

Los Angeles International Airport (LAX)
Secured Area Access Post Project



**Final Environmental Impact
Report (Final EIR)**

[State Clearinghouse No. 2017041053]

City of Los Angeles /// Los Angeles City File No. EIR-17-010-AD

January 2018

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PREFACE

This document, in conjunction with the previously prepared documents described below, constitutes the Final Environmental Impact Report (Final EIR) for the Secured Area Access Post (SAAP) Project at Los Angeles International Airport (LAX). As further described in the Introduction of this document, the LAX SAAP Project includes a new SAAP to provide a fully functional, secured access point onto the Airport Operations Area (AOA) on the west side of LAX. The proposed new SAAP would be the sole full-access SAAP on World Way West and would replace SAAP 5, which was displaced in January 2016 by the Midfield Satellite Concourse (MSC) North Project, and SAAP 21, which was taken out of service by Phase 2 of the West Aircraft Maintenance Area (WAMA) Project in May 2017. The proposed new state-of-the-art SAAP along World Way West would accommodate all types of vehicles that require access to the AOA (construction, aircraft service vehicles, vendors, LAWA, etc.).

In accordance with the California Environmental Quality Act (CEQA), Los Angeles World Airports (LAWA), as Lead Agency, has completed an EIR to disclose the environmental impacts associated with the LAX SAAP Project. The South Coast Air Quality Management District is a Responsible Agency pursuant to CEQA.

LAWA circulated a Draft EIR regarding the proposed project, received public and agency comments on the Draft EIR, and prepared written responses to those comments – all of which provides the basis for this Final EIR.

Pursuant to CEQA Guidelines Section 15132, a Final EIR consists of:

- a) The Draft EIR or a revision of the draft.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the Lead Agency.

Accordingly, the Final EIR for the LAX SAAP Project consists of two components, as follows:

Component 1: Draft EIR and Appendices

The Draft EIR, including appendices, was distributed for public review and comment from July 27, 2017 to September 11, 2017.

Volume 1 – Draft EIR: Volume 1 of the Final EIR includes: The Draft EIR-Main Document; Appendix A, which contains the Initial Study, Notice of Preparation (NOP), and NOP Comments; and Appendix B, which contains the Historic Resources Technical Report and Historic Building Documentation for the Continental Airlines General Office Building.

Component 2: Responses to Comments and Corrections and Additions to the Draft EIR

Volume 2 – Responses to Comments and Corrections and Additions to the Draft EIR: The second part of the Final EIR consists of a compilation of the comments received on the Draft EIR, the written responses prepared by LAWA to those comments, and corrections and additions to the Draft EIR. This volume includes an index (i.e., list) of agencies and individuals that commented on the Draft EIR. This volume also includes Attachment 1, which consists of a copy of the comment letters on the Draft EIR in their original form (i.e., photocopies of comment letters).

All of the documents described above, comprising the Final EIR for the LAX SAAP Project, are available for public review at LAWA's Administration Offices, One World Way, Room 218, Los Angeles, California 90045. The Final EIR is also available online at www.ourlax.org.

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1. INTRODUCTION AND INDEX

1.1 Introduction

In compliance with the California Environmental Quality Act (CEQA), Los Angeles World Airports (LAWA) has completed this Final Environmental Impact Report (Final EIR) for the Secured Area Access Post (SAAP) Project (or proposed project) at Los Angeles International Airport (LAX). As described in the preface of this document, the Final EIR for the proposed project consists of two components, with the first component consisting of Volume 1 – Draft EIR and associated appendices, and the second component being Volume 2 – Responses to Comments and Corrections and Additions to the Draft EIR. This document, Volume 2, constitutes the second component of the Final EIR.

Draft EIR

A detailed description of the proposed project is provided in Volume 1 of the EIR (see Chapter 2 in the Draft EIR-Main Document). On July 27, 2017, LAWA published a Draft EIR for the LAX SAAP Project. In accordance with CEQA, the Draft EIR was circulated for public review for 45 days, with the review period closing on September 11, 2017.

