AECOM

Draft
Initial Study/ Negative Declaration
Los Angeles International Airport (LAX)
Terminal 6 Renovation Project

LAWA
LOS ANGELES WORLD AIRPORTS

Prepared for:
Los Angeles World Airports (LAWA)

January 2020

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LIST OF FIGURES

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INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines (2019) to determine if the proposed project may have a significant effect on the environment.

CEQA INITIAL STUDY FORM

Project Title:
Los Angeles International Airport (LAX) Terminal 6 Renovation Project

Lead Agency Name and Address:
Los Angeles World Airports
Environmental Programs Group
6053 West Century Blvd, Suite 1050
Los Angeles, CA 90045

Contact Person and Phone Number:
Kathline King
Environmental Programs Group
Los Angeles World Airports
(424) 646-6495

Project Sponsor's Name and Address:
Los Angeles World Airports
Environmental Programs Group
6053 West Century Blvd, Suite 1050
Los Angeles, CA 90045

Project Location:
The project site is located within the boundaries of LAX, a major international airport within the City of Los Angeles.

Plan Designation:
The LAX Plan, which governs land uses at LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX Zone: Airport Airside Sub-Area.

Description of Project:
The proposed project includes improvements to the existing Terminal 6 (T6) Concourse, including airside improvements within the confines of the existing T6 apron. The existing area and proposed areas of demolition, interior renovation, and additions are shown in Table 1. The proposed project would be implemented on three levels of the existing four-story T6 Concourse, aircraft parking apron, hydrant fuel, and gate systems, as described below. No improvements are proposed to the T6 Ticketing area.

Table 1
Proposed Areas of Demolition, Interior Renovations, and Additions to T6 Concourse

Level	Area					
	Existing (SF)	Proposed Interior Renovation (SF)	Demo (SF)	Gross Add (SF)	Net Add (SF)	Proposed (SF)
1 - Arrivals Level	101,683	0	0	0	0	101,683
2 - OPS/Apron Level	180,978	0	-3,000	7,000	4,000	184,978
3 - Concourse Level	130,859	50,150	-6,000	24,000	18,000	148,859
4 - Lounge Level	14,326	5,260	0	3,000	3,000	17,326
Total	**427,846**	**55,410**	**-9,000**	**34,000**	**25,000**	**452,846**

Surrounding Land Uses and Setting:
The project site is located within the existing developed airport of LAX. LAX is a major international airport located in the city of Los Angeles and is the largest and busiest airport in California (second busiest in the United States). LAX encompasses just under 3,800 acres and is situated at the western boundary of the City of Los Angeles. It is bordered by the communities of Westchester and Playa Del Rey to the north, the City of Inglewood and unincorporated areas of Los Angeles County to the east, the City of El Segundo to the south, and the Pacific Ocean to the west.

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 Environmental Impacts discussion in Section 3.

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

DETERMINATION

On the basis of this initial evaluation:

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

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.

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

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

_____ _____

Signature Date

Evelyn Quintanilla
Chief Airport Planner II
Los Angeles World Airports
Environmental Programs Group

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Except as provided in Public Resources Code Section 21099, would the project:				
a.	Have a substantial adverse effect on a scenic vista?				**X**
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				**X**
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			**X**	
II.	**AGRICULTURE AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				**X**
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b.	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?			**X**	
c.	Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				**X**
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?			**X**	

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?			X	
c.	Disturb any human remains, including those interred outside of formal cemeteries?				X
VI.	**ENERGY.** Would the project:				
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
VII.	**GEOLOGY AND SOILS.** Would the project:				
a.	Directly or indirectly cause 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.			X	
	ii) Strong seismic ground shaking?			X	
	iii) Seismic-related ground failure, including liquefaction?				X
	iv) Landslides?				X
b.	Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?				X
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?				X
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII.	**GREENHOUSE GAS EMISSIONS:** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IX.	**HAZARDS AND HAZARDOUS MATERIALS:** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d.	Be located on a site that 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?			X	
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
X.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:				X
	i) Result in substantial erosion or siltation on- or off-site?				X
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?				X

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
	iii) 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?			**X**	
	iv) Impede or redirect flood flows?				**X**
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**
XI.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?				**X**
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**
XII.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**
XIII.	**NOISE.** Would the project result in:				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b.	Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	
XIV.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
a. 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:				
i) Fire protection?				**X**
ii) Police protection?				**X**
iii) Schools?				**X**
iv) Parks?				**X**
v) Other public facilities?				**X**
XVI. 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?				**X**
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			**X**	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
d. Result in inadequate emergency access?			**X**	
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?				**X**

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d. Generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to substantially 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, substantially 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?			**X**	
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.			**X**	
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

PROJECT DESCRIPTION

1.1 INTRODUCTION

The City of Los Angeles, through the Los Angeles World Airports (LAWA) in its capacity as owner and operator of Los Angeles International Airport (LAX), proposes to implement the LAX Terminal 6 (T6) Renovation Project (the proposed project), which would improve the existing components of the Concourse in the T6 building and reconfigure or replace the associated aircraft parking apron, hydrant fuel, and gate systems within the confines of the existing T6 apron. The proposed improvements would enhance passenger experience, support safety and security through Transportation Security Administration (TSA) upgrades, support operational efficiency, improve building systems, and refresh portions of the terminal interior and exterior.

The proposed project has been designed in compliance with requirements set forth for capital projects as outlined in LAWA's Design and Construction Handbook, the design and planning requirements defined by Alaska Airlines, and in consultation with other airlines that currently operate at T6.

1.2 PROJECT LOCATION

Regional Setting

The project site is located within the City of Los Angeles in the central portion of LAX. LAX encompasses just under 3,800 acres and is situated at the western boundary of the City of Los Angeles. It is bordered by the communities of Westchester and Playa Del Rey to the north, the City of Inglewood and unincorporated areas of Los Angeles County to the east, the City of El Segundo to the south, and the Pacific Ocean to the west. The regional location of the proposed project is shown in Figure 1.

Regional roadway access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405, I-405), which runs north-south and is located less than a mile to the east. Local roadway access to LAX is provided via Century Boulevard and Sepulveda Boulevard, both of which connect to World Way which is the airport's two-level roadway. World Way segregates traffic onto a departures level and an arrivals level and provides curbside access to each terminal.

Local Setting and Land Use

The LAX Central Terminal Area (CTA) has nine passenger terminals with associated contact gates arranged in a U-shape around a two-level roadway. The CTA is located between the northern and southern runway complexes. Within LAX, the proposed project site at T6 is bounded to the north by World Way, to the east by Taxiway C7, to the south by Taxiway C, and to the west by Taxiway C8. The location of the proposed project site at LAX is shown in Figures 2 and 3.

The land use setting surrounding the project site is generally characterized by LAX landside, CTA and airside uses, such as terminal buildings and gates, passenger support and processing facilities, and aircraft apron areas. The LAX Plan, which governs land uses at LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX Zone: Airport Airside Sub-Area.

Figure 1
Regional Map

Source: Esri 2019.

0 0.5 1 Miles

Project Site

LAX Boundary

Figure 2

Location of Project Site

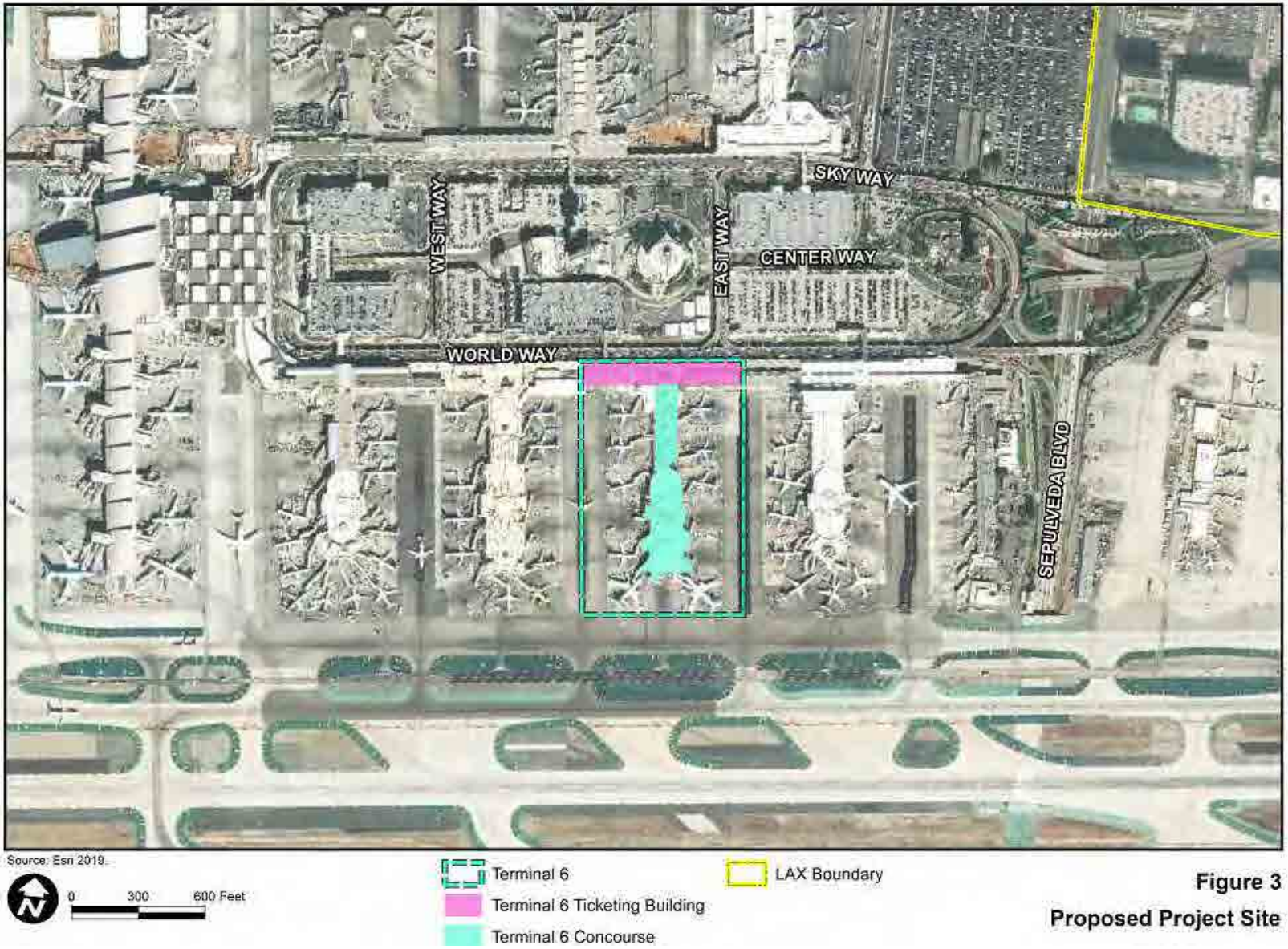

Figure 3
Proposed Project Site

Existing Facilities

T6 was originally built in 1959, and the current facility reflects a number of subsequent improvements that have repaired and added to the original 1959 building. This included the installation of the Connector building between the original Ticketing and Satellite buildings and was completed approximately 40 years ago. In the last 10 years, two interior improvement projects were implemented to improve concessions spaces and concessions infrastructure, holdrooms, and operations spaces for passenger use.

T6 is a common use, multi-carrier LAX terminal that currently supports the operation of several airlines including Alaska Airlines, Air Canada, Boutique Air, Mokulele Airlines, Viva Aerobus and XL Airways France. On peak travel days, T6 may host up to 113 daily departures and 111 daily arrivals, generating approximately 15,757 daily passenger departures and 15,527 daily passenger arrivals.[1] A total of 8,318,827 international and domestic passengers traveled through T6 in 2018.[2] T6 has been in continuous operation since its opening in 1959.

The current T6 facility is a multi-story T-shaped building that includes two components: the Ticketing area (sometimes referred to as the Headhouse), which is oriented parallel to World Way, and the Concourse, which is oriented perpendicular to the Ticketing area, as shown in Figure 3. The Concourse consists of three seismically separated structures: the Connector, constructed in 1982; the Satellite, constructed in 1959; and the Satellite Extension, constructed in 1970.

There are currently 13 existing gates, with even-numbered gates located along the eastern side of the Concourse (closest to the Ticketing area), starting with Gate 60, 62, 64, 66, 68A and 68B. The western side of the Concourse (closest to the Ticketing area), consists of the odd-numbered gates, starting with Gate 61, 63, 65A, 65B, 67, 69A, and 69B. Two of the existing gates (69A and 68B) allow for wide-body aircraft, which typically include two passenger aisles and seven or more seats across the main cabin, accommodating up to 335 passengers per aircraft. The remaining eleven of the existing gates at T6 allow for narrow-body aircraft, which typically include a single aisle and up to six seats across the cabin, accommodating up to 220 passengers per aircraft.

The 13 existing aircraft gate parking positions are arranged around the Concourse within the confines of the aircraft parking limit line (APLL). An APLL is a line beyond which no part of a parked aircraft may protrude. It is set based on Federal Aviation Administration (FAA) regulations related to object free areas associated with adjacent taxiways or taxilanes.[3] Therefore, the location and geometry of the T6 APLL are based on the adjacent existing taxiways surrounding T6. The existing T6 gate layout and APLL are shown on Figure 4.

The Concourse comprises a four-level, double-sided pier concourse, housing airport functions per level as follows:

- Level 1 Arrivals/Tunnel.
- Level 2 Operations (OPS)/Apron.

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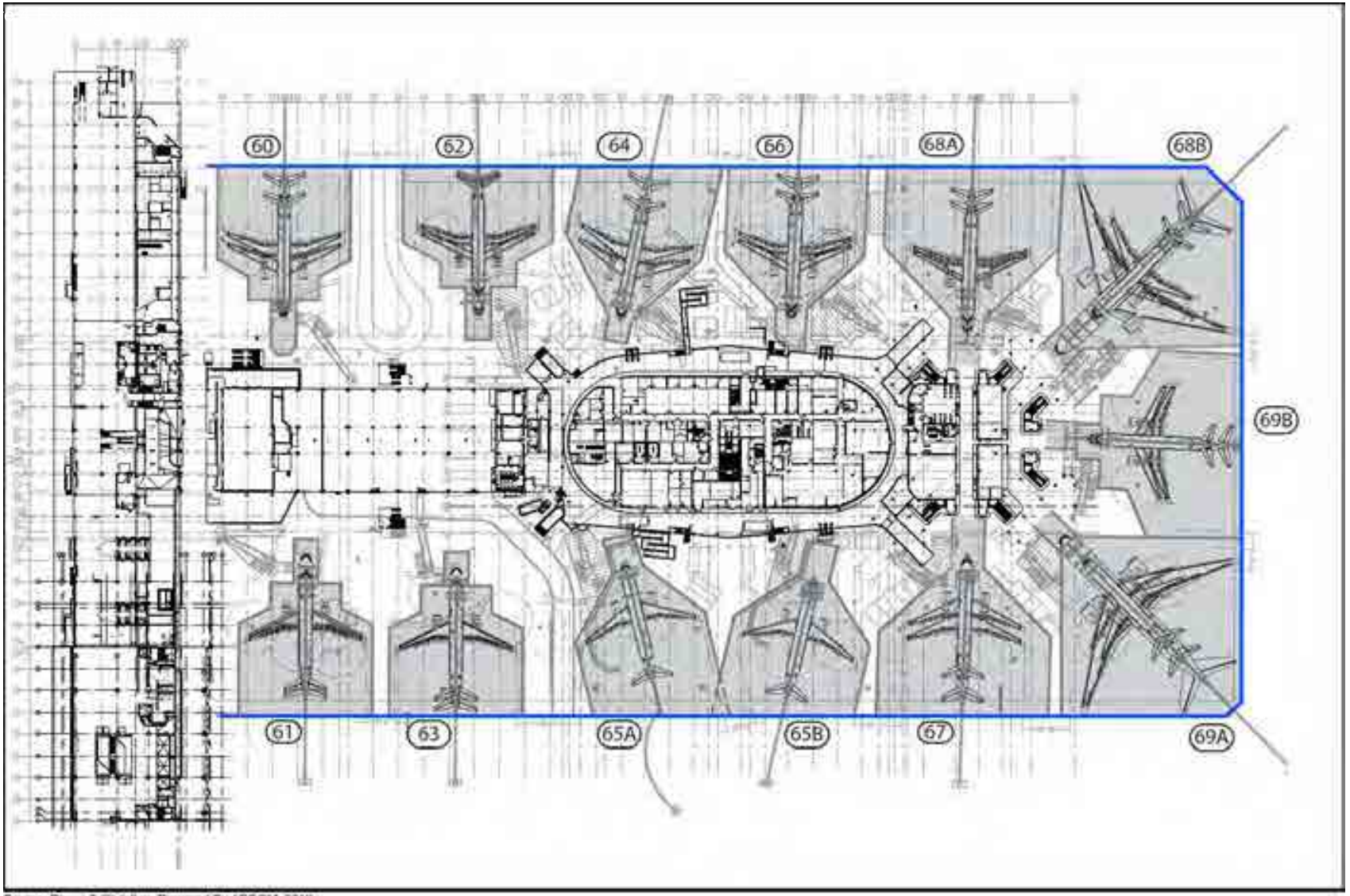
1 *Alaska Airlines – T6 Redevelopment Program. Methods, Assumptions, and Performance Specifications (MAPS)*. Prepared by TransSolutions, August 28, 2018.

