Car Facility (CONRAC), and if so whether that will be complimentary or subject to fee. We expect that free check-in of bags at these locations will significantly impact their level of use.

The DEIR also should discuss the amount of time it should take passengers on the Automated People Mover (APM) to travel from CONRAC and the ITF to the CTA, and whether that will impact usage of the APM. If, for example, it takes substantially longer to ride the APM from the ITF than it would take to be driven to the terminal and dropped off there, the DEIR should discuss how LAX can encourage passengers to use these facilities rather than simply following the current procedure of having someone drive them into the CTA for pickup and drop off.

It appears to us from the diagrams in the NOP that the walkways from the APM to Terminals 7 and 8 are exceptionally long. The DEIR should discuss the possibility of having an additional APM station to diminish these walkways. The DEIR also should discuss the access to the CTA from the ITF and CONRAC for people with mobility issues, as well as for large families with substantial amounts of luggage.

The DEIR should discuss whether there will be pedestrian walkways and green space between the airport hotels and the ITF, for the purpose of encouraging hotel guests to walk to that facility. The ability of hotel guests to walk to the ITF could help diminish shuttle traffic on the side streets.

The Metro station

It is our understanding that the Metro light rail station proposed at 96th Street and Aviation Boulevard will not offer a park-and-ride lot. For that reason, the DEIR should discuss whether daily rail

commuters will park at the CONRAC or ITF and what impact that will have on the availability of parking spaces for LAX customers.

We are concerned that traffic headed to the ITF and CONRAC will create traffic jams for northbound traffic on Aviation and La Cienega Boulevards and westbound traffic on Century Boulevard and Arbor Vitae Street. The DEIR should discuss whether traffic headed for these facilities could be routed onto dedicated side streets which feed directly into them. Even with such mitigation, Aviation and Century Boulevards are likely to see greatly increased congestion, so we recommend that the DEIR discuss the need for staggered lighting and other mitigation measures on those streets.

We understand that LAWA expects to have new dedicated off-ramps from Interstate 405. We consider such dedicated off-ramps to be very important to the use of the ITF and CONRAC, and therefore, the DEIR should discuss whether LAWA can fund such improvements, or whether other entities, such as the California Highway Department, must participate and the extent to which their participation is expected.

Other Issues

The DEIR should discuss whether there will continue to be a cell phone waiting lot, and if so, where it will be. The current cell phone waiting lot has not been well used, due either to its location or the lack of publicity about it. Other parking lots (*i.e.,* Ralphs/CVS) and side streets such as West 92nd Street currently serve as *de facto* cell phone waiting lots, creating inconvenience for neighborhood residents.

The DEIR should discuss the new location of the USO facility which should be accessible to service members regardless of the terminals in which they arrive, and whether they will need to go to unsecured areas to access the USO facility. As it currently stands, many service members do not use the USO facility because it is too inconvenient for them to leave the secured area of their terminals for the USO facility.

Construction Impacts

As neighbors of LAX, our committee members will be greatly impacted by the long-term construction that the LAMP will necessitate. For that reason, we expect that the DEIR will discuss construction impacts on the surrounding communities and how they can be mitigated to the greatest extent possible. We expect the DEIR will include methods and procedures to ensure strict enforcement of all directives for controlling air pollution, noise, dust, hours of operation, construction workers' parking and transportation, truck hauling routes, equipment and materials staging and storing areas, and disturbance to neighboring communities. We would expect the DEIR to propose that construction permits will provide for strict enforcement to mitigate the problem of fugitive dust and particulate matter spreading into nearby residential areas from construction sites.

Timing

We are concerned about the short time granted for the review of the proposal in the scoping process, and hope that future public comment deadlines in this process will provide more time for the public to review and comment upon the proposals. Thirty days is not adequate for substantive public review and

comment. We hope that when the DEIR is released next year that we will be given at least 60 days to review and comment.

In conclusion, we again compliment LAWA on focusing its efforts on improving the passenger experience at LAX and we look forward to the implementation of these plans. Please let us know if you have any questions regarding our views on the NOP.