As explained in more detail in Volume 1 of the EIR, the LAX SAAP Project consists of the construction of a new SAAP to provide a fully functional, secured access point onto the Airport Operations Area (AOA) on the west side of LAX. A new SAAP is needed on the west side to replace SAAP 5, which was displaced by the Midfield Satellite Concourse (MSC) North Project, and SAAP 21, which was taken out of service by Phase 2 of the West Aircraft Maintenance Area (WAMA) Project. The proposed SAAP would be the sole full-access SAAP on World Way West and would provide much-needed access to the north and south airfields, and to ongoing construction projects on the west side of the airport. The proposed new state-of-the-art SAAP along World Way West would accommodate all types of vehicles that require access to the AOA (construction, aircraft service vehicles, vendors, LAWA, etc.).

The new SAAP facility would have a land footprint of approximately 1,200 feet by 150 feet, consisting primarily of paved areas with various pieces of equipment to control access (gates, traffic lights, signage, vehicle arrest systems, security fencing, etc.), vehicle inspection equipment (license plate readers, under-vehicle scanners, etc.), and facilities and shelter for inspection staff, including two canopy structures spanning the width of the first and last inspection stations, and two guard station buildings, one at each of the first and last inspection stations. Each guard house would be approximately 350 square feet (SF) and would include monitoring equipment and a restroom facility. Construction of the new SAAP would require the demolition and removal of the former Continental Airlines (CAL) General Office (GO) Building, which is vacant, and associated facilities.

Final EIR

In accordance with State CEQA Guidelines Section 15088, LAWA prepared responses to all comments received on the Draft EIR. As required by the State CEQA Guidelines, the focus of the responses to comments is on “the disposition of significant environmental issues raised.” State CEQA Guidelines Section 15088(c). Detailed responses are not provided to comments on the merits of the LAX SAAP Project or on other topics that do not relate to environmental issues. As discussed below, all comments received on the Draft EIR will be forwarded, as part of this Final EIR, to the decision-makers for their consideration prior to taking any action on the LAX SAAP Project.

This document, which is the second component of the Final EIR, presents the comments received during the public review period for the Draft EIR and provides written responses to those comments. A total of three comment letters were received during the public review period. The index presented at the end of this chapter lists the agencies and the individual that submitted comments on the Draft EIR. Copies of all comment letters received are included in Attachment 1 of this document. Chapter 2 of this document presents, on a letter-by-letter basis, each comment, which is then followed immediately by a response, for all comments received during the review period for the Draft EIR (July 27, 2017 through September 11, 2017). The comments and responses are organized and grouped together into categories based on the affiliation of the commenter. The comments are presented in the following order: state agencies, local agencies, and public comments (i.e., letters from private citizens, organizations, etc.). Chapter 3 of this document provides corrections and additions to information presented in the Draft EIR.

1. Introduction and Index

Together with the Draft EIR, the responses to comments, along with corrections and additions to the Draft EIR, and list of commenters, constitute the Final EIR. Pursuant to CEQA, the Final EIR is not circulated for another round of comments and responses. The Final EIR will be presented to the decision-makers for their use in considering the LAX SAAP Project. Interested persons may comment on the Final EIR, including these responses, in the course of the decision-making process related to the proposed project; however, LAWA is not required to provide responses to such comments.

1.2 Index of Comment Letters

An alphanumeric index system is used to identify each comment and response, and is keyed to each letter and the individual comments therein. The following are the prefix codes used for categorizing the comment letter types:

Letter ID Prefix	Description
AS	State Agency
AL	Local Agency
PC	Public Comments

To assist the reader's review and use of the responses to comments, an index is provided. The index provides the alphanumeric label number, commenter name, affiliation (i.e., name of agency or organization that the author represents), and date of each comment letter.

Chapter 2 provides individual comments and responses, presented on a letter-by-letter basis. Each comment is typed exactly as it appears in the original comment letter. No corrections to typographical errors or other edits to the original comments were made. Immediately following each typed comment is a written response. A copy of each original comment letter is provided in Attachment 1 of Volume 2 of this Final EIR.

Following is the index that organizes comment letters by letter identification number.

Letter ID	Commenter	Affiliation/Agency	Date
SAAP-AS01	Morgan, Scott	State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	9/12/2017
SAAP-AL01	Petta, Joseph	Shute, Mihaly & Weinberger LLP (City of El Segundo)	9/11/2017
SAAP-PC01	Smithe589*		8/1/2017

*No identifiable name was provided.