2 Los Angeles World Airport (LAWA) Passenger Traffic Comparison by Terminal, Los Angeles International Airport, Available at: https://www.lawa.org/en/lawa-investor-relations/statistics-for-lax/volume-of-air-traffic, accessed July 2019.

3 Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Change 1, Paragraph 504.d., p. 167.

- Level 3 Concourse.
- Level 4 Lounge.



Source: Rivers & Christian; Prepared By AECOM, 2019

NOT TO SCALE

Airport Parking Limit Line (APLL)

Figure 4
Existing Gate Layout
Level One

Departing and arriving domestic passenger circulation occurs within the Concourse. The Concourse is connected to other levels of T6 and adjacent terminals in the airport via vertical circulation at the center of the Satellite and at the north end of the Concourse. These connections provide access to the T6 Ticketing area, Terminal 7 via a secure connection, and Terminal 5 via a below-grade tunnel. Sterile vertical circulation and corridors provide access for Gates 67, 68A, 68B, 69A, 69B, and to the T6/T7 Federal Inspection Station (FIS) via a below-grade tunnel.

Holdrooms are interspersed in the Connector, Satellite, and Satellite Extension. Concessions are clustered in four areas of the Connector, Satellite, and Satellite Extension. Restrooms are located in the Connector and Satellite. Elevators to access the Alaska and Air Canada lounges are located in the center of the Satellite.

1.3 PROJECT OBJECTIVES

The overarching goal of the proposed project is to implement improvements to T6 and its associated apron areas in order to enhance operational efficiency and the quality of service provided to passengers. The proposed project improvements would allow T6 carriers to respond to the existing demand for air travel, characterized by sustained growth in passenger activity levels recorded over the last ten years at LAX. These improvements would remedy existing known deficiencies in levels of service and passenger experience, operations, and building systems, within the confines of the existing APLL at T6, as discussed above in Section 1.2.

Specifically, the proposed project aims to achieve the following key objectives:

- Replace or repair aging infrastructure and systems;
- Improve airline operational efficiency with infrastructure for improved passenger movement (i.e. passenger boarding bridges and improved vertical circulation);
- Accommodate existing and forecasted aircraft fleet models as well as support flight operations by realigning the existing gates to accommodate 15 gates and a new bus gate;
- Meet Transportation Security Administration (TSA) requirements and incorporate upgraded TSA technology and equipment for improved safety, security, and passenger experience; and
- Improve the overall passenger experience at T6.

1.4 PROJECT DESCRIPTION

The proposed project includes improvements to the existing T6 Concourse. No improvements are proposed to the T6 Ticketing Building. The existing area and proposed areas of demolition, interior renovation, and addition are shown in Table 1. The proposed project would be implemented on three levels of the existing four-story T6 Concourse, as described below.

Table 1
Proposed Areas of Demolition, Interior Renovations, and Additions to T6 Concourse

Level	Area					
	Existing (SF)	Proposed Interior Renovation (SF)	Demo (SF)	Gross Add (SF)	Net Add (SF)	Proposed (SF)
1 - Arrivals Level	101,683	0	0	0	0	101,683
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3 - Concourse Level	130,859	50,150	-6,000	24,000	18,000	148,859
4 - Lounge Level	14,326	5,260	0	3,000	3,000	17,326
Total	**427,846**	**55,410**	**-9,000**	**34,000**	**25,000**	**452,846**

Level 1 - Arrivals Level

Existing Conditions

Includes FIS, offices, support areas, building systems, and secure and sterile circulation. (See Figure 5).

Proposed Improvements

The existing conditions on Level 1 – Arrivals Level are shown in Figure 5 and there are no proposed improvements on this level.

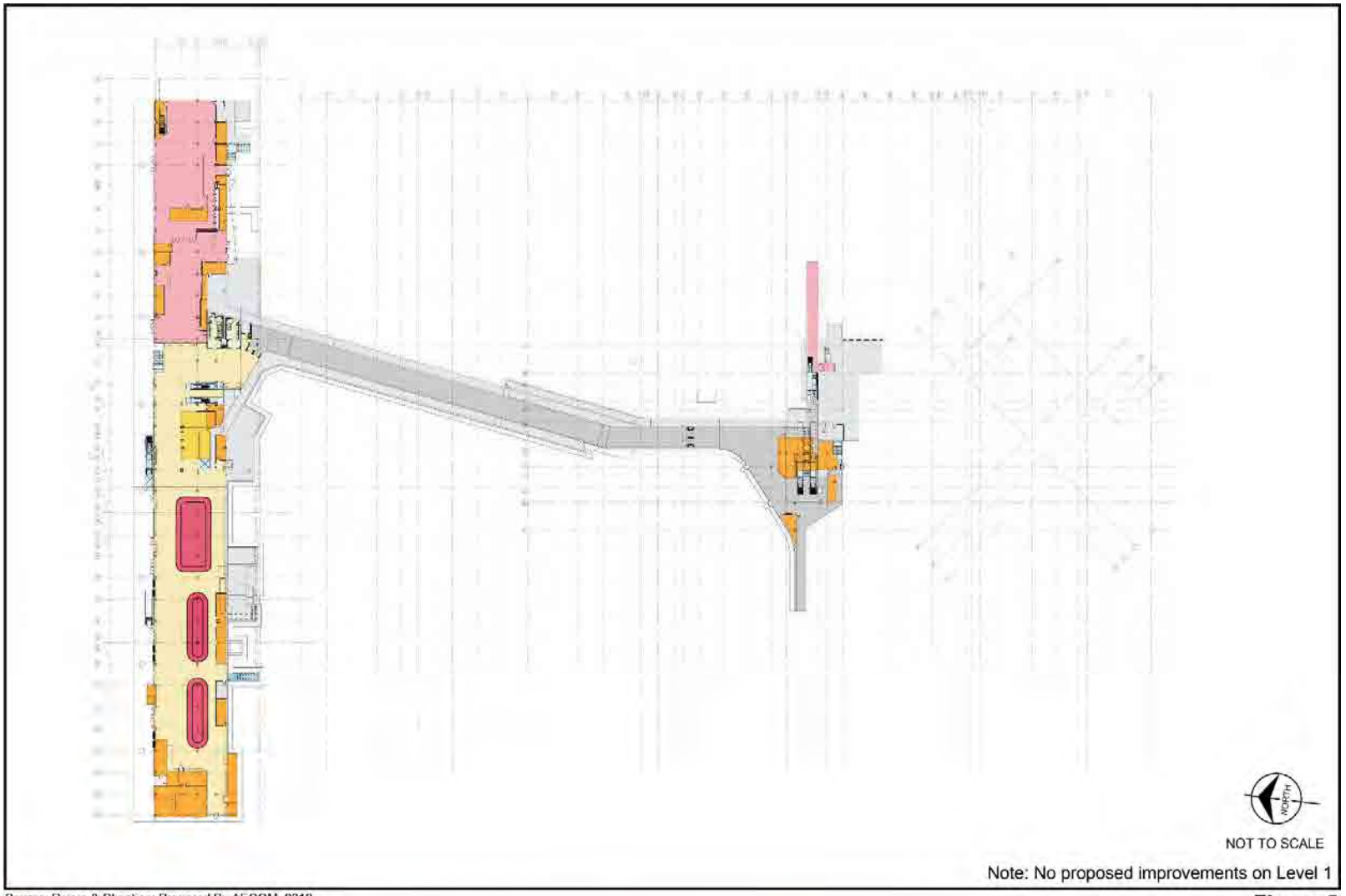


Figure 5
Level 1 - Arrivals Level: Existing Layout

Level 2 - OPS/Apron Level

Existing Conditions

Includes baggage screening (central Check Baggage Inspection System (CBIS) and Checked Baggage Reconciliation Area (CBRA)), baggage make-up, offices, restrooms, building systems, secure and vertical circulation, and "moat" level airline and airport support spaces. The T6 Operations/Apron level also includes a bus gate to shuttle passengers between the T6 Concourse and remote aircraft parking positions.

Proposed Improvements

The following improvements to Level 2 - OPS/Apron Level are proposed to address current inefficiencies in the configuration of the airside at this level:

1. Demolition and replacement of non-conforming and failing aircraft paving, including pavement marking to comply with LAWA standards to improve safety and operations.

    a. Airside construction activities would involve the removal and replacement of the apron pavement and replacement of the existing hydrant fuel system within the apron. Approximately 386,000 square feet of existing apron pavement would be removed up to an average depth of 12 inches for a volume of approximately 14,300 cubic yards. Existing base material and soil would then be removed up to a depth of 39 inches. Following removal of these materials, approximately 6 inches of existing soil would be scarified and recompacted in place to prepare the area for placement of new pavement.

2. Reconfiguration of the aircraft ramp to accommodate the operation of 15 aircraft gates and to provide for improved operations and more efficient use of apron space. The improvements would allow for the reconfiguring of the passenger gate positions and aircraft-parking layout around T6 to match aircraft fleet requirements; however, the proposed project would not increase the linear frontage that is currently available to accommodate aircraft parking (see Section 1.5 below for additional discussion). Gates 67, 68A, 68B, and 69B currently have two bridges at each of these gates. The primary bridges at these gates would be reused or replaced as described below and the shorter, secondary bridges at each of these gates would be demolished.

    The reconfiguration work would include:

    a. Replacement of 10 Passenger Boarding Bridges (PBBs) at Gates 60, 61, 62, 63, 64, 65A, 65B, 66, 67 and 68A.

    b. Addition of two new PBBs at Gates 63B and 64B.

    c. Demolition of PBBs at Gates 67, 68A, 68B, and 69B.

    d. Re-use and refurbishment of three PBBs at Gates 68B, 69A and 69B.

    e. Wide-body aircraft gates located at the far end of the Concourse near to the taxiway (69A and 68B) would be maintained as ADG V gates, capable of accommodating up to a B777-200ER or A-330-300.

3. Realignment and new foundations for PBBs to correlate to the description above.

4. Replacement of the T6 apron, including concrete, fuel hydrant system, fuel pits, branch lines and associated control valves high mast lighting, and reuse or replacement of preconditioned air and 400Hz power, where required.

5. Replacement of exterior stairs providing emergency egress, as required.

6. Demolition and replacement of minor areas of the Concourse as part of the gate reconfiguration.

7. Replacement of exterior lighting, focused to avoid glare and prevent unnecessary light spillover.

8. Installation of electric charging stations to support an electric ground service equipment fleet.

9. Replacement and consolidation of existing bus gate operations currently located between Gates 60 and 62. Bus gate upgrades would feature proper operational clearances and passenger access and include a new drive-forward bus gate loop with associated boarding and deboarding area that will support international and domestic departing and arriving flights in a consolidated location at Gate 66. Bus access to Gate 66 will also provide improved operational function, support use of LAWA and airline buses and allow for two buses to be staged at the gate concurrently. A portion of the existing 'moat,' a depressed paved area under the Satellite, will be infilled to be the same level as the aircraft apron to accommodate the bus loop.

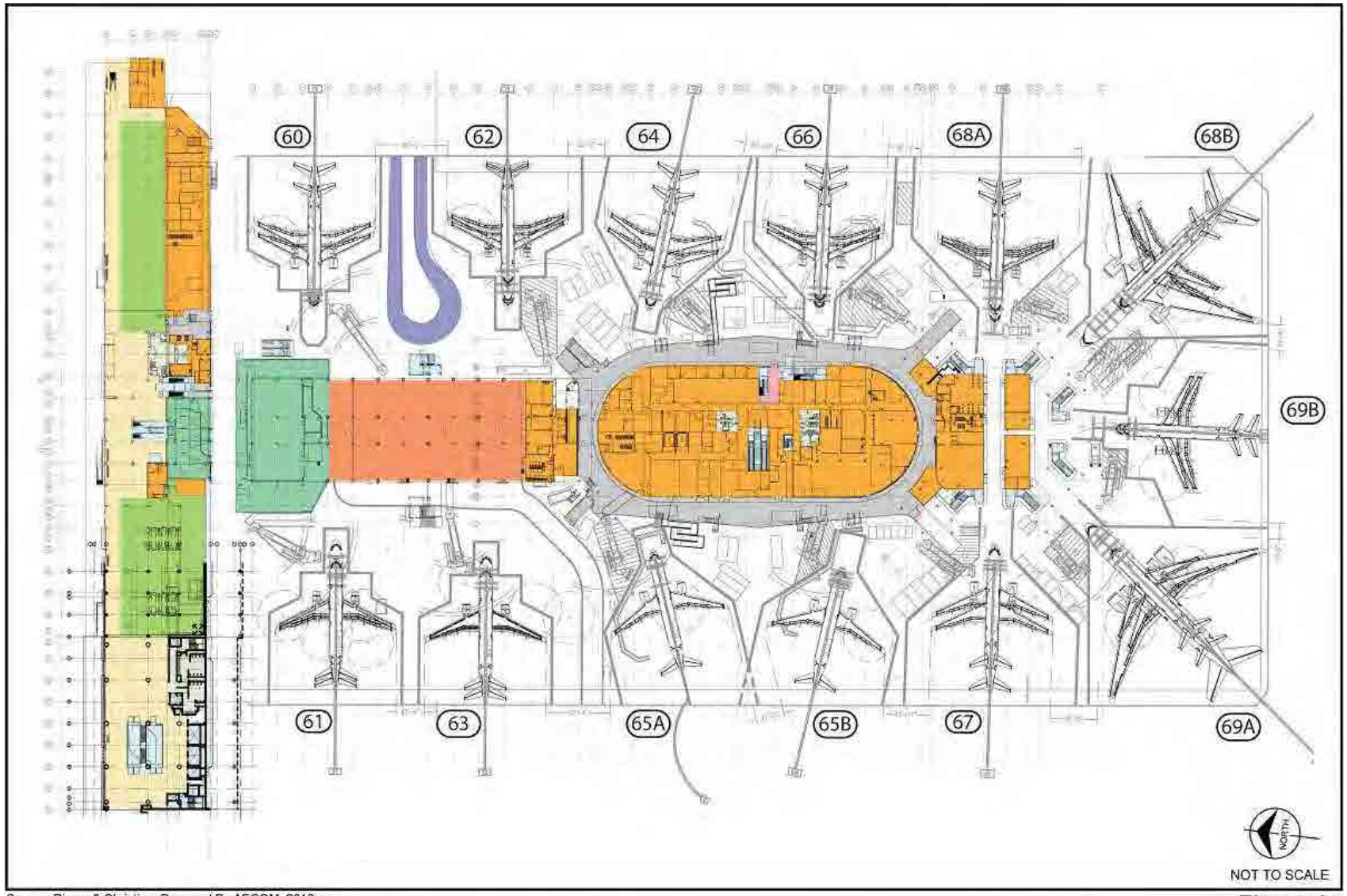
10. Consolidation of enclosed operations and office space under the Satellite to improve storage space for operational equipment.

11. Relocation of sterile vertical circulation and corridors that would be housed in an enhanced structure in the Satellite Extension. Sterile corridor improvements would comply with Federal regulations for safety and security.

12. Installation of new vertical circulation and a new corridor providing access from the concourse would connect to existing vertical circulation elements to take passengers into the sub-grade tunnel that connects the T6/T7 FIS.

13. Relocation of utilities as required. Existing fuel pits at the pavement surface will be demolished and new fuel lines will be installed in conjunction with the pavement replacement activities. The existing fueling main and lateral piping would be abandoned in place and filled with slurry. Fuel pits serving the proposed new system would remain at the pavement surface. Isolation valves would be installed strategically between groupings of gates for construction and maintenance purposes.

The existing layout on Level 2 – Ops/Apron is shown in Figure 6a and the proposed improvements on this level are shown in Figures 6b and 6c.



Source: Rivers & Christian; Prepared By AECOM, 2019.