Very truly yours,

William Cumming

William Cumming, LAXAAC Chair
Los Angeles International Airport Area Advisory Committee (LAXAAC)
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Enclosure (one-page description of our committee's role)

cc: Board of Airport Commissioners
Los Angeles Mayor Eric Garcetti
Culver City Mayor Meghan Sahli-Wells
Inglewood Mayor James T. Butts, Jr.
El Segundo Mayor Suzanne Fuentes
Hawthorne Mayor Christopher Brown
Councilman Mike Bonin
Supervisor Don Knabe
Supervisor Mark Ridley-Thomas
Executive Director Gina Marie Lindsey

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name Betty Lewis Organization District T.C. Svcs

Address 27049 Edgewater Lane City Santa Clarita Zip 91355

Email Phone (213) 399-8488

I appreciate the planned growth of our new LAX but I wish the over-night construction schedule is revised so that lane reductions/[illegible] ends before 4:30am. I'm an owner/operator of a limo service and it's utterly frustrating for my client (& I) to find major congestion @ the departure level @ 5am in the morning, when my client has a 6am flight to catch.

Thank you for taking my comments,

Best,
Betty Lewis

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

Attachments: LAX Landside Access Modernization Program - Metro Comments_030915.pdf

From: DevReview [mailto:DevReview@metro.net]
Sent: Monday, March 09, 2015 4:19 PM
To: KOONTZ, CHRISTOPHER
Subject: LAX Landside Access Modernization Program
Importance: High

Hi Mr. Koontz,

Unfortunately, the website does not allow a signed pdf letter upload.
Attached please find our agency's comments on LAX Landside Access Modernization Program. A hard copy will follow via U.S. Mail.

Thank you

Nareh Nazary
Los Angeles County Metropolitan Transportation Authority
nazaryn@metro.net | **phone: 213-922-4163**

Metro

Please consider the environment before printing this email.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

March 9, 2015
Mr. Christopher Koontz
Los Angeles World Airports
One World Way, Room 218
Los Angeles, CA 90045

RE: LAX Landside Access Modernization Program

Dear Mr. Koontz:

Thank you for the opportunity to comment on the proposed LAX Landside access modernization program (Proposed Project). This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the Proposed Project. We appreciate the ongoing coordination between our two agencies and request that Los Angeles World Airports (LAWA) continues to consider the following Metro facilities during the design and development of the Proposed Project so as to avoid any adverse impacts to Metro's rail and bus operations.

Crenshaw/LAX Transit Project and Southwestern Maintenance Yard (under construction)
The Crenshaw/LAX Transit project will extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards. The Line will travel 8.5 miles to the Metro Green Line, with eight new stations and will serve the cities of Los Angeles, Inglewood and El Segundo; and portions of unincorporated Los Angeles County.

The Crenshaw/LAX Transit project also includes a new maintenance facility, the Southwestern Maintenance Yard, at Arbor Vitae Street and Bellanca Avenue. The Southwestern Yard facility will be a consolidated maintenance facility to serve multiple light-rail lines and is designed to perform service and inspection, heavy repairs, blow-down, body repairs, painting, storage, cleaning, and washing of light-rail vehicles (LRV) in the Metro fleet; as well as facilities for general administration and employee welfare, transportation, miscellaneous maintenance shops, and equipment storage.

Airport Metro Connector (AMC) Project (in environmental clearance)
Metro is planning a new rail station that will connect the Los Angeles International Airport (LAX) to the regional rail system. Once complete, the AMC transit station (near Aviation Boulevard/96th Street) will provide a connection to the future Automated People Mover (APM) to be built and operated by LAWA, as part of the Proposed project. The AMC transit station is envisioned to be the new transit "Gateway" to LAX for transit riders. Cooperatively, Metro and LAWA have been working to better define their respective projects to ensure that these projects complement each other.

Vehicle Circulation at the Proposed Consolidated Rental Car Facility (CONRAC) and East Intermodal Transportation Facility (ITF) Site
LAWA's proposed CONRAC and ITF are adjacent to Metro's AMC site. LAWA's Environmental Impact Report (EIR) needs to account for Mero's AMC project and its components including driveway placement, modifications to Aviation Boulevard, and new signalized intersections to ensure that both Metro's and LAWA's facilities can function with minimal impacts to each other.

Pedestrian Circulation at the APM Station
LAWA's proposed APM Station needs to account for Metro's AMC station platforms and vertical circulation elements (i.e., escalators, elevators and stairs) to provide connections between LAWA's aerial APM station and AMC transit station. While exact station specifications are yet to be designed, the two agencies should cooperatively establish criteria that meet the needs of both Metro and LAWA passengers.