2. COMMENTS AND RESPONSES

The following provides the responses to comments received on the LAX Secured Area Access Post Project Draft EIR.

SAAP-AS01 Morgan, Scott State of California, State Clearinghouse 9/12/2017

SAAP-AS01-1

Comment: The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 11, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response: The comment is noted.

SAAP-AL01 Petta, Joseph Shute, Mihaly & Weinberger LLP 9/11/2017
(City of El Segundo)

SAAP-AL01-1

Comment: On behalf of the City of El Segundo, thank you for the opportunity to review the Draft Environmental Impact Report (“DEIR”) for the Los Angeles International Airport (“LAX”) Secured Area Access Post Project (the “Project”).

El Segundo appreciates that, in focusing most of the Project on the mid-line of the airport between the Midfield Satellite Concourse (“MSC”) and West Aircraft Maintenance Area (“WAMA”), LAWA appears to have considered El Segundo’s longstanding concerns around noise and traffic impacts resulting from increased operations on the southern airfield. Although the DEIR concludes that the Project would result in just one significant impact—the demolition of the historic Continental general operations building—El Segundo is nevertheless concerned about the extent of traffic noise and road integrity impacts from the removal of building materials and of 33,000 cubic yards of soil/pavement, using Imperial between Pershing and I-405 as a haul route. The DEIR indicates this construction would last approximately 13 months.

LAWA’s regular reliance on Imperial as a construction haul route, for this Project and others, highlights the immediate need for long-promised road improvements, and periodic repairs as they become necessary in the future. El Segundo appreciates the consideration that LAWA has given this issue to date, and looks forward to follow-up discussions and close coordination on the issue as the Project goes forward.

Thank you for the opportunity to comment on the Project.

Response: Roadway noise associated with project construction traffic on area roads is addressed in Section XII, *Noise*, of the Initial Study (included in Appendix A of the Draft EIR). As discussed therein, traffic volumes on roads with good operating conditions (i.e., Level of Service B or better) would have to increase at more than a three-fold rate to reach the City’s threshold of significance of a 5 dBA increase, and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Roadways in the project area, including Imperial Highway, are heavily traveled. As discussed in Section XVI, *Transportation/Traffic*, of the Initial Study, construction traffic volumes associated with the proposed project would be relatively low. The peak number of construction employee trips is estimated to be approximately 40 per day. Deliveries and other truck-related activity during the peak construction period would total approximately 15 trucks (38 PCE) per day during the site preparation/grading phase. As such, the peak project-related trip generation during construction of the proposed project would be approximately 73 vehicle round-trips per day

2. Comments and Responses

(146 one-way trips), including construction worker commute trips and construction truck trips as adjusted with the PCE factor. (This assumes that the peak worker commute trips would occur during the same phase as the peak number of truck trips. As peak worker trips and peak truck trips would occur in different phases, this is a conservative number of trips.) These trips would occur outside of the a.m. and p.m. peak commuter periods. As such, project-related construction activities would not approach the number of trips required to result in a three-fold increase on any area roads, including Imperial Highway. Therefore, construction-related roadway noise would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Moreover, construction-related roadway noise associated with the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Potential impacts associated with construction roadway noise would be less than significant.

Regarding road integrity impacts, LAX existing planning addresses maintenance of haul route pavement conditions. More specifically, LAX Master Plan Commitment ST-17, Maintenance of Haul Routes, provides that haul routes on off-airport roadways will be maintained and comply with City of Los Angeles and other appropriate jurisdictional requirements for maintenance. As noted on page 29 of LAWA's LAX Master Plan Mitigation Monitoring and Reporting Program 2016 Annual Progress Report, this is an ongoing effort and continues to be implemented.¹ In addition, as part of a Memorandum of Understanding between the City of Los Angeles and the City of El Segundo, the City of Los Angeles will be performing rehabilitation and preventive maintenance work on certain portions of Imperial Highway located within the City of Los Angeles generally between Vista del Mar and Aviation Boulevard, with work to begin by the second quarter of 2018.² LAWA will continue to consult with the agencies responsible for maintenance of Imperial Highway and other roadways to identify any issues during construction with the condition of the haul routes.