Figure 6a

Level 2 - OPS/Apron Level: Existing Layout

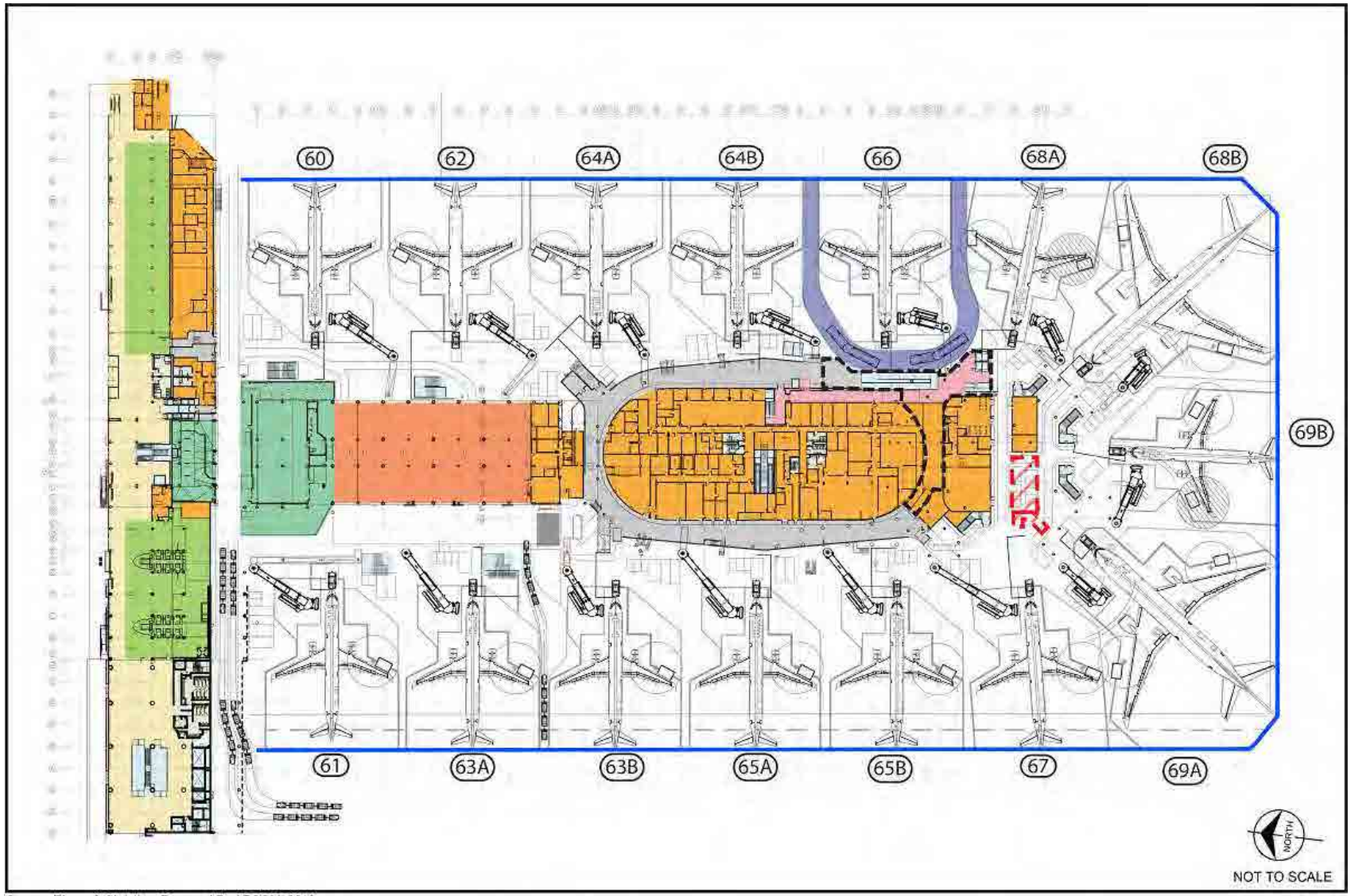
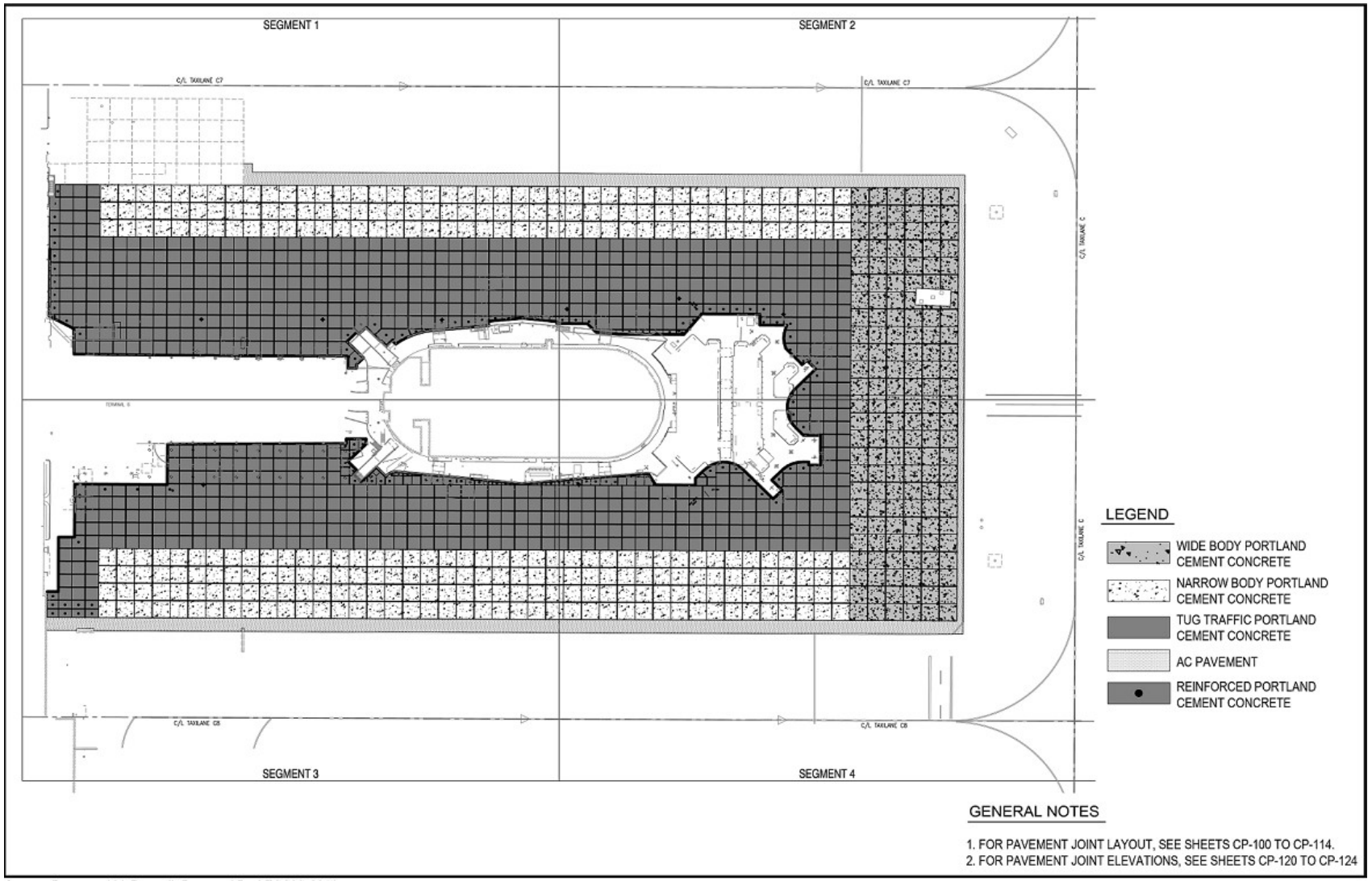


Figure 6b
Level 2 - OPS/Apron Level: Proposed Improvements & Gate Reconfiguration



Source: Burns and McDonnell; Prepared By AECOM, 2019.

NOT TO SCALE

Figure 6c

Level 2 – OPS/Apron Level:
Proposed Apron Pavement Replacement

Level 3 - Concourse Level

Existing Conditions

The Concourse level is the area of the terminal at which passengers on- and off-board aircraft, wait prior to boarding, and access post-security concessions and other Airport and air carrier services. Specifically, the Concourse level includes Security Screening Check Point (SSCP) and queuing area, holdrooms, concessions, common seating area, restrooms, support areas (including an unaccompanied minor's room), building systems and secure, sterile and vertical circulation.

Proposed Improvements

Proposed improvements to Level 3 - Concourse Level are aimed at improving customer experience, holdrooms, FIS access, and SSCP areas, and would involve the following:

1. Expansion of the Connector and Satellite to allow for additional holdroom space. These improvements would also support the gate reconfiguration improvements as described above and would maintain or improve the existing condition of the holdrooms with a target of achieving International Air Transport Association Level of Service of "optimum" to the extent practicable. This includes providing adequate seating in the holdrooms and improved areas for passenger boarding.

2. Renovate the Satellite and Satellite Extension to reconfigure and improve the vertical circulation from Level 3 - Concourse to the new location of the bus gate that would be provided at Level 2 - OPS/Apron Level. This renovation would comply with the Americans with Disabilities Act (ADA) and provide improved circulation and additional operational flexibility for departing and arriving flights.

3. Installation of sterile corridor vertical circulation to Level 2 - OPS/Apron Level, connecting to Level 1 Arrivals/Tunnel FIS in the location of the international gates at Gate 66, 67, 68A, 68B, 69A, and 69B. These improvements would enable the expansion of holdroom space and improve FIS access.

4. Reconfiguration at the SSCP to meet TSA requirements and to incorporate upgraded TSA technology and equipment for improved safety, security, and passenger experience. To do so, the south wall of the existing SSCP area must be moved south to accommodate the longer footprint of the latest TSA screening equipment and improved passenger recompose area.

5. Relocation of support space including the unaccompanied minor's room within the reconfigured Concourse.

6. Reconfiguration to accommodate a reception area and two new elevators supporting access to Level 4 – Lounge Level in the Satellite.

7. Interior renovation of the holdroom areas including new carpet, paint, ceilings, casework, and signage for improved passenger experience and wayfinding.

The existing conditions and the proposed improvements on Level 3 - Concourse Level are shown in Figures 7a and 7b, respectively.

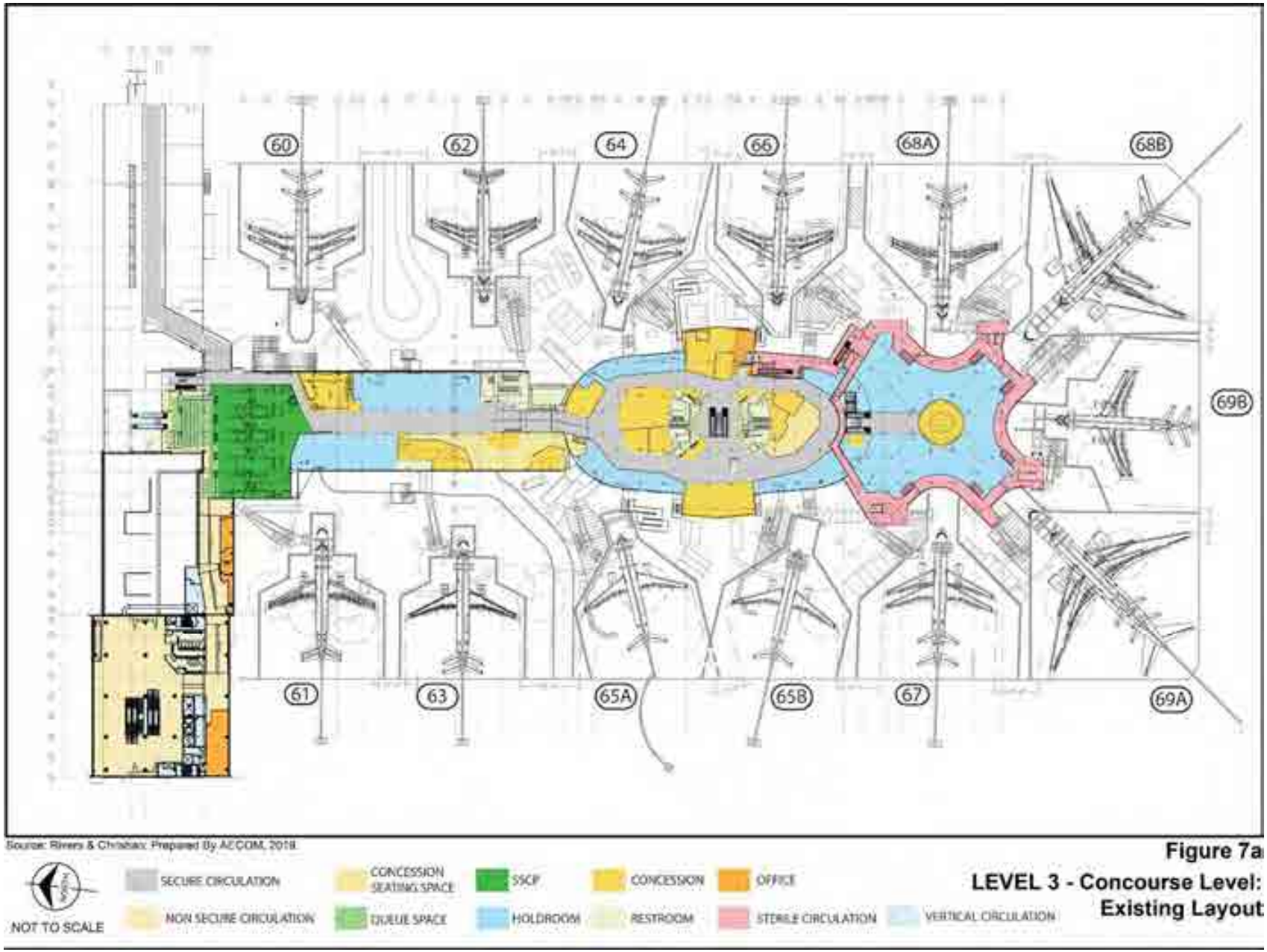


Figure 7a

LEVEL 3 - Concourse Level: Existing Layout

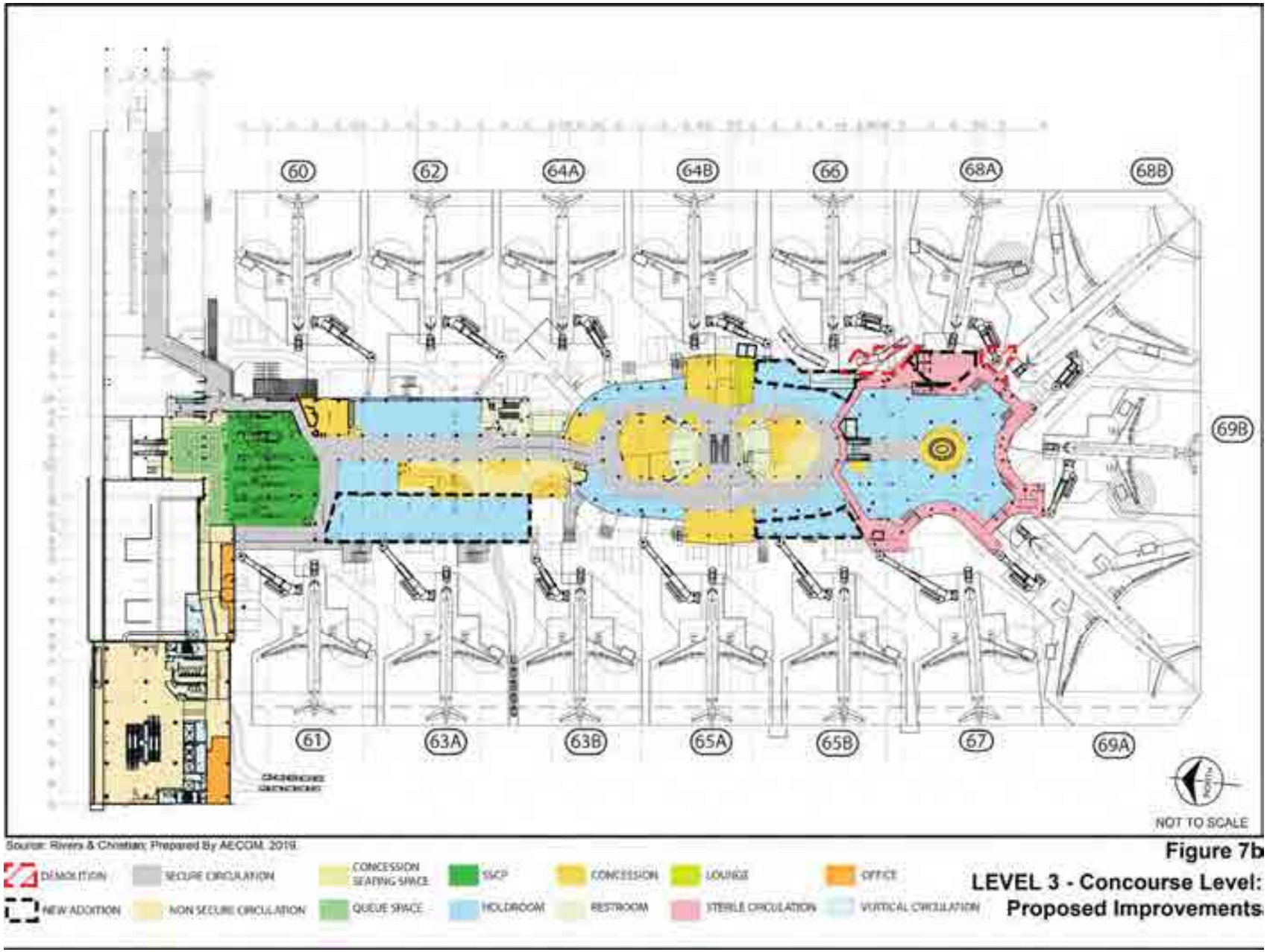


Figure 7b

LEVEL 3 - Concourse Level: Proposed Improvements

Level 4 - Lounge Level

Existing Conditions

Level 4 – Houses premium passenger lounges for Alaska Airlines and Air Canada, building systems and vertical circulation within the Satellite.

Proposed Improvements

Improvements proposed at Level 4 Lounge Level are aimed at improving passenger experience and service to airline lounge customers and would involve the following:

1. Reconfiguration and expansion of Level 4 – Lounge Level to the south of the existing Alaska Airlines Lounge area to improve access and enhance the passenger experience in the lounge.

2. Addition of two elevators on the east side of the Satellite as described above in the Level 3 - Concourse Level improvements to improve access to and passenger experience of Level 4 – Lounge Level.

The existing conditions and the proposed improvements on Level 4 – Lounge Level are shown in Figures 8a and 8b, respectively.