Metro Bus Stops
There are Metro bus stops on West 96th street, South Sepulveda Blvd., West Century Blvd, and Airport Blvd. adjacent to the Proposed Project. As it relates to Bus Operations, Metro encourages that the following comments and/or requests be considered as part of the Proposed Project: (1) coordinate with Metro for appropriate accommodations for Metro bus service during the relocation and/or removal of the LAX City Bus Center located at West 96th Street Los Angeles, as noted in the NOP, in order to provide transit service to the area; (2) maintain the existing Metro bus stop(s) as part of the Proposed Project; (3) install bus shelters, benches and other amenities that improve the transit rider experience; (4) design of the bus stops and surrounding sidewalk area should meet Americans with Disabilities Act (ADA) requirements to allow passengers with disabilities a clear path of travel between the bus stop and the Proposed Project in coordination with Metro staff; and (5) maintain or relocate bus stop(s) consistent with the needs of Metro Bus Operations during construction. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may Impact Metro bus lines. (For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188). Other municipal bus services may also be impacted and should be included in construction outreach efforts.

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the Proposed Project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

- If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the Proposed Project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

- Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Metro looks forward to continuing our cooperative, working relationship with LAWA on our respective, but independent projects and the opportunity to review the Draft EIR.

Sincerely,

David L. Mieger, AICP
Executive Officer, Transit Corridor Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

APPENDIX
D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ❑ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ❑ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ❑ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.
- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 2:29 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Israel Mora
Email: israelmora1313@gmail.com
Company:
Address: 5345 W. 140th St 90250
Comments: Very much in favor of LAX improvement plan to consolidate Rental cars and reduce traffic in the terminals. I would go as far as not allowing personal vehicles in the loop. Thank you!!
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name Nancy Gene W. Morrison Organization
Address 6350 W. 81st St. City LA Zip 90045
Email Nangee@aol.com Phone 310 410-4430

Why is the Coast Guard leaving?
Will they still be monitoring the coastline near LAX, Playa del Rey & the Marina?

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

From: Nangee W Morrison [mailto:nangee@aol.com]
Sent: Monday, March 09, 2015 4:31 PM
To: KOONTZ, CHRISTOPHER
Subject: NOP for LAX Landside Access Modernization Program

Christopher Koontz
Chief of Airport Planning

Dear Mr. Koontz,

As a Red Cross disaster mental health volunteer who was at LAX following the shooting of the TSA officer the most important aspect of LAWA's planning must be communication regarding safety and security.

No where in the meeting was safety or security mentioned or did any LAWA employee care on February 19 about a large trailer truck parked in the median area of Aviation Boulevard, with no lights on, directly under planes landing. I was concerned and reported this to at least four airport employees prior to talking to you.

LAWA must have plans and communication for emergencies of all types there must be plans for getting water and food to passengers disrupted in an emergency all employees in contact with the public, of any agency, need to know that passengers have witnessed an emergency. In November 2013, I witnessed a TSA agent telling a passenger without shoes, money, identification, that she would be unable to obtain her belongings unless she had her government issued identification, which was all on the security conveyor belt more 10 hours earlier. The agent seemed totally unaware that passengers had witnessed trauma, although escorted by airport employee. Also plans must be in order, for passengers to be able to get to another airport in an emergency when their airline is not departing from LAX, due to the emergency that had occurred. Another Red Cross Disaster Mental worker drove several passengers to the Long Beach airport after a 12 hour delay.There was no water, no information, no food for passengers, no information given about when they could obtain their shoes, purses, carry-on bags. Communication must be improved there must be plans and drills to cover various emergencies that can occur.

The plans for Lincoln Boulevard to go under Sepulveda Boulevard and at some point rejoin Sepulveda Boulevard southbound, were very inadequate. There would need to be a gradual decent into a tunnel under Sepulveda. As it is now(prior to new construction), the ground shakes when planes land, in the area near the In-N-Out Burger. The area does not feel secure at this point and making another tunnel to circle around seems inappropriate and not fully thought out. There are numerous channels in the area and the area is composed of sand. There must be plans made for using other airports rather than everything always going through LAX which is too small and built on sand dunes. Safety and security should be the top priority!

Nangee Warner Morrison, MA, LMFT
(Nancy-Gene W. Morrison)
6350 W. 81st Street
Los Angeles, CA 90045

18400 Von Karman Avenue, Suite 800 Irvine, California 92612-0514
Telephone (949) 760-1121 / Fax (949) 720-0182

Direct Dial Number: (949) 224-6292
Direct Facsimile Number: (949) 224-6480
E-Mail Address: *blichman@buchalter.com*

March 6, 2015

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Re: Los Angeles International Airport (LAX) Landside Access Modernization Program - Comments of the City of Culver City

Dear Mr. Koontz:

The following constitutes the comments of Neutrogena Corporation ("Neutrogena") on the Notice of Preparation ("NOP") and Initial Study for the "Los Angeles International Airport (LAX) Landside Access Modernization Program" ("Landside Project") prepared by Los Angeles World Airports ("LAWA"). Neutrogena wants to clarify remaining issues surrounding the construction of the Automated People Mover ("APM") component of the Landside Project and associated construction which potentially impact facilities operated by Neutrogena at 96th Street and Airport Boulevard. These concerns specifically include: (1) finalization of the APM route in the 96th Street corridor and the placement of its support stanchions; (2) maintenance of loading dock access for pickups and deliveries during and after APM construction; (3) safety of pedestrian traffic on the Neutrogena property; and (4) loss of on-street parking at north side of 96th street due to installation of the APM.