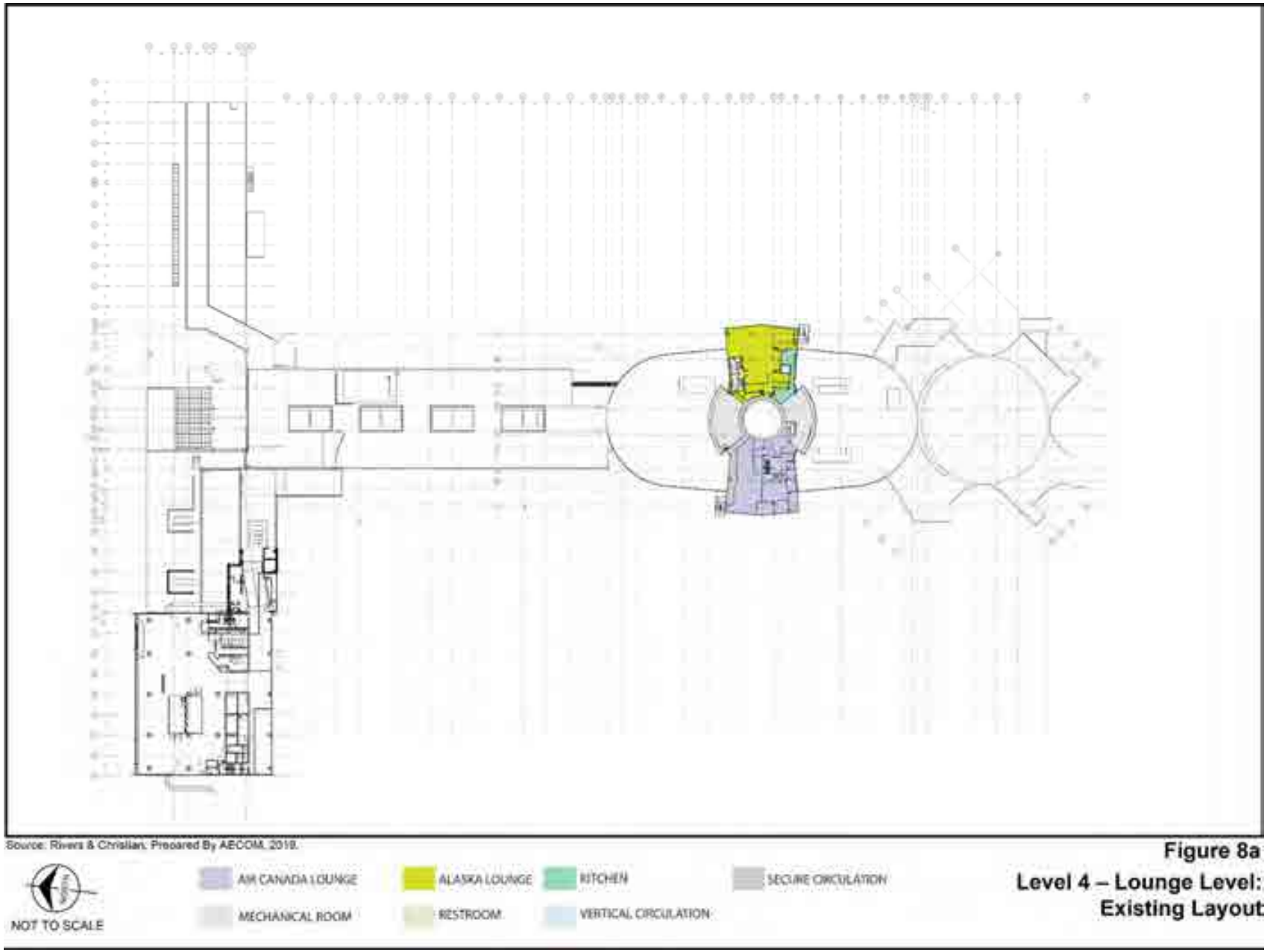


Figure 8a
Level 4 – Lounge Level: Existing Layout

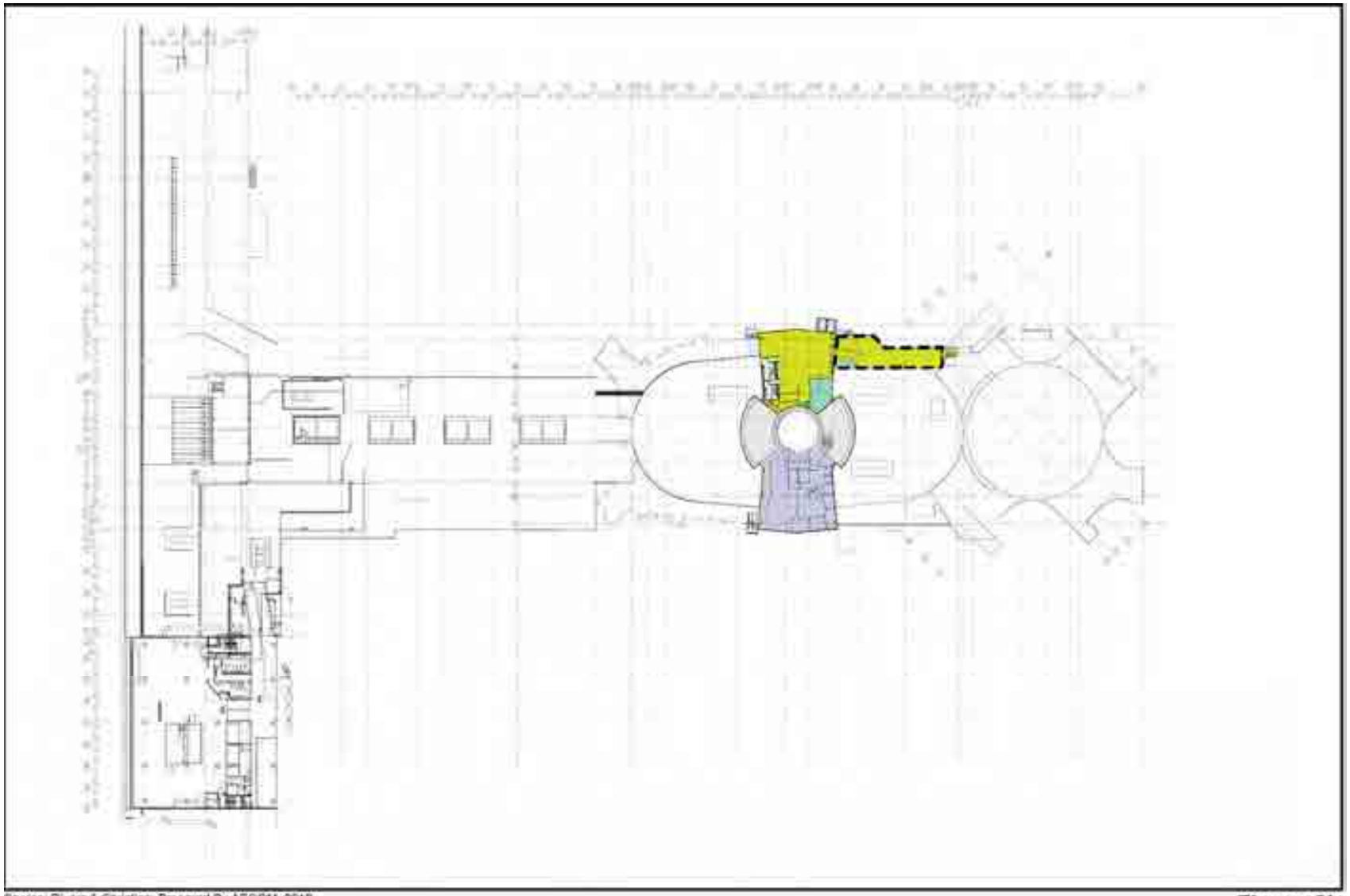


Figure 8b
Level 4 – Lounge Level: Proposed Improvements

Common Proposed Improvements - Levels 2, 3, and 4:

The following items apply to all proposed improvements at Level 2 – OPS/Apron Level, Level 3 – Concourse Level, and Level 4 – Lounge Level:

1. Modified components would be constructed to approximately the same heights as the existing building and screening for rooftop equipment will be provided where required.

2. New building systems would be provided to support the new building areas and would be designed to meet current codes to lessen reliance on the existing outdated and inefficient building systems.

3. New building enclosures and refreshed interiors would be provided to enhance the overall appearance of the interior and exterior of T6, including curtain wall glazing systems to provide vistas of the airfield and surrounding environment.

4. In addition to adherence to the LAWA Sustainable Design and Construction Policy, the proposed project would incorporate modern building materials and internal systems technology in accordance with the Los Angeles Green Building Code and the California Green Building Standards Code (CalGreen) where possible, resulting in an increase in energy efficiency for T6 operations.

1.5 OPERATION

The overarching goal of the proposed project is to renovate the T6 concourse and replace and reconfigure its associated apron areas in order to enhance operational efficiency and the quality of service provided to passengers. The proposed project would reconfigure the existing 13 gate positions within the existing terminal linear frontage. The improvements would allow for reconfiguring of the gate positions and aircraft-parking layout around T6 to match existing and forecasted aircraft size requirements, which would result in additional gate positions (increasing the total gates at T6 from 13 to 15), allowing for a more efficient utilization of the existing apron. As part of the proposed project, ancillary and support uses (e.g. fuel pits, ground service equipment, PBBs, etc.) located on the apron level are being relocated and/or modified to better accommodate aircraft parking on the apron. However, the proposed project would not increase the linear frontage that is currently available to accommodate aircraft parking.

The proposed project would modify aircraft parking positions, passenger boarding bridge locations, aircraft fueling system hydrant locations, and ground support equipment parking locations within the confines of the existing T6 passenger terminal apron areas (areas that accommodate fueling, maintenance, catering, loading/unloading of baggage and cargo, aircraft servicing, boarding bridge maneuvering, passenger boarding/deplaning, and aircraft docking/pushback).[4]

Due to the inefficiencies of the current gate configurations, airlines operating at T6 must use remote gates and pads when no gates are available. However, this results in diminished level of service provided to passengers, as well as to the efficiency of aviation operations. When flights are held up due to the unavailability of gates, remote gates provide a means of deplaning passengers more immediately. However, the remote gates lack passenger services, seating

[4] FAA, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 502 a.(1), p. 165.

areas, concessions and other amenities, such as restrooms. Having to bus passengers from remote gates to terminals further affects efficiency and level of services.

The improvements proposed within the confines of the T6 aircraft apron would address operational issues associated with restriping the apron and the location of passenger boarding bridges within a more efficient apron layout. The physical boundaries of the T6 passenger terminal aprons are constrained by the existing adjacent Taxiway C and Taxilanes C7 (east boundary of T6 apron) and C8 (west boundary of T6 apron). The location and geometry of the taxilanes surrounding the T6 site would not be modified by the proposed project. Therefore, the surrounding existing aircraft parking limit lines would remain unchanged and continue to constrain where aircraft can park in the future under the proposed project conditions. Accordingly, these aircraft parking limit lines are a key factor limiting the size and location of aircraft gates available at T6.

The dimensional requirements for aircraft parking positions are based on the type of aircraft the apron is designed to accommodate. The FAA has established dimensional requirements based on the Airplane Design Group (ADG) which relate to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive to an aircraft's safe movement on the airport. FAA Advisory Circular 150/5300-13A also discusses wingtip and object clearance rules applying to taxiways, taxilanes and aprons.

Table 2
Airplane Design Groups (ADG)

Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20 - <30	49 - <79
III	30 - <45	79 - <118
IV	45 - <60	118 - <171
V	60 - <66	171 - <214
VI	66 - <80	214 - <262

Source: Federal Aviation Administration, 150/5300-13A - Airport Design. Date Issued: September 28, 2012

Figure 4 depicts the footprint of the existing and proposed T6 within the confines of the existing terminal passenger apron areas and parking limit lines. As depicted in Figure 6b, the footprint of T6 would remain unchanged under the proposed project.

The new layout will accommodate the requirements for the fleet mix at T6 which primarily contains aircraft in ADG III. As stated above, the passenger terminal apron areas would not increase in size as part of the proposed project, as the surrounding aircraft parking limit lines would remain in their existing location. Similarly, the available terminal linear frontage would not increase as part of the proposed project. Therefore, the reconfiguration proposed as part of the T6 Renovation project would not increase aircraft operations at LAX.

According to the FAA Terminal Area Forecast Summary, LAX is forecast to have an annual compound growth rate of 1.78 percent from 2017-2045.[5] The gate reconfiguration at T6 would

[5] Federal Aviation Administration, Terminal Area Forecast Summary, Fiscal Years 2018-2045. Available at: https://www.faa.gov/data_research/aviation/taf/media/taf_summary_fy_2018-2045.pdf. Accessed January 2020.

accommodate existing and projected demand and the improvements at T6 would not induce additional operations.

1.6 CONSTRUCTION SCENARIO

Construction and demolition associated with the proposed project would be separated into six phases to allow efficient construction while reducing operational interference. Construction staging would be coordinated with LAWA's Construction and Logistics Management (CALM) Team. The CALM Team helps monitor and coordinate the logistics of development projects at LAX to avoid conflicts between ongoing airport operations and construction activities. Additional coordination during construction is required with LAWA Airfield Operations to operate on the airfield for short-term, intermittent access, waste disposal/storage, construction materials, etc. Approval from Airfield Operations would be obtained prior to the commencement of construction activities.

Construction Schedule

Construction of the proposed project is anticipated to begin in March 2020 and take approximately 36 months to complete, concluding in February 2023.

Generally, construction activities would occur Monday through Saturday on a 24-hour work schedule with workers onsite for one of three eight-hour shifts per day. No work outside of these hours, or work on Sundays or national holidays, is anticipated. Construction procedures for each of the project components are described below.

Construction Phasing and Methodology

The primary consideration in planning for the construction activities is to maintain safe and uninterrupted operation of the airport, including runway operations and passenger access to terminals. Construction of the proposed project would occur in phases in order to allow for continuous use of the terminal by the public and to minimize operational interference. The phasing of construction will affect specific areas of the T6 Concourse, requiring temporary closure of up to three gates at a time for each phase. Operations and levels of service will be maintained, as much as possible, through the use of interim solutions such as temporary gates (with ground boarding), modification of flight schedules to reduce peak period activity and use of unaffected gates to absorb additional flights. Alternatively, available gates in other terminals, the Midfield Satellite Concourse, and remote gates and pads, if necessary, would be used to minimize disruption to levels of service during construction.

Construction activities for Phase 1 are anticipated to take approximately 8 months, occurring from approximately March 2020 to October 2020. Phase 1 would require an average of approximately 103 construction workers per day; however, during peak construction, as many as 165 construction workers may be present.

Construction activities for Phase 2 are anticipated to take approximately 8 months, occurring from approximately October 2020 to June 2021. Phase 2 would require an average of approximately 132 construction workers per day; however, during peak construction as many as 186 construction workers may be present.

Construction activities for Phase 3 are anticipated to take approximately 6 months, occurring from approximately June 2021 to December 2021. Phase 3 would require an average of approximately

86 construction workers per day; however, during peak construction as many as 103 construction workers may be present.

Construction activities for Phase 4 are anticipated to take approximately 6 months, occurring from approximately December 2021 to June 2022. Phase 4 would require an average of approximately 145 construction workers per day; however, during peak construction as many as 186 construction workers may be present.

Construction activities for Phase 5 are anticipated to take approximately 4 months, occurring from approximately June 2022 to October 2022. Phase 5 would require an average of approximately 140 construction workers on a typical day; however, during peak construction as many as 165 construction workers may be present.

Construction activities for Phase 6 are anticipated to take approximately 4 months, occurring from approximately October 2022 to February 2023. Phase 6 would require an average of approximately 78 construction workers on a typical day; however, during peak construction, as many as 103 construction workers may be present.

Airside construction activities would involve the removal and replacement of the apron pavement and replacement of the existing hydrant fuel system within the apron. Approximately 386,000 square feet of existing apron pavement would be removed up to an average depth of 12 inches for a volume of approximately 14,300 cubic yards. Existing base material and soil would then be removed up to a depth of 39 inches. Following removal of these materials, approximately 6 inches of existing soil would be scarified and recompacted in place to prepare the area for placement of new pavement. Existing fuel pits at the pavement surface will be demolished and new fuel lines will be installed in conjunction with the pavement replacement activities. The existing fueling main and lateral piping would be abandoned in place and filled with slurry. Fuel pits serving the proposed new system would remain at the pavement surface. Isolation valves would be installed strategically between groupings of gates for construction and maintenance purposes.

The removal and replacement of the apron pavement would result in the removal of approximately 14,300 cubic yards of existing pavement and approximately 26,230 cubic yards of existing base material. The intent is to crush approximately half of the removed pavement and use it as base material on site. As such, approximately 7,150 cubic yards of pavement and 26,230 cubic yards of base material would be removed, resulting in approximately 33,380 cubic yards of material to be hauled off site from the airside construction activities.

Concourse construction activities include those renovations described for Level 3 – Concourse Level and Level 4 – Lounge Level, as well as the activities described for Level 2 – OPS/Apron Level including gate reconfiguration, consolidation of existing office space, and improvements to the vertical circulation and corridors. Building construction activities would result in approximately 1,725 cubic yards of demolition debris, which would be hauled off site.

Construction Equipment and Truck Trips

Construction activities would require the use of several types of equipment, including approximately 16 trucks, 7 backhoes, 5 stomper/breakers, 12 dump trucks, 8 compressors, 8 cranes, 4 concrete boom placing pumps, 3 drilling rigs, 5 rubber-tired tractors, and 5 skidsteer tractors. It is anticipated that most of this equipment would be staged on site for the duration of construction, with approximately 6 pieces of equipment traveling to and from the project site each day. Additionally, it is anticipated that there would be approximately 15 construction worker trips and 15 haul truck trips per day during construction.

As discussed, airside construction activities would generate approximately 33,380 cubic yards of demolition debris, and concourse construction activities would generate approximately 1,725 cubic yards of demolition debris, resulting in approximately 35,105 cubic yards of material that would need to be hauled off site. It is assumed that 12-cubic-yard capacity dump trucks would be used to haul materials offsite. As such, it is anticipated that construction activities would result in a total of 2,926 total haul truck trips over the 36-month construction period, or approximately 4 haul truck trips per day.

Construction Haul Routes and Staging and Laydown Areas

Designated delivery and haul routes for the proposed project would be consistent with those currently in operation for other projects occurring at LAX. Construction staging and laydown would occur on an existing vacant and previously disturbed LAWA parcel located between Westchester Parkway and Lincoln Boulevard. Haul trucks and equipment would travel east from the construction staging and laydown area on Westchester Parkway, then continue east on Arbor Vitae Street to Aviation Boulevard, then south on Aviation Boulevard to an existing access point on the southeast side of the airport. The location of the proposed construction staging and laydown areas, and the proposed haul route from the staging and laydown area to the project site are shown on Figure 9.

1.7 LAWA DESIGN AND CONSTRUCTION PRACTICES

LAWA requires that all new building construction, major facility renovation projects, and non-building landside and airside projects meet LAWA's Sustainable Design and Construction Policy.[6] LAWA has implemented a wide range of actions designed to reduce temporary construction-related air pollutant emissions from its ongoing construction program to the maximum extent feasible and has established some of the most aggressive construction emissions reduction measures in Southern California, particularly with regard to requiring construction equipment and heavy-duty trucks to be newer models that have low-emission engines or be equipped with emissions control devices.[7] The proposed project would incorporate modern building materials and technology in accordance with the Los Angeles Green Building Code to increase energy efficiency for T6 operations.

[6] Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, https://www.lawa.org/-/media/lawa-web/tenants411/file/lawa-sustainable-design-and-construction-policy.ashx?la=en&hash=943CF9EB68DA44DB4209F5832242C38BEA4E3289.

[7] Los Angeles World Airports, LAWA Sustainable Design and Construction Requirements, https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, accessed December 2019.

Figure 9
Construction Staging/ Laydown Area and Haul Route

1.8 REQUIRED PERMITS AND APPROVALS

This IS/ND will be used by LAWA, as the lead agency under CEQA, in making decisions with regard to the approval of the proposed project.

The IS/ND prepared for the proposed project would be used to facilitate compliance with federal and state laws and the subsequent construction and development of the proposed project as described above. Various permits and approvals would be required in order to implement the project and would be granted by various state and local agencies having jurisdiction over one or more aspects of the project. These may include but may not be limited to:

Federal

FAA

- Approval of Categorical Exclusion under the National Environmental Policy Act

Local

LAWA Board of Airport Commissioners

- Adoption of the Negative Declaration and Project Approval

City of Los Angeles Department of Building and Safety

- Building Permit
- Grading Permit
- Haul Route and Waste Disposal Approval

City of Los Angeles Department of Transportation

- Approval of Work Traffic Control Plan

ENVIRONMENTAL SETTING

INTRODUCTION

The project site is located within the City of Los Angeles in the central portion of LAX. LAX encompasses just under 3,800 acres and is situated at the western boundary of the City of Los Angeles. It is bordered by the communities of Westchester and Playa Del Rey to the north, the City of Inglewood and unincorporated areas of Los Angeles County to the east, the City of El Segundo to the south, and the Pacific Ocean to the west.

Regional roadway access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405, I-405), which runs north-south and is located less than a mile to the east. Local roadway access to LAX is provided via Century Boulevard and Sepulveda Boulevard, both of which connect to World Way which is the airport's two-level roadway. World Way segregates traffic onto a departures level and an arrivals level and provides curbside access to each terminal.

Existing LAX uses include runways and taxiways, passenger terminals, air cargo and aviation support facilities, parking garages, surface parking lots, airport and aviation related administrative facilities, utilities, and public and private roadways. Within LAX, the proposed project site at T6 is bounded to the north by World Way, to the east by Taxiway C7, to the south by Taxiway C, and to the west by Taxiway C8. The land use setting surrounding the project site is generally characterized by LAX landside, central terminal area and airside uses, such as terminal buildings and gates, passenger support and processing facilities, and aircraft apron areas.

RELATIONSHIP TO EXISTING PLANS AND DOCUMENTS

The existing plans and documents that are relevant to LAX and the project site are described below.

California Coastal Act

The California Coastal Act of 1976 (CCA) 1976 declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. In order to protect, maintain and where feasible, enhance and restore the overall quality of this ecosystem, the CCA requires that local governments prepare a Local Coastal Program for those parts of the Coastal Zone within its jurisdiction. The western extent of LAX is located within the California Coastal Zone; however, the project site is located outside of the Coastal Zone. As such, development regulations under the CCA are not applicable to the proposed project.

City of Los Angeles General Plan

The City of Los Angeles General Plan, adopted in December 1996 and re-adopted in December 2001, addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan is a dynamic document consisting of eleven elements, which include ten Citywide elements (Plan for a Healthy Los Angeles, Health and Wellness; Framework; Air Quality; Conservation; Housing; Noise; Open Space; Service Systems/Public Recreation Plan; Safety; and Mobility) and the Land Use Element, which comprises community plans for each of the City's Community Plan Areas.

The project site is located within the boundaries of the LAX Plan Area.[8] The LAX Plan was adopted concurrently with the LAX Master Plan, approved by the Los Angeles City Council in December 2004 and amended in 2013 and 2017. The LAX Plan establishes the land use policy for LAX and is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City and the region. The LAX Plan outlines goals, objectives, policies, and programs that establish a framework for the development of facilities within the LAX boundaries.

Additionally, the project site is subject to the design regulations outlined in the LAX Specific Plan, which was approved by City Council in 2004 and amended in 2013, 2016, and 2017.[9] While the LAX plan identifies goals, objectives, and policies, the Specific Plan details use limitation and design regulations within the plan area. As previously discussed, the LAX Plan designates the project site as Airport Airside. The corresponding LAX Specific Plan designates the project site as LAX Zone: Airport Airside Sub-Area.

LAWA Sustainable Design and Construction Requirements

The LAWA Sustainable Design and Construction Requirements aim to reduce impacts related to planning and integrative design, site planning, energy, water efficiency, material conservation and resource efficiency, and environmental quality. These requirements apply to a variety of building and infrastructure projects, including but not limited to:

- Runways, taxiways, and other airfield flatwork projects;
- Roadways, bridges and tunnels projects;
- Pavement rehabilitation projects;
- Surface parking and stand-alone parking structure projects;
- Civil infrastructure projects (e.g., mechanical, electrical, fire suppression, storm water, and other utility systems);
- Exterior lighting projects; and
- Stand-alone landscaping projects.[10]

As the proposed project includes 386,000 square feet of pavement rehabilitation and upgrades to the civil infrastructure at T6 (i.e. hydrant fuel, air, and power systems), it meets the definition of a building and infrastructure project as listed above. Therefore, the LAWA Sustainable Design and Construction Requirements apply to the proposed project.

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8 City of Los Angeles, Department of City Planning, *LAX Plan*, adopted December 14, 2004, amended May 24, 2013, available at: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx.

9 City of Los Angeles, Department of City Planning, Los Angeles International (LAX) Specific Plan, adopted December 14, 2004, last amended October 2017, available at: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/laxspecificplan.pdf.

10 Los Angeles International Airport, Sustainable Design and Construction Requirements. Accessed December 2019. https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx.

LAX Design and Construction Handbook

The LAX Design and Construction Handbook provides guidance for planning, design, construction, project acceptance, and closeout for development at LAX.[11] The Handbook is intended to help projects meet LAWA's expectations for achieving passenger and employee safety, limiting impacts to operations, and enhancing the overall LAWA service environment.

LAX Preservation Plan

The LAX Preservation Plan was prepared as part of the Environmental Impact Report for the Landside Access Modernization Program (LAMP).[12] The Preservation Pan provides direction for identification, study, rehabilitation, and protection of historic resources located on LAX property. The Preservation Plan serves as the framework for the future repair, maintenance, and alteration of historic resources on LAX property, and guides the manner in which planning of future projects addresses historic resources during and following construction.

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code outlines regulatory provisions for development within the City, including building regulations, noise standards, specific plans, and zoning. The LAX Specific Plan supersedes the Los Angeles Municipal Code and governs development of the project site regardless of the underlying zone established by the City of Los Angeles General Plan.

[11] City of Los Angeles, Los Angeles World Airports, *LAX Design and Construction Handbook*, April 2011, available at: https://www.lawa.org/-/media/lawa-web/tenants411/file/lawa-design-and-construction-handbook-4_15_2011.ashx?la=en&hash=DE1C7ACF6AF57AA13DE.

[12] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, Appendix J, LAX Preservation Plan, available at: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/plan-and-ordiance/2016-preservation-plan.pdf.

ENVIRONMENTAL IMPACT ASSESSMENT

INTRODUCTION

The following discussion addresses impacts to various environmental resources per the Initial Study checklist questions contained in Appendix G of the CEQA Guidelines.

I. AESTHETICS

Would the project:

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

No Impact. Scenic views or vistas are generally defined as panoramic public views to various natural features, including large water bodies, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly-owned sites, and public rights-of-way.

The project site is located at LAX and is a terminal renovation project. No portion of the project site, including the T6 area and the proposed construction staging and laydown area, is located within a scenic vista. The proposed project would not have an adverse effect on a scenic vista, and no impact would occur.

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

No Impact. Implementation of the proposed project would not damage scenic resources within a state scenic highway. The project site is not located within or near a state-designated scenic highway. Therefore, no scenic resources or roadways would be altered as a result of the implementation of the proposed project, and there would be no impact to scenic resources.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The proposed project is located at T6 of LAX and is in an urban setting that meets the definition of “urbanized area” contained in Public Resources Code section 21071. The land use setting surrounding the project site is generally characterized by LAX landside, central terminal area, and airside uses, such as terminal buildings and gates, passenger support and processing facilities, and aircraft apron areas. The LAX Plan, which governs land uses at LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX Zone: Airport Airside Sub-Area. Therefore, the proposed project does not conflict with applicable zoning and regulations governing scenic quality.

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

Less Than Significant Impact. Implementation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views. Although construction activities would occur on a 24-hour schedule, requiring nighttime construction lighting, the construction lighting would be confined to the LAX CTA and would not affect views in the area. No additional permanent night lighting or reflective surfaces would be installed as part of the proposed project. Therefore, impacts from light or glare would be less than significant.

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 of the California Resources Agency, to non-agricultural use?

No Impact. Neither the project site nor the surrounding area is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the "Important Farmland in California" map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program.[13] Therefore, the proposed project would not convert farmland to a non-agricultural use, and no impact to farmland would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project would be located within the existing and fully urbanized LAX, and existing zoning does not allow for agricultural use or a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or Williamson Act contract, and no impact would occur.

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))?

No Impact. The project site is not located in an area with existing zoning for forest land, timberlands, or Timberland Production. Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest land or timberland. No impact would occur.

[13] State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Important Farmland in California, 2016* map. Published July 2017. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, accessed October 2019.

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

No Impact. As discussed above, no portion of the project site is zoned or developed for forest land use. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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?

No Impact. No portion of the project site or surrounding area is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, no existing zoned Farmland, Williamson Act lands, or forest land exists within the project site. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. As such, no impact would occur.

III. AIR QUALITY

Potential impacts to air quality associated with the proposed project are based on the Air Quality and Greenhouse Gas Emissions Technical Study prepared for the proposed project, provided as Appendix A.

In the City of Los Angeles, the South Coast Air Quality Management District (SCAQMD) is the agency responsible for protecting public health and welfare through the administration of federal and state air quality laws and policies. Included in the SCAQMD's tasks are monitoring of air pollution, preparation of air quality plans, and promulgation of rules and regulations.

The SCAQMD monitors air quality within the project area and the South Coast Air Basin (SCAB), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Although the Environmental Protection Agency (EPA) has primary authority to regulate emissions from aircraft, the 2016 Air Quality Management Plan (AQMP) prepared by SCAQMD includes mobile source strategies and reductions from federal sources, which include aircrafts (SCAQMD 2017a). Aircraft emissions are developed in conjunction with the airports in the region. The future emission forecasts are primarily based on demographic and economic growth projections provided by Southern California Association of Governments (SCAG). Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain federal or state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act (CAA) and California Clean Air Act (CCAA). The most recent air quality plan is the 2016 AQMP prepared by the SCAQMD in partnership with California Air Resource Board (ARB), EPA, and SCAG. The 2016 AQMP is the legally enforceable blueprint for how the region will meet and maintain state and federal air quality standards. The 2016 AQMP identifies strategies

and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standard for $PM_{2.5}$ in the SCAB.[14]

SCAQMD rules relevant to the proposed project include, but are not limited to:

- Regulation IV: Prohibitions; Rule 401: Visible Emissions. Prohibits the generation of particulate matter emissions that exceed the visible emissions threshold.

- Regulation IV: Prohibitions; Rule 402: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property.

- Regulation IV: Prohibitions; Rule 403: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site.

- Regulation XI: Source Specific Standards; Rule 1113: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce volatile organic compound (VOC) emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

- Regulation XIV: Toxics and Other Non-Criteria Pollutants; Rule 1403 Requires notification and work practice standards to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

The proposed project is required to comply with these rules, and conformance would be incorporated into project specifications and procedures.

Would the project:

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

Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The applicable air quality plan for the project site is the SCAQMD 2016 Air Quality Management Plan (AQMP). The 2016 AQMP identifies strategies and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standard for fine particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) in the SCAB. The SCAQMD has established recommended screening level thresholds of significance for regional pollutant emissions, as discussed in Appendix A. The SCAQMD thresholds of significance for regional pollutant emissions were used to analyze the impacts of the proposed project.

Construction of the proposed project would involve the use of off-road equipment, haul trucks, and worker commute trips. Assumptions for off-road equipment emissions in air

[14] *2016 Air Quality Management Plan*. Available at https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed October 2019.

quality plans are developed based on hours of activity and equipment population reported to ARB for rule compliance. The use of construction equipment in the AQMP is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the AQMP. The proposed project would not increase the assumptions for off-road equipment use in the AQMP. In addition, in accordance with the LAWA Sustainable Design and Construction Policy, LAWA has developed Sustainable Design and Construction Requirements that apply to LAWA-owned and tenant new construction and renovation projects, which would be applicable to this project, including the requirement that all off-road diesel- powered construction equipment greater than 50 horsepower would be required to meet new EPA Tier 4 off-road emissions standards or the next cleanest equipment available.[15] Site preparation and grading activities would also implement fugitive dust control measures per SCAQMD Rule 403. Therefore, construction activities would not conflict with the applicable air quality plan.

Short-term air pollutant emissions would be generated during construction activities with the use of construction equipment and vehicle trips to and from the project site. Based on the air quality analysis completed for the project (Appendix A), it would not conflict with the implementation of the applicable air quality management plan because all emissions would be below daily thresholds as defined by SCAQMD and pursuant to the Clean Air Act.

As stated in Section 1.5, Operation, the improvements would not increase the linear frontage that is currently available to accommodate aircraft parking and would not induce additional aircraft operations. Therefore, the proposed project would not cause an increase in aircraft operations, population, or vehicle trips beyond that considered in the 2016 AQMP. The project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

b) 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?

Less Than Significant Impact. Construction activities for the proposed project would generate temporary emissions of precursors to ozone (volatile organic compounds [VOC] and oxides of nitrogen [NO_X]), carbon monoxide (CO), inhalable particulate matter less than or equal to 10 microns in diameter (PM_{10}), and $PM_{2.5}$. VOC, NO_X, and CO emissions are associated primarily with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive particulate matter dust emissions are associated primarily with site preparation and travel on unpaved roads and vary as a function of parameters such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles.

The SCAQMD significance thresholds were used to assess regional and localized emissions during construction and operation of the proposed project (SCAQMD 2008, 2019). Construction of the proposed project is anticipated to begin in March 2020 and take approximately 36 months to complete. Emissions generated by construction activities were modeled using the California Emissions Estimator Model (CalEEMod),

[15] Los Angeles World Airports, LAWA Sustainable Design and Construction Requirements (Section 2, Site Development Standards), https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, accessed December 2019.

Version 2016.3.2. Short-term air pollutant emissions would be generated during construction activities associated with implementation of the proposed project and would include emissions associated with equipment exhaust and fugitive dust from concrete and materials handling; worker vehicles commuting to and from the job site; and trucks delivering material and equipment to the work area. The quantitative analysis can be seen below in Table 3.

Table 3
Maximum Daily Regional Construction-Related Emissions[1]

Phase/Description	VOC (lbs/day	NO_x (lbs/day)	CO (lbs/day)	SO_x (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Phase 1	11.54	57.33	397.91	0.78	5.37	2.31
Phase 2	11.98	57.18	399.72	0.78	6.01	2.48
Phase 3	11.49	56.41	392.17	0.76	3.95	1.91
Phase 4	11.66	56.79	398.25	0.78	7.06	2.72
Phase 5	11.67	56.92	395.85	0.78	5.41	2.30
Phase 6	11.01	56.55	391.64	0.76	4.18	1.96
SCAQMD Regional Thresholds[2]	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No

Notes: Modeled by AECOM in 2019.
[1] Fugitive dust emission estimates of PM_{10} and $PM_{2.5}$ include reductions associated with implementation of fugitive dust control practices per SCAQMD Rule 403. Emission estimates also assume implementation of LAWA Design and Construction Practices.
[2] SCAQMD 2019c
VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter;
lbs/day = pounds per day

All construction activities would be subject to the SCAQMD rules related to dust control (Rule 403). In addition, construction materials must adhere to the specifications identified in the LAX Sustainable Design and Construction Requirements document, including a minimum amount of recycled materials. The proposed project would be subject to the Los Angeles Green Building Code Tier 1 conformance requirements and the City's Low Impact Development Ordinance for design and operation.