First, as LAWA is aware, the realignment of the APM preferred route from a previous path through Neutrogena's property, to a path down 96th Street, was, and remains, of primary importance to Neutrogena, and Neutrogena is appreciative of LAWA's assistance in effectuating this change. There still remain some questions, however, concerning the impact of the APM's development on Neutrogena's property. For example, efficiency of access for deliveries and shipments to loading docks is of paramount concern. Thus, Neutrogena has requested that the space between the AMP support stanchions be broadened from 100 feet to 125 feet to accommodate Neutrogena loading docks. Neutrogena will reciprocate by moving the loading dock in front of building 5771 to the rear of the building making the separation easier to effectuate.

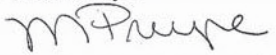
Similarly, Neutrogena is extremely concerned with the preservation of the safety of our staff and visitors. Consequently, we believe that plans must include a review, assessment and addition of pedestrian safety features for the crosswalk between the Neutrogena buildings.

Finally, Neutrogena retains concerns regarding the elimination of on-street parking on the north side of 96th Street to accommodate the APM. We request a design solution be prepared to accommodate relocation of the current parking that will be impacted by the installation of the APM predicated upon completion of EIR review and ultimate approval of the final design of the Landside Project so as to prevent a result that is inconsistent with the final design of the project.

Neutrogena appreciates this opportunity to comment and submits its comments in the spirit of cooperation that has up to now characterized the discussions between LAWA and Neutrogena.

Sincerely,

Michelle Freyre



General Manager, Neutrogena Corporation

By

Barbara Lichman

From: LAX Connected <noreply@connectinglax.com>
Sent: Sunday, February 08, 2015 12:56 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Cindy ONeill
Email: cwblueeyes@live.com
Company:
Address: 9711 Isis Ave 201 90045
Comments: When are you planing on removing the current apartments that still exist in the proposed central rent a car area?
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Saturday, February 28, 2015 10:20 AM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Danny Pierce
Email: dpierce@arffsolutions.com
Company: ARFF Solutions
Address: 9656 Whirlaway Street 91737
Comments: Are Engineered Material Arresting Systems (EMAS) part of the planning for the runway safety areas? If not, why? https://www.youtube.com/watch?v=3jH8g-qJK3w
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET
LOS ANGELES, CA 90013

February 25, 2015

Christopher Koontz
Chief of Airport Planning
Capital Programming, Planning and Engineering Group
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, California 90045-5803

SUBJECT: SCH# 2015021014; Los Angeles World Airports, Los Angeles International Airport Landside Access Modernization Program, Notice of Preparation

Dear Mr. Koontz,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Notice of Preparation (NOP)* from Los Angeles World Airports, who is the lead agency for the proposed Los Angeles International Airport (LAX) Landside Access Modernization Program Project.

According to the NOP, the LAX Landside Access Modernization Program Project consists of an Automated People Mover (APM) system with 6 stations, which would transport passengers between the Central Terminal Area (CTA) and other main components of the project located to the east of the CTA, such as a Consolidated Rental Car Facility (CONRAC), new intermodal transportation facilities (ITF) and multiple locations for passenger pick up and drop off. In addition, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Los Angeles Metropolitan Transportation Authority (Metro) as a separate and independent project to provide opportunity for passengers to access the Metro regional rail system.

The APM system described in the NOP will be subject to a number of rules and regulations involving the Commission. These may include, but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings,
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings (if any),
- GO 75-D, Warning devices for at-grade railroad crossings (if any),
- GO 95, Overhead electric line construction (if catenary is used),
- GO 128, Construction or Underground and Electrical Supply and Communication,
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164-D, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with the American Society of Civil Engineers Automated People Mover Standards (APM Standards).