Due to the limited nature of construction activities in terms of types of equipment and number of hours of use, construction worker vehicle trips, and delivery/haul truck trips, as well as compliance with SCAQMD rules, short-term construction emissions would not violate any air quality standards or contribute substantially to an air quality violation. The short-term construction impact would be less than significant.

Long-term operation of the proposed project would require only routine maintenance, similar to existing conditions, and would not result in an increase in personnel or vehicle trips. As such, the operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. The project would not 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; the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the project site are residences located over 3,000 feet south of the project site. The project site is entirely within the boundary of LAX and construction of the proposed project would be temporary.

EPA and CARB regulate hazardous air pollutants, also known as toxic air contaminants (TAC). The greatest potential for TAC emissions during construction would be related to diesel particulate matter (diesel PM) emissions associated with heavy-duty equipment operations. The Office of Environmental Health Hazard Assessment (OEHHA) developed a Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015). According to OEHHA methodology, health effects from carcinogenic TACs are usually described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs.

Construction activities for the proposed project are anticipated to occur 24 hours per day and last approximately 36 months. However, phasing of construction is location-specific, with a few gates temporarily closed at a time for each phase of construction activities. Concentrations of mobile source diesel PM emissions are typically reduced by 70 percent approximately 500 feet from freeways, which are continuous emission sources, and an 80 percent decrease at 1,000 feet from distribution centers. Studies also indicate that diesel PM emissions and the relative health risk can decrease substantially within 300 feet.[16] As discussed previously, the nearest off-site sensitive receptors are located over 3,000 feet from the project site and project construction activities would not be continuous emission sources due to the phasing schedule and varying construction activities.

Construction-related activities would result in emissions of criteria air pollutants, but at levels that would not exceed the SCAQMD regional thresholds of significance, as seen in the Appendix A. As such, due to the construction phasing schedule, substantial distance to the nearest sensitive receptors, dispersive nature of diesel PM emissions, and implementation of LAWA's Design and Construction Practices, construction activities would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

The proposed improvements would enhance passenger experience, support safety and security through TSA upgrades, support operational efficiency, improve building systems, refresh portions of the terminal interior and exterior, and repair and/or replace the aircraft parking apron and hydrant fueling system at T6. As discussed in Section 1.5, Operation, the proposed project would not construct any new buildings and would not result in an increase in aircraft operations, airport staff, or passengers. Upgrades would improve

[16] California Air Resources Board (ARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available at http://www.arb.ca.gov/ch/landuse.htm. Accessed October 2019.

building systems, and heating and cooling would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates efficiencies that conserve energy and reduce pollutant emissions. Upgrades in the terminal interior and exterior would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminal's heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency. Therefore, following construction, operational emissions are anticipated to be similar or less than existing operations and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Construction activities associated with the proposed project could result in short-term odor emissions from diesel exhaust associated with construction equipment. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The closest sensitive receptors to the project site include residences in the City of El Segundo, approximately 3,000 feet south of the project site. As construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. As such, impacts related to construction odors would be less than significant. Following construction, operational emissions are anticipated to be similar or less than existing operations and would not create any new odor sources. As a result, the proposed project would not create objectionable odors affecting a substantial number of people. This impact would be less than significant.

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?

No Impact. The project is located within the LAX boundary, and the site is entirely urban and disturbed. The Los Angeles Airport/El Segundo Dunes (Dunes) Specific Plan applies to the Dunes area immediately west of the LAX property and approximately 1.75 miles west of the project site. The Dunes comprise approximately 300-acreas of sand dune ecosystem containing state-designated sensitive habitat for 11 rare species of wildlife and vegetation.[17] However, due to the distance between the project site and the Dunes, the proposed project would not impact the Dunes, nor would it have a substantial

[17] City of Los Angeles Department of City Planning, Los Angeles Airport/El Segundo Dunes Specific Plan, June 1992, available at: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/laxdunes.ashx, accessed November 20, 2019.

adverse effect, either directly or indirectly. Therefore, no impact to special status species would occur.

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

No Impact. The proposed project would not affect any riparian habitats or sensitive natural communities, as none exist in the project area. Therefore, no impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no wetlands or other protected features within the project area. Therefore, no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery/breeding sites?

No Impact. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resources, thereby encouraging population growth and diversity. A viable wildlife migration corridor consists of more than a path between fragmented habitats. A wildlife migration corridor must also include adequate vegetative cover and food sources for transient species, as well as resident populations of less mobile animals, to survive. They must be extensive enough to allow for large animals to pass relatively undetected, be free of obstacles, and lack any other distraction that may hinder wildlife passage, such as lights or noise. LAX is not a part of a wildlife corridor, nor does it fragment an existing potential corridor. Therefore, no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The proposed project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The Los Angeles Airport/El Segundo Dunes Specific Plan (Dunes) is applicable to an area approximately 1.75 miles west of the airport, but due to the distance between the proposed project site and the Dunes Specific Plan area, no impact would occur.

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?

No Impact. The proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. As discussed in section IV(a) above, the project site is located approximately 1.75 miles east of the Dunes area. However, no

Habitat Conservation Plan or Natural Community Conservation Plan apply to the Dune area.[18] Therefore, the proposed project would not conflict with any habitat conservation plan or natural community conservation plan. No impact would occur.

V. CULTURAL RESOURCES

Potential impacts to historical and archaeological resources associated with the proposed project are based on the Cultural Resources Technical Memorandum prepared for the proposed project, provided as Appendix B (January 2020).

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to California Code of Regulations Section 15064.5?

Less Than Significant Impact. Archival research for this project was conducted at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The research focused on the identification of previously recorded cultural resources within a 0.5-mile radius of the project area of potential effects (APE). The APE consists of the limits of the proposed ground disturbance, including temporary ground disturbance associated with the proposed improvements. The archival research included review of previous cultural resource investigation reports as seen in Table 4 below. The records searches revealed 13 previous cultural resources investigations filed at the SCCIC which document studies conducted between 1976 and 2012 within 0.5 mile of the project APE. These studies include nine cultural resources surveys and inventories, one archaeological monitoring plan, one archaeological monitoring report, and two Environmental Impact Reports or Statements. The project area has received 100 percent survey coverage prior to this study.

Additionally, cultural resources site records, historic maps, historic property inventories, and historic maps, including historic USGS topographic maps were researched. Inventories of the National Register of Historic Places (NRHP or National Register), the California Register of Historical Resources (CRHR or California Register), the California State Historic Resources Inventory, California Historical Landmarks, Caltrans Historic Highway Bridge Inventory (for both local and state agency bridges), and the list of City of Los Angeles Historic-Cultural Monuments (LAHCMs) were also reviewed to identify cultural resources within the project's study area.

[18] California Department of Fish and Wildlife (CDFW), Natural Community Conservation Planning, California Natural Community Conservation Plans Map, April 2019, available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed November 20, 2019.

Table 4
Previous Investigations Conducted within 0.5 Mile of the Project Area

Report # (LA-)	Author(s)	Description	Date
01982	Leonard, N. Nelson, III	Los Angeles International Airport Series Volume 1 Draft Environmental Impact Statement	1976
02659	Wlodarski, Robert J.	A Phase 1 Archaeological Study for the Sepulveda Tunnel Demonstration Project, Los Angeles International Airport, Los Angeles County, California	1992
04910	Raschke, Rod	Paleontological and Archaeological Resources Reconnaissance of the Los Angeles International Airport (LAX) Property, Los Angeles County, California	1995
05558	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility La 913-11 County of Los Angeles, California	2000
05562	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 016-01 County of Los Angeles, California	2000
09923	Losee, Carolyn	Cultural Resources Analysis for T-Mobile Site Number LA03358D "Intercom Building" 9800 South Sepulveda Avenue, Los Angeles, California	2009
10857	Smith, Brian F.	Final – LAX Master Plan Mitigation Monitoring & Reporting program – Archaeological Treatment Plan	2005
11347	Cardenas, Gloriella and Clint Helton	Cultural Resources Monitoring Report for Taxilane S and Bradley West, Los Angeles World Airports, Los Angeles, California	2011
11546	Bonner, Wayne	Cultural Resources Records Search, Site Visit Results and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2026B/LA03XC087, 9800 South Sepulveda Boulevard, Los Angeles, Los Angeles County, California	2010
11560	Getchell, Barbie and Atwood, John	Archaeological and Historical Evaluations for the Proposed Airport Surveillance Detection Equipment, Model 3X (ASDE-3X), to serve Los Angeles International Airport (LAX), Los Angeles, Los Angeles County, California	2006
11561	Barre, Ole	Proposed Federal Aviation Administration (FAA) Airport Surface Detection Equipment, Model X (ASDE-3X) to serve Los Angeles International Airport (LAX) Los Angeles, CA --Case #FAA040625A	2005
11973	Unknown	Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement	2011
12077	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03358D (Intercom Building) 9800 South Sepulveda Avenue, Los Angeles, Los Angeles, County, California	2012

The records search identified two resources within 0.5 mile of the project APE and both resources are outside the APE and would not be impacted by implementation of the proposed project.

Description	Year Constructed	Eligibility determination
Brick storm drain	Ca. 1940s	Recommended ineligible for CRHR or NRHP
Nine-story Modern style commercial building	1964	Determined ineligible for the NRHP by consensus through the Section 106 process

CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places

Los Angeles Historic Cultural Monuments (LAHCMs) are sites in Los Angeles that have been designated by the Los Angeles Cultural Heritage Commission as worthy of preservation based on their architectural, historic, and cultural merits. The Terminal 6 Sign Tower is adjacent to the north façade of the Terminal 6 ticketing/baggage claim building. It was one of six free-standing pylon signs constructed as part of the 1961 upgrade of LAX. The Terminal 6 Sign Tower is the only LAX terminal sign tower that remains intact and in its original location and is individually eligible for local register listing as an LAHCM.

A search of the LAHCMs found two monuments within 0.5 mile of the project area. Both are buildings associated with the Los Angeles Airport.

LAHCM Number	Historic Name/Description
44	Hangar No. 1 Building
570	Airport Theme Building (Exterior and Interior Lobby)

The proposed project will result in no impact to the T6 Sign Tower or any other historical resources. Therefore, there would be a less than significant impact on historical resources with project implementation.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Less Than Significant. No archaeological sites were identified within the project APE. Most of the soil that will be impacted by ground-disturbing activities for the proposed project consists of redeposited fill, placed at the project site for the construction of the airport runways and buildings. Redeposited fill has no sensitivity for cultural resources. The project site is highly disturbed, and any resources that may have existed are likely no longer present and overall sensitivity of the site with respect to buried resources is low. If ground disturbance activities extend beneath the redeposited fill and into native soils, compliance with LAWA's existing Archaeological Treatment Plan (ATP) would be required for the proposed project. The ATP focuses on the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state,

and/or local significance found within the project area.[19] The ATP specifies staff qualifications, monitoring procedures, and notification and decision-making protocols. In the event that subsurface deposits are encountered, the ATP will be used as a guideline for the evaluation and treatment of such resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; California Office of Historic Preservation's (OHP) Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Guidelines for Archaeological Research Design (1991); and the Advisory Council on Historic Preservation's (ACHP) publication Treatment of Archaeological Properties: A Handbook. Implementation of the LAWA ATP would ensure that the impact to archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. LAWA has developed and adopted procedures that document potential impacts to archeological resources in LAWA's ATP. As discussed above, the ATP focuses on the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the project area.[20] It is required that all construction projects adhere to the ATP, which means that any inadvertent discovery of human remains or other significant archaeological resources would result in work stoppage and notification of LAWA. In the event of discovery, the ATP as well as state and local regulations would be followed. In addition, there are no known cemeteries located within the project vicinity. Therefore, human remains are not expected to be encountered. Although not expected to occur, in the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines (including CEQA Guidelines Section 15064.5[e]) for disclosure, recovery, relocation, and preservation, as appropriate. If the remains are deemed Native American in origin, the Coroner would contact the NAHC and identify a Most Likely Descendant pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work could continue on other parts of the project site while consultation and treatment are conducted. There are no anticipated impacts in relation to the disturbance of human remains.

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19 City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan Mitigation Monitoring and Reporting Program: Archaeological Treatment Plan: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/studies-and-reports/mitigation-monitoring/archaeological_treatment_plan.ashx?la=en&hash=9833B1960E1AE662518B5517DB42CA42F55FAE0E.

20 City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan Mitigation Monitoring and Reporting Program: Archaeological Treatment Plan: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/studies-and-reports/mitigation-monitoring/archaeological_treatment_plan.ashx?la=en&hash=9833B1960E1AE662518B5517DB42CA42F55FAE0E.

VI. ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Construction of the proposed project would require electricity for lighting, construction trailers, and operation of electrically powered hands tools, and would result in an increased consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Although the project would require an expenditure of energy resources for construction and operation, LAWA is committed to maximizing the energy efficiency of its building systems.[21] Continued improvements in equipment, technology, fuel efficiency, building controls, and operational practices offer opportunities to reduce energy costs and air emissions. Tier 4 construction equipment, which refers to the latest emission milestone established by the U.S. Environmental Protection Agency and the California Air Resources Board applicable to new engines found in construction equipment, would be utilized as applicable, consistent with the LAWA Design and Construction Requirements.[22] The project would also be consistent with the LAWA Design and Construction Requirements through the use of a minimum amount of local and recycled materials.[23] Heating and cooling would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates a number of efficiencies that conserve energy and reduce pollutant emissions. In addition, the new areas of the terminal would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminal's heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency without sacrificing occupant comfort. Therefore, the project would not result in wasteful or inefficient consumption of energy resources, nor would it conflict with any applicable renewable energy or energy efficiency plans. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The renovation of T6 would not conflict with or obstruct a state or local plan for energy efficiency. The project would incorporate energy efficient design features and be consistent with the LAX Sustainable Design and Construction Requirements document, the Los Angeles Green Building Code Tier 1 conformance requirements and the City's Low Impact Development Ordinance for design and operation, which are in compliance with state and local energy goals to increase renewable energy generation and energy efficiency. No impact would occur.

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21 Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, https://www.lawa.org/-/media/lawa-web/tenants411/file/lawa-sustainable-design-and-construction-policy.ashx?la=en&hash=943CF9EB68DA44DB4209F5832242C38BEA4E3289.

22 Los Angeles World Airports, LAWA Sustainable Design and Construction Requirements (Section 2, Site Development Standards), https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, accessed January 2020.

23 Los Angeles World Airports, LAWA Sustainable Design and Construction Requirements (Section 2, Material Conservation and Resource Efficiency), https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, accessed January 2020.

VII. GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause 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.

Less Than Significant Impact. The project is located within a seismically active Southern California region, but it is not located in an Alquist-Priolo study zone based on the most recent Alquist-Priolo Fault Zoning Map issued by the State Geologist. The nearest fault is the Newport-Inglewood Fault, located approximately 3.45 miles east of the project site.[24] The proposed project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes regulating seismic construction standards. Therefore, the impact would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project site is located within a seismically active region, and as with all locations in Southern California, is subject to strong seismic ground shaking. However, as discussed in Section VII(a)(i) above, the proposed project is not within a known fault and would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes associated with seismic criteria. The proposed project would not exacerbate the potential for strong seismic ground shaking. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The project site is not located within a liquefaction zone according to the California Geological Survey Venice quadrangle. As discussed above, the proposed project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes to minimize impacts related to seismic ground failure. The proposed project would not exacerbate the potential for seismic-related ground failure, including liquefaction. , There would be no impact related to seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. The project site is not identified as a potential landslide hazard area, and implementation of the proposed project would not increase or exacerbate the risk of landslides. Therefore, there would be no impact related to landslides.

[24] City of Los Angeles Department of City Planning, Zoning Information and Map Access System (ZIMAS), available at: http://zimas.lacity.org/, accessed August 2019.

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

No Impact. The majority of the project site is paved and previously disturbed. Approximately 386,000 square feet of existing apron pavement would be removed up to an average depth of 12 inches for a volume of approximately 14,300 cubic yards. Existing base material and soil would then be removed up to a depth of 39 inches. Following removal of these materials, approximately 6 inches of existing soil would be scarified and recompacted in place to prepare the area for placement of new pavement. During construction, transport of sediments from the project site by stormwater runoff and winds would be prevented through the implementation of appropriate BMPs. This would include implementation of Rule 403 dust control measures and the development and implementation of an erosion control plan and a Stormwater Pollution Prevention Plan (SWPPP) for construction activities, in compliance with the latest Los Angeles Regional Water Quality Control Board's National Pollutant Discharge Elimination System (NPDES) permit requirements for stormwater discharges. The SWPPP would list the measures to be implemented in order to prevent erosion from project construction-related activities. With adherence to applicable regulations and implementation of appropriate BMPs, the project would not result in substantial soil erosion or loss of topsoil; there would be no impact.

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

No Impact. As discussed in Sections VII(a)(iii) and VII(a)(iv), the project site is not identified as a potential liquefaction or landslide hazard area. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground. The project site is located within the existing LAX, and implementation of the proposed project would not increase the risk of landslides. Therefore, there would be no impact related to liquefaction and landslides.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as extraction of large amounts of groundwater. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. No groundwater extraction would occur as part of the proposed project. Therefore, subsidence would not occur.

Collapsible soils consist of unconsolidated, low-density materials that may collapse and compact under the addition of excessive water or loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. The proposed project would support T6 and aircrafts as it does today; the project would simply renovate the existing facilities and would be constructed to support the proposed facilities. Therefore, there would be no impact from collapsible soils.

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

Less Than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and contract (lessen in volume) as water is drawn away. If soils consist of expansive clay, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. Fill material located in some portions of LAX could be prone to expansion;

however, project construction would occur in accordance with applicable building and safety requirements. Therefore, impacts would be less than significant.

e) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project involves the renovation of T6. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. Therefore, no impact associated with the use of such systems would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. LAWA requires that all projects comply with the Paleontological Management Treatment Plan (PMTP) which addresses potential impacts to paleontological resources.[25] The plan focuses on the identification, recovery, treatment, and long-term protection of expected and non-expected paleontological discoveries. The project area is overlain by fill deposits which have no potential to contain significant paleontological resources. Any project excavations within undisturbed native soil would be monitored by a qualified Paleontological Monitor in accordance with the PTMP; A less than significant impact would occur.

VIII. GREENHOUSE GAS EMISSIONS

Potential impacts related to greenhouse gas emissions associated with the proposed project are based on the Air Quality and Greenhouse Gas Emissions Technical Study prepared for the proposed project, provided as Appendix A.

Would the project:

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

Less Than Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperatures of the Earth close to 60 degrees Fahrenheit. Of all the GHGs, CO_2 is the most abundant gas that contributes to climate change, including through fossil fuel combustion. The other GHGs are less abundant but have a higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e.

GHG emissions would be generated during construction activities from equipment exhaust, haul and delivery truck trips, and worker commute trips. However, construction activities would be minimal and temporary, and GHG emissions would be substantially less than the 10,000 metric tons of CO_2e per year significance threshold established by the California Air Resources Board (CARB). Total GHG emissions associated with

[25] Los Angeles World Airports, Environmental Management Division, LAX Master Plan Mitigation and Monitoring and Reporting Program, Paleontological Management Treatment Plan, December 2005 (revised). https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program.

construction of the proposed project would be approximately 31,321 MT CO2e. Amortized over the 30-year life of the proposed project, annual construction emissions would be approximately 1,044 MT CO2e per year. As such, the amortized construction-related emissions of the proposed project would not exceed SCAQMD's adopted significance threshold of 10,000 MT CO2e per year, the adjusted SB 32 threshold of 6,000 MT CO2e per year.

As described previously, in section 1.5 Operation, the purpose of the proposed project is to implement improvements to the T6 facility in order to enhance operational efficiency and the quality of service provided to passengers. The proposed project is not anticipated to result in an increase in aircraft operations, airport staff, or passengers.

No new routes or airlines would be added in the terminal. In addition, the proposed improvements include upgrades to improve building systems, renovate portions of the terminal interior and exterior, and replace the hydrant fueling system at T6. As a result, operational GHG emissions would be similar to or less than existing conditions. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact is less than significant.

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

Less Than Significant Impact. The proposed project would implement LAWA's Sustainable Design and Construction Requirements, which include use of Tier 4 equipment and model year 2010+ haul trucks.[26]

The proposed project would also install electric charging stations to support an electric ground service equipment fleet, consistent with LAX's Ground Support Equipment Emissions Reduction Policy program. Consistent with Section 1.5, Operation, the proposed project would not cause or facilitate an increase in passenger capacity and no new routes or airlines would be added in the terminal. As such, operational GHG emissions are not anticipated to increase beyond existing conditions. Further, the proposed project would include upgrades to improve building systems, and heating and cooling would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates a number of efficiencies that conserve energy and reduce pollutant emissions. The project would also allow for upgrades in the terminal interior and exterior, which would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminal's heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency.

Thus, the proposed project would not conflict with the LAWA Sustainability Plan; LAWA's Commitment to Carbon Management Goals; AB 32 and SB 32 Scoping Plan; or any other plans, policies, or regulations for the purpose of reducing GHG emissions and the impact would be less than significant.

[26] Los Angeles World Airports, LAWA Sustainable Design and Construction Requirements (Section 2, Site Development Standards), https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, accessed December 2019.

IX. 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?

Less Than Significant Impact. Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary in nature and would involve the limited transport, storage, use, and disposal of hazardous materials for the purpose of installing the hydrant fuel system. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, United States Environmental Protection Agency, the Occupational Safety & Health Administration, the Los Angeles County Fire Department, and the Los Angeles County Health Department. Compliance with federal, state, and local regulations would minimize the potential for accidental release of any hazardous material and ensure that appropriate response measures are in place to address an accident, should one occur. Materials would be classified and transported to an appropriate off-site facility for disposal in accordance with SCAQMD Rule 1403. The LAWA Guidance Manual for Construction Storm Water Pollution Prevention details how to minimize or eliminate the potential for stormwater pollution around a project site. The transport, use, and disposal of construction-related hazardous materials would also occur in conformance with applicable federal, State, and local regulations governing such activities. Therefore, the construction impacts would be less than significant.

Operation of the proposed project would not require the routine transport, storage, use, or disposal of hazardous materials and therefore, project operation would not pose a significant hazard to the public or the environment. No operational impact related to hazardous materials would occur.

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

Less Than Significant Impact. Installation of the hydrant fuel system would not create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed in Section IX(a) above, construction activities may involve limited transport, storage, and use of some hazardous materials, such as fuel for construction equipment. These types of materials are not acutely hazardous, and compliance with existing federal, State, and local regulations would ensure that construction impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant. As discussed previously, the long-term operation of the proposed project would not involve the use of any hazardous materials.

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

Less Than Significant Impact. Several schools are located within one-quarter mile of the LAX boundary, but none are within a quarter mile of the proposed T6 project site. However, as discussed previously, the proposed project would not emit hazardous emissions or handle acutely hazardous materials. Therefore, impacts would be less than significant.

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?

Less Than Significant. The State Water Resources Control Board's GeoTracker database identified several "Case Closed- completed cleanup sites" located adjacent to the project location and two "Open-Site Assessments" at Terminal 6.[27] An "Open-Site Assessment" site is defined as, "Site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site. Examples of site assessment activities include, but are not limited to, the following: 1) identification of the contaminants and the investigation of their potential impacts; 2) determination of the threats/impacts to water quality; 3) evaluation of the risk to humans and ecology; 4) delineation of the nature and extent of contamination; 5) delineation of the contaminant plume(s); and 6) development of the Site Conceptual Model." The two Open-Site Assessments (RB Case #: 1325C and RB Case #: 1325) are ongoing clean-up efforts that are under monitoring for total Petroleum Hydrocarbons (TPH) and Polyfluoroalkyl substances (PFAS) in the soil.

A petroleum spill was reported in April 2019 at gate 69A due to a leak in the fuel line. Subsequently, a Hazardous Materials Spill Report was completed and reported to RWQCB. Due to the fact that the proposed project would require excavation and relocation of fuel hydrant pits, contaminated soils may be encountered during construction.

Compliance with federal and state regulations as well as the LAX Rules and Regulations would be required during construction of the proposed project. The treatment, storage, and disposal of hazardous waste, including contaminated soil and groundwater, would be conducted in compliance with California Code of Regulations Title 22, Section 66262. Any required soil or groundwater remediation would be done in compliance with the EPA's BMPs for Soil Treatment Technologies. Compliance would require detailed response plans for contaminated soil encountered during construction, as well as the preparation of a health and safety and soil management plan to ensure excavated soils are tested, separated, and disposed of in accordance with applicable state and federal regulations per the Environmental Procedures (Section 01 35 43) identified in the LAWA Design and Construction Handbook. In addition, construction and demolished materials would be tested for hazardous materials including hydrocarbons, asbestos, and lead-based paint and classified for transport to an appropriate off-site facility for disposal in accordance with SCAQMD Rule 1403, the LAWA Guidance Manual for Construction Storm Water Pollution Prevention, and other applicable state and federal regulations.

The project site is not included on the Department of Toxic Substances Control's EnviroStar database, the Cortese list, the Superfund Site list, or other lists compiled

[27] California State Water Resources Control Board, Geotracker Database, https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=lax, Accessed November 2019.

pursuant to Section 65962.5 of the Government Code, other than the Geotracker database search mentioned above.[28,29,30,31] With the implementation of Rule 1403 and adherence to LAWA Design and Construction Handbook guidelines, the proposed project would not create a significant hazard to the public or the environment and the impact would be less than significant.

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 or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The project is located within an airport land use plan and will not increase the number of aircraft events, the number of passengers utilizing T6, or the traffic bringing passengers to the airport. As such, the proposed project would not result in a safety hazard for people residing or working in the project area, or pose a hazard to aircraft operations, nor would it generate excessive noise levels. The impact would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. During construction activities, vehicles and equipment would continue to access the project site and no road or lane closures are anticipated during construction of the proposed project. Project activities would be confined to the project site with the exception of haul trucks. Ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times during construction. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, construction and operation of the proposed project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is located within an urban area of the City of Los Angeles within a developed airport and is not located within a designated fire hazard severity zone.[32,33] There would be no impact.

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28 California Department of Toxic Substances Control, *EnviroStor Database*, Search by Map Location. Website: http://www.envirostor.dtsc.ca.gov/public/, accessed October 2019.

29 California State Water Resources Control Board, GeoTracker Database, Search by Map Location. Website: http://geotracker.waterboards.ca.gov/, accessed October 2019.

30 California Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. Website: http://www.calepa.ca.gov/sitecleanup/corteselist/, October 2019.

31 United States Environmental Protection Agency, *National Priorities List*, All cleanup sites by state. Website: http://www.epa.gov/region9/superfund/superfundsites.html, accessed October 2019.

32 City of Los Angeles, Department of City Planning. Zoning Information & Map Access System (ZIMAS). Available at: http://geohub.lacity.org/datasets/fire-hazard-severity-zones accessed October 2019.

33 California Department of Forestry and Fire Protection, Fire Resource and Assessment Program, Fire Hazard Severity Map for the City of Los Angeles. Website: http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf, accessed October, 2019.

X. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Construction activities would require excavation during multiple phases of the proposed project which may temporarily increase the potential for soil erosion. However, all of the project site is paved over or built up. Nonetheless, LAWA would implement structural and nonstructural Best Management Practices (BMPs) to control runoff from the project site during construction and adhere to the State Construction General Permit which lists the requirements for the protection of surface water quality during construction for projects that involve more than one acre of ground disturbance.

With adherence to the State Construction General Permit requirements, the short-term construction impact would be less than significant. Additionally, operation of the proposed project would not generate polluted runoff. No operational impacts would occur.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The proposed project would not require excavation to a depth that would encounter groundwater, affect the rate of groundwater recharge, or involve the extraction of groundwater. Therefore, no impact would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:

i) Result in substantial erosion or siltation on- or off-site?

No Impact. No streams or rivers are located near the project site that would be affected by the proposed project, and the project site is currently urbanized and within an entirely built environment. The proposed project would renovate an existing airport terminal and surrounding facilities. As such, no impact related to the alteration of the existing drainage pattern resulting in erosion or siltation on- or off-site would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. As discussed in Section X(c)(i) above, the proposed project would renovate the existing Terminal 6. Following construction, the proposed project would not have an impact related to the alteration of the existing drainage pattern resulting in flooding on- or off-site.

iii) 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?

Less Than Significant Impact. As discussed in Section X(a) above, BMPs would be implemented to control runoff from the project site during the construction phase. Implementation of the BMPs would ensure that the impact would be less than significant. No operational impact would occur.

iv) Impede or redirect flood flows?

No Impact. A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. The project site is located within the boundaries of LAX in Zone X, "Area of Minimal Flood Hazard". No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is located within the boundaries of LAX and not designated in a 100-year flood hazard area as mapped by the Federal Emergency Management Agency.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The project site is located approximately two miles east of the Pacific Ocean but is not located within a designated Tsunamic Hazard Area.[34] No impact would occur.

Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. The project site encompasses T6 and would not be subject to seiches. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed project would renovate T6 and improve the existing components of the Concourse in the T6 Building and replace the associated aircraft parking apron, hydrant fuel, and gate systems. The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and, therefore, no impact would occur.

XI. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would not divide an established community. The project site is located entirely within the boundaries of LAX. Construction and operational activities would not occur outside of airport boundaries, and no roads would be closed

[34] City of Los Angeles, Department of City Planning. *City of Los Angeles General Plan – Safety Element*. Available at: https://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 2019.

within the project vicinity. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. No impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project site is located entirely within LAX. Development at the project site is governed by the LAX Plan which is a component of the City of Los Angeles General Plan. The LAX Plan designates the project site as Airport Airside and promotes the arrangement of airport uses that encourages and contributes to modernization of the airport.[35] The proposed project would be consistent with the LAX Plan.

The LAX Specific Plan lays out zoning and development guidelines for the airport. According to the LAX Specific Plan, the project site is located in the LAX Zone and Airport Airside subarea. The purpose of the Airport Airside Zone is to develop, among other things, a balanced airfield to provide for more efficient and effective use of airport facilities. This aligns with the overall purpose of the proposed project to implement improvements to the T6 facility in order to enhance operational efficiency and the quality of service provided to passengers. Therefore, the proposed project would be consistent with the LAX Specific Plan.

The proposed project would not change the existing land use at the project site, nor would it change the existing operational capacity of LAX. The proposed project would be consistent with land use plans and policies applicable to the project site. Therefore, no impacts to applicable land use plans would occur.

XII. 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?

No Impact. No mineral resources of value to the region and the residents of the state are identified within the project site.[36] The project site is located within LAX and the site is not available for resource extraction. Therefore, no impact would occur.

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35 City of Los Angeles, Department of City Planning, Los Angeles International Airport, LAX Plan, 2004. https://www.lawa.org/-/media/lawa-web/lawa-our-lax/finallaxplan_092904.ashx.

36 California Department of Conservation, Mineral Lands Classification. *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part II - Los Angeles County*, *Map Plate1b*. 1994. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed October 2019.

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?

No Impact. The project site is not delineated as a locally-important mineral resource recovery site in the *General Plan*.[37] Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur.

XIII. NOISE

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of applicable standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The project does not change the operations of the existing terminal, and construction would be limited to approximately 36 months. The Los Angeles Municipal Code (LAMC) and the City of Los Angeles CEQA Thresholds Guide (2006) outline the requirements for noise control and construction equipment activity. The LAMC specifies a construction noise ordinance in Chapter IV, *Public Welfare*. Section 41.40, *Noise Due to Construction, Excavation Work – When Prohibited* specifies in subsection (a) that "[n]o person shall, between the hours of 9:00 P.M. and 7:00 A.M of the following day, perform any construction… where any of the foregoing entails the use of any…machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters… or any other place of residence".[38] As construction is planned to continue beyond these specified hours, written permission as described in Section 41.40 subsection (b) shall be obtained.

The City of Los Angeles CEQA Thresholds Guide (2006) specifies additional thresholds for the determination of significance of noise from construction activities. Section I.1.2.A. specifies the significance threshold such that "[c]onstruction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 decibels (dBA) or more at a noise sensitive use". Section I.1.2.B. specifies the methodology to determine significance and requires the "[q]uantification of ambient noise levels (existing and projected at the time of construction) measured in Community Noise Equivalent Level (CNEL)".[39] CNEL is the 24-hour equivalent (average) sound pressure level in which the evening (7 pm–10 pm) and nighttime (10 pm–7 am) noise is weighted by adding 5 and 10 dB, respectively, to the hourly level.

A temporary increase in noise and vibration levels at the project site during construction is anticipated due to the operation of construction equipment. Increases in these noise levels depend on the traffic conditions of the roadway, ambient noise around the project

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37 City of Los Angeles, Department of City Planning. *City of Los Angeles General Plan – Conservation Element*. Available at: https://planning.lacity.org/cwd/gnlpln/consvelt.pdf Accessed October 2019.

38 Los Angeles Municipal Code, Chapter IV Public Welfare. Available at: http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chapterivpublicwelfare?f=templates$fn=default.htm$3.0$vid=amlegal:la_all_mc$anc=JD_C4A8 Accessed November 2019.

39 L.A. CEQA Thresholds Guide, 2006. Available at: https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_6-GrnhouseGas/68341_LA_2006_-_CEQA_Guidance.pdf. Accessed November 2019.

site, and type of construction equipment being utilized. Noise generated from construction equipment in the vicinity were modeled as a daily average. The distance to the closest residential receptors to the south in the City of El Segundo are approximately 3,000 feet from T6, hotels to the east are 2,900 feet away from T6, and all the intervening area consists of acoustically hard ground surfaces. Noise analysis results for the project indicate the average noise level to be 59 dBA at the closest residential receptors and 63 dBA at the closest hotel receptors.

With 24-hour construction, these average noise levels equate to 65.7 and 69.6 CNEL, respectively. When these construction noise levels are combined with the existing noise level from the airport noise contours of 68 CNEL at the residential area and 70 CNEL at the hotel area, the predicted noise levels during construction are 70 CNEL and 73 CNEL, respectively, for each of the noise-sensitive receptors nearest to the project site. These noise level increases of 2 and 3 dBA are below the criteria of 5 dBA and, therefore, temporary noise levels during construction would be less than significant.