The following link provides resources on the Commission's rules and regulations in regard to rail safety:

http://www.cpuc.ca.gov/PUC/safety/Rail/

The proposed project would disrupt the heavily used roadway network surrounding the LAX vicinity. The potential impacts should be identified, discussed and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

The Commission appreciates the opportunity to provide comments on the project described in the NOP. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Ainsley Kung at (213) 576-7056 or ainsley.kung@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,

Daren Gilbert, Manager
Rail Transit Safety Branch
Safety and Enforcement Division

cc: State Clearinghouse

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 1:41 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Roger Rodriguez
Email: roger.rodriguez@interstatehotels.com
Company: Residence Inn by Marriott LAX
Address: 3718 Sebren Ave, Long Beach, CA 90808
Comments: As someone who commutes into the LAX area, I greatly appreciate any plans to decrease the traffic congestion. This not only seems like an effective plan to improve the traffic scenario, but it also serves the greater good of both locals and people traveling into LA from around the world. Higher level of safety, convenience, smaller carbon footprint, more employment opportunities, etc. are only a few of the reasons I support this plan.
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 2:00 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Guadalupe Romero
Email: Lupe.Romero@Interstatehotels.com
Company: Residence Inn LAX/Century BLV
Address: 5933 W.Century BLV 90045
Comments: I will love for more lanes to open in the 405 freeway cause i commute from Oxnard to my work and it will take me less time to get to work!
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Thursday, February 19, 2015 2:13 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Greg Rutkowski
Email: rutke1@yahoo.com
Company:
Address: 834 n Lucia ave A 90277
Comments: This is a major need for our area, his will reduce traffic around the airport and save people time. Too bad construction did not start 4-5 years ago
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Monday, March 09, 2015 6:03 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Diane Sambrano
Email: cvhistorylady@gmail.com
Company: community member
Address: 3640 W 111th Place 90303
Comments: L.Diane Sambrano 3640 W 111th Place Inglewood, CA 90303 March 9, 2015 Mr. Christopher Koontz Chief of Airport Planning Los Angeles World Airports 1 World Way, Room 218 Westchester, CA 90045 Telephone: (800) 919-3766 Submitted via http://www.connectinglax.org Re: Comments on Notice of Preparation for LAX Landside Access Modernization Project Dear Mr. Koontz: The LAX Landside Access Modernization Project as presented poses many issues which are of concern for the residents of the area surrounding LAX. Among the most difficult to imagine being proposed is the Arbor Vitae on and off ramp for the 405 freeway. This is an absolutely unacceptable proposal ! Adding another ramp between the Manchester Blvd. and Imperial Highway would only make sense if someone was trying to see how completely confusing and dangerous freeway merging and exiting can be designed or if one was trying to use as much concrete as unnecessary and still possible! There currently are freeway access ramps for Manchester Blvd., Century Blvd. and Imperial Highway a distance of only two miles. Not only will the addition of an any additional ramps be confusing unnecessary and send more traffic into the surrounding neighborhoods it would also remind the community that LAX has in the past worked exceptionally hard to earn unfriendly neighbor status. We have been here and done this and it should not have resurfaced again. Our community should not be destroyed because adequate signage skills are a challenge. The local businesses along the east of Arbor Vitae will not gain sales but of course will be driven out of business as access to them becomes more difficult to rushing traffic looking to the Airport Facilities. Even more pollution in the lungs of the local residents will be continue to erode the fragile cleaner aircraft emissions chant as more auto fuel on the street side level emerges from the below grade freeway near homes. Lost traffic near residential communities is dangerous for children and seniors. The Rail station concept should be presented when/if the Metro station location is actually put on a proposed map building and after it is funded â€“ the community will not forget that the green line connects to no not anything acceptable. Without a complete plan the proposal seems much like another dead end or a wrong placed end leaving the possible 1% of passengers with a one time , never again â€œhow did they think I was going to get my luggage where I needed itâ€ experience resulting in reducing the limited ridership to an even lessor than 1%. The People Mover as presented leaves passengers essentially in the middle of â€œno whereâ€ with luggage and a long way to go before reaching a terminalâ€¦â€¦In order to be effective the drop off should be close to the terminal rather in the middle of what is now the central parking lot. There is no reason to believe that even a few power or mechanical break downs will leave passengers with a sour experience that will not be made better by calling LAX world class or state of art in brochures. Moving sidewalks are among the most difficult transportation modes to utilize when traveling with luggage, children or seniors. This plan needed alternatives not just the â€œpreferred by staff ideasâ€ . â€œStaffâ€ alone are not the bulk of the passengers who will use this airport. The opinion of the community surrounding LAX should be considered and making changes that impact our lives when staff goes home or retires in places not near the Westchester -Inglewood Neighborhood should always be sought out in meaningful ways. The neighborhoods near LAX deserve to have our quality of life enriched rather than abused for the profit of others. Neighbors want and deserve a safe, non-intrusive Airport which enables us all be happy rather than annoyed that LAX has grown up near us, all the

while recognizing simply by being present in our midst we will be impacted should a 911 type plan ever again be activated with LAX as the primary focus. The challenges of upgrade should not cause the neighbors quality of life issues nor should passengers find travel difficult when it includes arrival or departure at LAX. I hope that the community concerns are addressed in a way that is not as dismissive or inconsiderate as has been standard practice of the past. Thank you for your consideration of my concerns. Sincerely, Diane Sambrano
no I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: Margaret Duran[SMTP:MARGARET@SBAIRBUS.COM]
Sent: Tuesday, March 03, 2015 10:14:25 AM
To: LAX Stakeholder Liaison
Subject: Attn: Christopher Koontz Chief of Airport Planning
Auto forwarded by a Rule

Hello

The original copy of these comments regarding the LAX Landside Access Modernization Program are being mailed from our office today.

Thank you

Margaret Duran
Administrative Manager
Santa Barbara Airbus
750 Technology Drive
Goleta, CA 93117
(805)964-7759 x 107
www.sbairbus.com



LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name ERIC ONNEN Organization SANTA BARBARA AIRBUS

Address 750 TECHNOLOGY DR City GOLETA Zip 93117

Email eo@sbairbus.com Phone 805-964-7759 x 109

See attached.

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

Santa Barbara AIRBUS
we move people.

750 Technology Dr Goleta CA 93117 Tel:(805)964-7759 Fax:(805)683-0307 www.sbairbus.com

March 3 2015

Mr Christopher Koontz Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Dear Mr Koontz

Santa Barbara Airbus (SBA) is a current ground transportation provider at LAX. SBA's primary operations at LAX is as a PSC; a scheduled line run operator. SBA also operates as a TCP, charter bus operator. As a PSC, SBA operates 8 roundtrips daily between 3 cities in Santa Barbara counties and LAX. In the calendar year of 2014 our average passengers per trip was 34. During daily peak times and seasonal peaks this number does exceed 50 passengers per trip. The reason for this disclosure is to demonstrate the efficiency and effectiveness of motor coach operations in moving people. This effectiveness reduces environmental impacts, promotes public convenience and safety. Our operations like others in this industry receive

1

no public subsidization! The consumers of these services pay a market established rate that delivers a value significant enough to motivate a user purchase decision. The value of these services for most consumers is a combination of cost, convenience and reliability. The operator generates this value through volume of users, efficiency of operations and recognition of customer preferences, SBA has been doing this at LAX since 1983. The other significant benefit of motor coach operations is reduced negative environmental impacts compared to alternatives. We therefore request that the planned improvements at LAX should include a high priority for maintaining and improving a robust private motor coach operating presence.

The fundamentals of this strategy should include continued direct access to the CTA at a reasonable cost. The provision of adequate curb space, supervision and enforcement to allow for predictable and efficient operations. Promotion and recognition that motor coach operations reduce environmental impacts and improve public convenience.

Transportation services that are provided at no additional cost or below market costs are best suited to the proposed offsite facilities, such as the CONRAC and ITF. These services should include rental car, hotel, parking and Flyaway operations. The rational for this recommendation reflects the value equation of consumers. Services provided at no cost or well below market rates will continue to be a preferred option, even if some "convenience costs" are included. Increased operating costs or convenience costs added to market rate operations will increase use of private automobiles and increase traffic impacts.

The private automobile is the highest traffic impact at LAX and the surrounding community, representing 38% of vehicle trips. These vehicle trips also represent the lowest number of passengers per trip. Every consideration should be given to strategies that encourage use of offsite facilities. The ITF should provide short term parking facilities to allow private automobile pick-up and drop-off. These facilities should be provided at the lowest possible cost. The facilities should include public

amenities that encourage use by the general public. Creating a modified "cell phone lot" concept, so those waiting for arriving passengers find it more effective than cruising the CTA. Signage that has current flight arrival information visible from parking area would be very effective. Convenient dedicated access to these facilities will encourage use. Assistance for travelers with excess baggage would also encourage use. Reduced private auto trips in the CTA will greatly improve traffic flow and likely reduce enforcement costs, while improving public safety.

Phasing

The magnitude of this project will have very significant impacts during the demolition and construction activities. All consideration should be given to a phasing plan that results in reduced vehicle trips in the CTA as soon as possible. It would be very beneficial if the CONRAC development includes interim facilities to allow shuttles, other than rental car operations. The ability to accommodate Hotel, parking lot and Flyaway operations at the CONRAC prior to ITF completion should be considered. Our company operated at LAX during the second level construction. During that time frame the ongoing changes and delays caused normal LAX users to avoid the airport. The negative impressions and reduction of use, took years to fully recover. The A.P.M. construction in the CTA should be coordinated to the completion of the CONRAC.