Following construction of the proposed project, the improvements would result in more efficient operations at T6, but would not result in any increase in aircraft operations at the airport. Therefore, the improvements would not generate any substantial increase in ambient noise levels.

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

Less Than Significant Impact. The proposed project would not be expected to result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Construction activities could cause localized groundborne vibration with heavy equipment activity; however, vibration would attenuate rapidly with distance and would be temporary. No vibration-sensitive land uses are located in close proximity to the project site. Thus, short-term construction impacts from groundborne vibration or groundborne noise would be less than significant.

c) For a project located within the vicinity of a private airstrip or 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?

Less Than Significant Impact. The project site is located at a public airport and within an airport land use plan. The proposed project site currently operates as an airport facility, and T6 is an existing operational airport terminal. The project would not expose people working or residing in the project area to excessive noise greater than what currently exists and, therefore, impacts would be less than significant.

XIV. POPULATION AND HOUSING

Would the project:

a) Induce substantial unplanned 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)?

No Impact. The proposed project would improve the existing components of the Concourse in the T6 Building and replace the associated aircraft parking apron, hydrant fuel, and gate systems. The proposed project would not directly or indirectly induce substantial unplanned population growth because it does not include a residential or commercial element, nor would it change the existing use of the project site. Construction would be limited to approximately 36 months and would be limited to the T6 area. Due to the size of the southern California labor force, it is anticipated that jobs would be filled by local labor forces and would not require relocations. Construction and operation of the proposed project would not result in an increase in population and no impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not include any housing or residential uses. As such, no people or housing would be displaced or changed as a result of the proposed project. No impact would occur.

XV. PUBLIC SERVICES

a) 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:

i) Fire protection?

No Impact. The proposed project does not include new or additional housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the demand for fire protection services would not increase. Implementation of the project would not increase capacity at T6, the number of passengers, or traffic (except temporarily during construction). The proposed project would be constructed in accordance with all applicable fire codes set forth by the State Fire Marshall and the Los Angeles Fire Department. The proposed project would be constructed in accordance with modern fire and building code standards as found in the California Building Standards Code, Part II – *General Safety Provisions* of the California Fire Code and Chapters 5-11 and 20 of the Los Angeles City Fire Code.[40] The proposed project would not be considered a fire hazard and would not exceed the capacity of the Los Angeles Fire Department to

[40] Los Angeles Fire Department, 2017 Los Angeles City Fire Code https://codes.iccsafe.org/content/chapter/10256.

serve the site or other areas with existing fire protection services. No impact would occur.

ii) Police protection?

No Impact. As previously discussed in XIV(a)(i), the proposed project would not generate population growth. Following the renovation of T6, the project site would continue to operate as an airport terminal and is not expected to generate additional calls for police protection service. Therefore, construction and operation of the proposed project would not require additional police protection services or facilities. No impact would occur.

iii) Schools?

No Impact. The proposed project would not induce employment or population growth, either directly or indirectly, and would, therefore, not increase the demand for schools in the area. No impact would occur.

iv) Parks?

No Impact. Residential development typically has the greatest potential to result in impacts to parks since these types of developments generate a permanent increase in residential population. As stated previously, the proposed project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand for local and regional park facilities. Therefore, no impact would occur.

v) Other public facilities?

No Impact. The proposed project does not include development of residential or commercial uses and would not increase the demand for other public facilities. Additionally, the proposed project would not result in indirect population growth, which would increase demand for other public facilities. No impact would occur.

XVI. RECREATION

Would the project:

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

No Impact. The proposed project would improve the existing components of the Concourse in the T6 Building and replace the associated aircraft parking apron, hydrant fuel, and gate systems. Neither construction nor operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities. Additionally, the project site is entirely located within LAX and is not used for recreational purposes. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project. No impact would occur.

b) Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand for recreational facilities. Further, the proposed project would not indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur.

XVII. TRANSPORTATION

The following analysis is based on the Traffic Analysis prepared for the proposed project, which is included as Appendix C.

Methodology

As previously discussed, the proposed project would not increase planned operations at T6 and, thus, is not anticipated to generate additional vehicle trips on the surrounding roadway network during project operations. As such, the generation of project-related trips would only occur during construction activities, as described below.

Construction Trip Generation

The LAX Master Plan, which the Project is under, commits that construction activities at LAX should be scheduled to avoid contributing to peak period traffic. Therefore, construction shift times should not begin or end during commuter peak hours and haul and delivery truck traffic should also be scheduled outside of those hours to the extent feasible. The Project is committed to following these guidelines, and therefore would minimally contribute to peak hour traffic on the street system. Nonetheless, this analysis assumes that Project construction activities would have a maximum-level impact on the streets during commuter peak hours to demonstrate that, even with such conservative assumptions, the effect of this traffic would be minimal.

Peak levels of truck and worker trips were estimated on a daily and peak hour basis. For the purposes of analyzing the potential impacts of large trucks, heavy vehicles were converted into passenger car equivalencies (PCEs). Based on a PCE factor of 2.0, the 19 haul trucks arriving to/departing from the project site during the peak construction period would generate 76 daily PCE trips (38 PCE trips inbound, 38 PCE trips outbound), with approximately 10 PCE trips (five PCE trips inbound, five PCE trips outbound) occurring each hour uniformly over a typical eight-hour workday.

Although most equipment trucks would be staged on-site for the duration of the construction period, up to six equipment trucks will arrive to/depart from the site each day. The six equipment trucks equate to 24 daily PCE trips (12 PCE trips inbound, 12 PCE trips outbound). Although these trips would likely occur outside of typical commuter peak periods, it was conservatively assumed that all equipment truck trips enter the site during the commuter morning peak hour and exit during the commuter afternoon peak hour.

In addition, a maximum of 62 construction workers would be on-site at one time. To provide a conservative analysis, no carpooling was assumed amongst the construction workers. With construction workers on three eight-hour shift schedules, 62 construction workers

would result in a total of 372 vehicle trips to and from the Project site on a daily basis (62 workers multiplied by three shifts, multiplied by two trips). Although construction worker shifts may begin and end outside the commuter peak hours, it was conservatively assumed that construction worker trips related to any changes in shifts would occur during the morning and afternoon peak hours. Thus, this analysis assumes 62 worker vehicles would enter and exit the site during both the morning and afternoon peak hours.

Table 5 summarizes the potential trip generation for the on-site construction activities. As shown, the total construction-related traffic would generate 146 morning and 146 afternoon peak hour trips on weekdays. This analysis also conservatively assumes that typical construction activity on Saturdays during the midday peak hour would be similar to weekday morning activities and, thus, construction-related traffic would also generate 146 midday trips on Saturdays. As described above, these estimates for analysis are based on very conservative assumptions about both the number of trips and the time of day that they would occur. Actual construction-related traffic during commuter peak hours and the Saturday midday peak hour would be much lower.

Table 5
Construction Trip Generation

Trip Generation	Average Daily Trips	AM Peak Hour			PM Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Haul Trucks[a]	76	5	5	10	5	5	10	5	5	10
Equipment Truck Vehicles[b]	24	12	0	12	0	12	12	12	0	12
Construction Workers[c]	372	62	62	124	62	62	124	62	62	124
Total Trips	472	79	67	146	67	79	146	79	67	146

[a.] It is anticipated that 15 haul trucks would be required during construction and four haul trucks would be required for airside construction activities
[b.] Most equipment trucks would be staged on-site for the duration of construction, with approximately six equipment trucks traveling to and from the projects site each day.
[c.] Peak number of construction workers based on a 24-hour work schedule with three 8-hour shifts.
PCE = Passenger car equivalency (to convert trucks into passenger cars for analysis).
Source: GTC, October 2019.

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

Construction
The proposed project would comply with LAWA's Design and Construction Handbook, which requires construction site logistics plans be developed to identify construction staging areas, employee parking lots, haul routes, and scheduling. Additionally, the proposed project would comply with LAX Master Plan commitments to establish construction worker commute and shift times that avoid contributing to peak period traffic and moderate haul/delivery truck traffic. Therefore, construction activities associated with the proposed project would not conflict with a plan, program, ordinance or policy

addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The construction impact would be less than significant.

Operation
The project site is located entirely within the LAX boundary. Operation of the proposed project would be generally similar to existing conditions. The renovation of T6 would not increase traffic trips, change existing roads, would not include new public streets, and would not remove existing public streets. Furthermore, the T6 renovation would not change existing bicycle or pedestrian facilities, and would not create new demand for bicycle, pedestrian, or transit facilities and services. Therefore, operation of the proposed project would not conflict with existing transportation related programs, plans, ordinances, or policies. No operational impacts would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact.

Construction
CEQA Guidelines Section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. As outlined in Section 2.2.3, Impact Criteria, of the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (Guidelines)[41], significant impacts related to an increase in VMT are generally associated with land use specific trips from residential, office, or regional serving retail projects generated following construction. A VMT analysis is not applicable to Project construction due to the temporary nature of construction traffic and the relatively low increase in added traffic trips from construction workers, haul/delivery trucks, and equipment.

Although LADOT has not established a significance threshold for construction impacts, Section 3.4 of the LADOT Guidelines identifies a list of screening criteria for project construction. If project construction meets any of screening criteria, further analysis will be required to assess for any potential impacts to existing pedestrian, bicycle, transit or vehicle circulation. The proposed project construction does not meet any of the screening criteria for further analysis. Nonetheless, a construction-related traffic analysis was prepared and provided as Appendix C.

Operation
As described previously in Section 1.5, Operation, the proposed project would result in two additional gates that would not increase the linear frontage that is currently available to accommodate aircraft parking and thus would not cause or facilitate an increase in passenger capacity. The proposed improvements include upgrades to improve building systems, renovate portions of the terminal interior and exterior, and replace the hydrant fueling system at T6. As the proposed project would not increase planned operations at T6, VMT would be similar to existing conditions. Therefore, the proposed project would be consistent with CEQA Guidelines section 15064.3(b), and impacts would be less than significant.

[41] City of Los Angeles Department of Transportation, Transportation Assessment Guidelines, July 2019, available at: https://ladot.lacity.org/sites/g/files/wph266/f/LADOT_TA_Guidelines_DRAFT%2020190708.pdf.

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

No Impact. The project site is located entirely within the existing LAX boundary. No new roads would be constructed as part of the proposed project and the proposed project would be consistent with the existing land use. Therefore, no impacts related to increase hazards due to a geometric design feature or incompatible land uses would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would not require any roadway closures and the project site is located entirely within the boundaries of the existing LAX property. LAWA maintains Emergency Response Evacuation Plans to minimize emergency access delays, should an evacuation be necessary. The project site would be kept clear and unobstructed during construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. With the above procedures in place, the impact to emergency access during construction activities would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

The following analysis is based on Native American consultation in accordance with Assembly Bill 52 (AB 52), which requires that a lead agency must consult with interested California Native American tribes who request formal consultation regarding impacts to tribal cultural resources. Pursuant to AB 52, LAWA formally provided a notification of an opportunity for consultation with an interested tribal party on December 17, 2019. As of the date of this document, a request for consultation has not been received by LAWA.

Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Impact. A records search identified no resources which are listed or eligible for listing in the California Register of Historical Resources or a local register which could be identified as tribal cultural resources associated with the project site. If any Native American cultural material is encountered within the project site, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding the appropriate treatment and disposition of the resources. Therefore, the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources. No impact would occur.

b) Cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1?

Less Than Significant Impact. Construction of the proposed project would include earth-disturbing activities, such as excavation. The NAHC conducted a Sacred Lands File search, which was positive. LAWA contacted the tribal representative identified by the NAHC regarding the Sacred Lands File search, and consultation is in progress. No potential tribal cultural resources were identified during the archival research or the field survey. The project would conform to the adopted ATP that documents the plans, policies, and procedures that address potential impacts to archaeological resources. Should any previously unknown tribal cultural resources be identified, potential impacts to such resources would be avoided through immediate halt of construction activities and notification and consultation with the interested Native American parties established in the Native American contact program. With ongoing Native American consultation for the proposed project, impacts would be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Require or result in relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would renovate T6 at LAX and would include replacement of the T6 apron, including concrete, fuel hydrant system, fuel pits, branch lines, and reuse or replacement of preconditioned air and 400 Hz power, where required. It would also install electric charging stations to support an electric ground service equipment fleet. Although there would be installation of electric power, the proposed project would not require new or expanded water, wastewater treatment or storm water drainage, natural gas, or telecommunications facilities. During construction, water would be required for activities such as dust control. However, these activities are limited and temporary and would not consume large amounts of water requiring construction of new water treatment facilities. Sanitary waste related to the temporary increase in on-site workforce during project construction would be handled through the use of portable chemical toilets, the waste from which would be removed by a private contractor and disposed at an approved off-site location that would comply with the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Due to the temporary nature of the construction activities and the relatively low number of construction workers, the amount of construction-related wastewater that would be generated is not expected to have a significant impact related to the capacity of existing wastewater treatment facilities. Therefore, impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The project would improve the existing components of the Concourse in the T6 Building and replace the associated aircraft parking apron, hydrant fuel, and gate systems. The renovation of T6 would require the use of potable water but the amount required would be nominal as compared to the existing usage. Therefore, no additional water supplies would be needed with the proposed project's implementation, and impacts would be less than significant.

c) 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?

No Impact. No new structure features that would generate wastewater would be constructed or operated as part of the proposed project. Therefore, implementation of the proposed project would not result in new demand for wastewater treatment. No impact to wastewater treatment capacity would occur.

d) Generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The removal and replacement of the T6 apron pavement would result in the removal of approximately 14,300 cubic yards of existing pavement and approximately 26,230 cubic yards of existing base material. The intent is to crush approximately half of the removed pavement and use it as base material onsite. This would minimize the amount of construction waste that would need to be disposed of in an area landfill. Approximately 7,150 cubic yards of pavement and 26,230 cubic yards of base material would be removed, resulting in approximately 33,380 cubic yards of material to be hauled off site from the airside construction activities. A minimum of 75% of solid waste generated from construction would be collected and diverted, in accordance with LAX Sustainable Design and Construction Requirements.[42] The project would also be subject to the City's Low Impact Development Ordinance and the Los Angeles Green Building Code Tier 1 requirements. T6 would continue to participate in the LAWA recycling program.

Landside construction activities would generate approximately 1,725 cubic yards of demolition debris, resulting in a total of approximately 35,105 cubic yards of material that would need to be hauled off site. It is assumed that 12-cubic-yard capacity dump trucks would be used to haul materials offsite. These impacts would be temporary in nature and not generate waste in excess of state or local standards. There are eight major landfills and several smaller landfills currently accepting municipal solid waste in Los Angeles County, and in 2017, the waste disposal capacity would not be exhausted for approximately 30 years.[43] Impacts to solid waste disposal during construction and operation of the proposed project would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste. Construction waste and debris removed during construction and operation of the proposed project would be recycled or disposed of in accordance with existing federal, State, and local regulations. No impact would occur.

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42 Los Angeles International Airport, Sustainable Design and Construction Requirements, https://www.lawa.org/-/media/lawa-web/tenants411/file/sustainable-design-construction-requirements.ashx, Accessed November 2019.

43 Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2017 Annual Report. Accessed: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF, November 2019.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

a-d) No Impact. The proposed project is not located in or near a state responsibility area or lands classified as very high fire hazard severity zone.[44] [45] No impact would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially 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, substantially 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?

Less Than Significant Impact. As set forth above, no sensitive species or habitat exist within or adjacent to the Project site. Construction of the proposed project would result in an impact to the environment, however, that impact has been found to be temporary and less than significant. Operation of the proposed project would continue the existing services that the facility currently provides and would result in a less than significant impact on the environment. The Proposed project would be constructed in the same location where it currently exists and there would be no impacts to historic, archaeologic, or cultural resources.

b) Does the project have environmental effects that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with

[44] California Board of Forestry and Fire Protection, Available at: https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/, accessed January 2020.

[45] California Public Utilities FireMap. Available at: https://ia.cpuc.ca.gov/firemap/, accessed January 2020.

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

Less Than Significant Impact. As discussed in Section III above, the proposed project would generate additional air pollutant emissions during construction and operations; however, these increases would be short-term and would not exceed the thresholds of significance established by SCAQMD. Therefore, the impact to air quality would not be cumulatively considerable.

As discussed in Section VIII above, GHG emissions contribute to the global condition known as the greenhouse gas effect. Because this is an issue that is by its very nature cumulative, CARB has established a threshold of significance and climate reduction strategies. The proposed project would generate short-term emissions of GHGs during construction and operation. The emissions generated during construction would be far below the established threshold of significance. The cumulative impact would be less than significant.

As discussed in Section XIII above, construction and operation of the proposed project would not result in a substantial increase in vehicle trips or other activity at the project site. Therefore, there would be no permanent or temporary increase in ambient noise levels, and the proposed project would not result in a cumulatively considerable noise impact.

As discussed in Section XVII above, construction activities would generate some additional vehicle trips on a short-term and temporary basis. However, these increases would not be substantial, and there would be no cumulative traffic impact during construction.

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

Less Than Significant Impact. The analysis presented in this document does not identify any environmental effects with the potential to adversely impact humans. The proposed project is limited in scope, and impacts would predominantly be temporary in nature driven by construction activities. As such, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the impact would be less than significant.

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