The Santa Barbara Airbus thanks the Airport Commission for the opportunity to comment.

Sincerely,



Eric Onnen

CEO

Attachments: IGR8369 NOP LAX Landside Access Modernization Program.pdf

From: Lijin Sun [mailto:SunL@scag.ca.gov]
Sent: Monday, March 09, 2015 9:19 AM
To: KOONTZ, CHRISTOPHER
Cc: Ping Chang; Lijin Sun; Ryan N. Hall
Subject: SCAG Comments on the NOP of a Draft EIR for the Los Angeles World Airports (LAX) Landslide Access Modernization Program [SCAG NO. IGR8369].

Dear Mr. Koontz,

Please find attached SCAG Comments on the NOP of a Draft EIR for the Los Angeles World Airports (LAX) Landslide Access Modernization Program [SCAG NO. IGR8369].

Please contact me at (213) 236-1882 or sunl@scag.ca.gov if you have any questions or difficulties with the attached file. Thank you.

Sincerely,

Lijin Sun, J.D., Esq.
Senior Regional Planner
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1882 | F: (213) 236-1963
E: SunL@scag.ca.gov | W: www.scag.ca.gov

50 YEARS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

March 9, 2015

Mr. Christopher Koontz, Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, California 90045
Phone: (800) 919-3766

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles World Airports (LAX) Landside Access Modernization Program [SCAG NO. IGR8369]

Dear Mr. Koontz,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the LAX Landside Access Modernization Program ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the LAX Landside Access Modernization Program. The proposed project would include the construction and operation of an Automated People Mover (APM) system and associated amenities and upgrades to surrounding street networks to improve access within the Central Terminal Area and provide connectivity to the LA Metro rail system.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang,
Program Manager II, Land Use and Environmental Planning

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE LAX LANDSIDE ACCESS MODERNIZATION PROGRAM [SCAG NO. IGR8369]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference*
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

Aviation Demand Forecasts

It is noted that SCAG is currently in the middle of updating the regional aviation demand forecasts for the 2016 RTP/SCS which may impact the demand for this program.

The SCAG Aviation Technical Advisory Committee (ATAC) is a standing subcommittee comprised of a group of aviation professionals who meet in an effort to provide SCAG with technical and professional expertise on regional aviation issues. The ATAC also serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties. This group may be leveraged for input during the CEQA process, as deemed appropriate by LAWA. Information on the ATAC can be accessed at http://www.scag.ca.gov/aviation/index.htm

If you have any questions regarding the SCAG Aviation Program please contact Mr. Ryan N. Hall at hall@scag.ca.gov or 213-236-1935.

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Los Angeles Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	3,991,700	4,320,600
Households	6,458,000	7,325,000	1,455,700	1,626,600
Employment	8,414,000	9,441,000	1,817,700	1,906,800

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at:
http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects.* Appendix G can be accessed at:
http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 12, 2015

Mr. Christopher Koontz, Chief of Airport Planning
Los Angeles World Airport
1 World Way, Room 218
Los Angeles, CA 90045

Notice of Preparation of a CEQA Document for the
Los Angeles International Airport (LAX) Landside Access Modernization Program

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at jwong@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

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

LAC150206-04
Control Number

Attachments: Sierra Club - LAX Landside Transportation.doc

From: Jerard Wright [mailto:wrightconcept@gmail.com]
Sent: Monday, March 09, 2015 4:57 PM
To: PULIDO, OMAR; KOONTZ, CHRISTOPHER
Cc: Darrell Clarke
Subject: Re: LAX Landside Access Modernization Program

See attached comments.

On Tue, Mar 3, 2015 at 8:01 PM, PULIDO, OMAR <OPULIDO@lawa.org> wrote:

Hello Jerard!

Hope all is well! Thank you again for hosting us on November 6, 2014 at the Transportation Committee meeting to provide you and the committee members the latest information on the LAX Landside Access Modernization Program. It was great seeing everyone and we greatly appreciate your interest in the project!

The Notice of Preparation (NOP) and Initial Study (IS) for the project were released on February 5, 2015, and two public scoping meetings were recently held on February 19, 2015 and February 21, 2015. Copies of the NOP/IS and materials from the public scoping meetings can be found on our website at www.connectinglax.com.

Quick reminder; the public comment period for the NOP/IS is currently open and will end on March 9, 2015 at 5pm. Comments can be submitted online at www.connectinglax.com or can also be mailed to Christopher Koontz, Chief of Airport Planning, at the following address:

- Christopher Koontz

Chief of Airport Planning

Los Angeles World Airports

1 World Way, Room 218,

Los Angeles, CA 90045

Phone: (800) 919-3766

LAWA's next step will be to prepare the Environmental Impact Report (EIR) for the project. After the release of the EIR, LAWA will be holding additional public meetings on the environmental analysis with additional opportunities to submit comments.

Again, thank you very much for your interest in the project and if you have any questions, please do not hesitate to contact us.

Talk soon!

OMAR PULIDO

Capital Programming, Planning & Engineering Group

Los Angeles World Airports (LAWA)

(424) 646-7114

http://ourlax.org/

http://connectinglax.com/

--

Wright Concept
Jerard Wright
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3435 Wilshire Boulevard
Suite 660
Los Angeles, CA 90010-1904

SIERRA CLUB
FOUNDED 1892
Angeles Chapter

(213) 387-4287 phone
(213) 387-5383 fax
www.angeles.sierraclub.org

March 9, 2015

To: Los Angeles World Airports Attn: Christopher Koontz

Re: LAX Landside Access

The Sierra Club would like to express our kudos to LAWA on the collaborative work with Metro thus far of this vital Measure R project. We're genuinely pleased with the repeated emphasis of the need to improve the passenger experience and the continued coordination between Metro and LAWA.

The design of this intermodal center at Aviation/96th will be an important gateway for transit users linking regional rail transit corridors with this automated people mover. Phoenix's Sky Harbor and Miami's Intermodal Station with combined rental car and transit hub are models that can achieve the customer service goals in a cost-effective manner. These are easy to use, seamless and connect multiple modes of transportation in one location improving the passenger experience throughout the airport thus providing a stronger positive outlook for visitors to the Los Angeles region.

Sierra Club will continue to be engaged during the environmental analysis of this corridor and its effect on future transit corridors and improving system connectivity.

Sincerely,
Jerard Wright and Darrell Clarke
Angeles Chapter, Transportation Committee Co-Chairs

LAX Landside Access Modernization Program

Written Comment Form

Scoping Meeting for the LAX Landside Access Modernization Program

The purpose of the scoping process and the meeting is to hear from the public and responsible agencies on what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the LAX Landside Access Modernization Program. Written comments can be submitted at the Public Scoping meeting or mailed/emailed no later than 5:00pm on March 9, 2015. In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Name PAUL SOLOMON Organization 6171 Century LLC

Address 1801 E. 7th St. City Los Angeles Zip 90021

Email emailpaulsolomon@gmail.com Phone 213-215-2747

Please describe to me how access to my building @ 6171 Century Blvd. will be addressed for cars and pedestrians, @ completion and during construction. This building includes 80,000 square feet of office space and a future restaurant and small market. We are redeveloping the building now, with completion scheduled for October 2015. I am concerned especially about access to Vicksburg from westbound Century and access from southbound Sepulveda. Parking is off Vicksburg and primarily from the Joe's Auto Parts @ 6151 Century. Thx, Paul

Please drop completed form into the box marked "COMMENTS" at the Public Scoping meeting, or mail/email written comments to:

Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

All comments must be received no later than 5:00pm, March 9, 2015.
This form can simply be folded and placed in a mailbox (see reverse side). Please remember to add postage.

Los Angeles World Airports
CONNECTINGLAX www.connectinglax.com

If you have any questions and/or comments regarding this project please contact:
LAX Stakeholder Liaison Office
laxstakeholderliaison@lawa.org

From: LAX Connected <noreply@connectinglax.com>
Sent: Sunday, March 01, 2015 7:56 AM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Categories: Blue Category

Name: Vicki Vaughn
Email: vlv@roadrunner.com
Company:
Address: 90045
Comments: What is the current status of the environmental studies related to pushing the north runways further north? Wasn't there a legal agreement that LAX would not expand any further north?
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.

From: LAX Connected <noreply@connectinglax.com>
Sent: Saturday, February 07, 2015 3:13 PM
To: Transportation Planning
Subject: LAX Connected - Form Submission

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Name: Mary Wilson
Email: wils5mom@yahoo.com
Company:
Address: 6019 w86th place 90045
Comments: How will this project effect my property? Changes in congestion, zoning, or property values?
yes I would like to stay up-to-date with the latest information & materials on the exciting new transportation system at LAX.


Los Angeles
World Airports