It should be noted that the City of El Segundo prepared and certified an EIR in December 2015 for the Raytheon El Segundo South Campus Specific Plan Project, which includes construction of an additional 2.1 million square feet of development on 142 acres occurring over a 7-year period. (Raytheon El Segundo South Campus Specific Plan Project Draft EIR, Sections 3.3 and 3.4.) The Raytheon El Segundo South Campus project would require an estimated total of 168,664 construction-related truck trips. (Raytheon El Segundo South Campus Specific Plan Project Draft EIR, Appendix 10-04.)³ (In comparison, construction of the SAAP project would require an estimated total of 7,443 truck trips.) The EIR that the City of El Segundo prepared and certified for that project does not provide any analysis of road integrity impacts. (Raytheon El Segundo South Campus Specific Plan Project Draft EIR, Section 5.2; certified in Resolution No. 4958.)⁴

¹ City of Los Angeles, Los Angeles World Airports, *LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) 2016 Annual Progress Report*. Available: http://www.lawa.org/uploadedFiles/OurLAX/Past_Projects_and_Studies/Past_Publications/MMRP_2016.pdf.

² City of Los Angeles, LA City Clerk Connect, Council File 17-0276, *Motion*, November 29, 2017.

³ City of El Segundo, *Raytheon El Segundo South Campus Specific Plan Project Draft EIR*, prepared by RBF Consulting, July 2014. Available: http://elsegundo.org/depts/planningsafety/planning/el_segundo_south_specific_plan_draft_eir.asp.

⁴ City of El Segundo, *El Segundo City Council Agenda Statement*, January 19, 2016. Available: <http://www.elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=14546>. ["On December 15, 2015, the City Council adopted Resolution No. 4958 certifying the Environmental Impact Report (Environmental Assessment No. EA-905) for the El Segundo South Campus Specific Plan Project"].

SAAP-PC01 Smithe589

8/1/2017

SAAP-PC01-1

Comment: Very informative blog post. Really thank you! Keep writing. beeffbckaekefcd

Response: No response is required because the comment does not raise any significant environmental issues or address the adequacy of the environmental analysis included in the LAX Secured Area Access Post Project Draft EIR (Public Resources Code Section 21091(d); State CEQA Guidelines Sections 15088(c), 15204(a)).

2. Comments and Responses

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3. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

3.1 Introduction

As provided in the State CEQA Guidelines Section 15088(d), responses to comments may take the form of a revision to a Draft EIR or may be a separate section in the Final EIR. This chapter complies with the latter of these two guidelines and provides minor revisions to the Draft EIR resulting from minor corrections or updates to Draft EIR information. The following revisions are hereby made to the text of the Draft EIR. Changes in the text are signified by strikeouts where text is removed and shown with italics and underline where text is added. These changes do not add significant new information to the EIR that would require Draft EIR recirculation under State CEQA Guidelines Section 15088.5. For example, they do not disclose or suggest new or substantially more severe significant environmental impacts of the proposed project, or a new feasible mitigation measure or alternative considerably different than those analyzed in the Draft EIR that would clearly lessen the proposed project's significant effects.

3.2 Corrections and Additions to the Draft EIR Text

Chapter 1, Introduction and Executive Summary

1. The title of Mitigation Measure MM-HR (SAAP)-1 in the third column, second row, of Table 1-1 on page 1-5 is hereby revised as follows:

MM-HR (SAAP)-1. ~~Historic American Buildings Survey (HABS) Document~~ Conformance with LAWA's LAX Preservation Plan

2. The seventh sentence of the paragraph under Section 1.2, Summary of Proposed Project, on page 1-2 is hereby revised as follows:

Demolition and construction may not be continuous; it is estimated that demolition and construction would occur in the timeframe between 2018 and 2020 ~~the fourth quarter of 2017 and the first quarter of 2019.~~

Chapter 2, Project Description

1. The last sentence on page 2-1 continuing to the top of page 2-2 is hereby revised as follows:

Demolition and construction may not be continuous; it is estimated that demolition and construction would occur in the timeframe between 2018 and 2020 ~~the fourth quarter of 2017 and the first quarter of 2019.~~

2. The third sentence of the first paragraph under Section 2.5, Construction Schedule and Activities, on page 2-13 is hereby revised as follows:

Demolition and construction may not be continuous; it is estimated that demolition and construction would occur in the timeframe between 2018 and 2020 ~~the fourth quarter of 2017 and the first quarter of 2019.~~

3. The first paragraph under the heading LAWA Design and Construction Practices on page 2-15 is hereby revised as follows:

The proposed new SAAP would be designed and constructed in accordance with LAWA's Sustainable Design and Construction Policy.²² Per this policy, non-building projects, such as runways, taxiways, and civil infrastructure, which are not typically eligible for U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) certification, are required to meet the Los Angeles Green Building Code (LAGBC) Tier 1 requirements, unless exempted by LAWA's Sustainability Review Committee.²³ These LAGBC standards are, which is based on the California Green Building Code (CALGreen).²⁴ and Projects that are not able to pursue LEED® Silver certification or better, or LAGBC Tier 1 or better, are required to comply with LAWA's Sustainable Design & Construction Requirements.²⁵ The proposed project would achieve, at a minimum, LAGBC Tier 1 conformance or would comply with LAWA's Sustainable Design & Construction

3. Corrections and Additions to the Draft EIR

Requirements through environmentally-sensitive features including, but not limited to, the types described below.^{22,23}

²² City of Los Angeles, Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, September 7, 2017.

²³ City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, Green Building Code, as amended.

²⁴ 24 California Code of Regulations, Part 11, California Building Standards Commission, 2016 California Green Building Standards Code (CALGreen).

²⁵ City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport Sustainable Design & Construction Requirements, August 4, 2017.

²² City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, Green Building Code, as amended.

²³ 24 California Code of Regulations, Part 11, California Building Standards Commission, 2016 California Green Building Standards Code (CALGreen).

Chapter 4, Environmental Impact Analysis

1. The first sentence of the first full bulleted paragraph on page 4-2 is hereby revised as follows:

The Impacts Analysis section presents the analysis of impacts for the construction (the build-out horizon year 2020 ~~2019~~) of the proposed project.

Section 4.2, Cultural Resources

1. Footnote 100 on page 4.2-23 is hereby revised as follows:

¹⁰⁰ The study area for the archaeological and paleontological resources assessment for the LAX Landside Access Modernization Program included areas within the ~~CTA~~ western portion of LAX, some of which are ~~adjacent~~ in close proximity to the project site; refer to Figure 2 in City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for the Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Appendix I, Archaeological and Paleontological Resources Assessment Report, prepared by PCR Services Corporation, September 2016. Available: http://connectinglax.com/files/LAMP_DEIR_Appendix%20I.pdf.

Chapter 5, Alternatives

1. The second sentence of the second paragraph on page 5-14 is hereby revised as follows:

Rehabilitation of the CAL GO Building under this alternative would be conducted in accordance with LAWA's Design and Construction Handbook, and would achieve, at a minimum, LAGBC Tier 1 conformance or would comply with LAWA's Sustainable Design & Construction Requirements. ~~meet CALGreen Tier 1 requirements.~~

Chapter 6, Other Environmental Considerations

1. The first sentence of the third full paragraph on page 6-2 is hereby revised as follows:

As described in Chapter 2, Project Description, the proposed new SAAP would be designed and constructed in accordance with LAWA's Sustainable Design and Construction Policy. The policy requires that the proposed project ~~the Los Angeles Green Building Code (LAGBC), which is based on the California Green Building Code (CALGreen), and would achieve, at a minimum, LAGBC Tier 1 conformance~~ or comply with LAWA's Sustainable Design & Construction Requirements through environmentally-sensitive features.¹³³
^{131,132}

¹³³ City of Los Angeles, Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, September 7, 2017.

¹³⁴ City of Los Angeles, Los Angeles Municipal Code, Chapter IX, Article 9, Green Building Code, as amended.

¹³² 24 California Code of Regulations, Part 11, California Building Standards Commission, 2016 California Green Building Standards Code (CALGreen).

2. The last paragraph on page 6-10 is hereby revised as follows:

LAWA's Sustainable Design and Construction Policy requires non-building projects at LAX, such as runways, taxiways, and civil infrastructure that are not eligible for LEED® certification to adhere to the LAGBC, among other sustainability requirements.¹⁴⁵ Specifically, new LAWA or tenant building construction and building renovation projects that are not eligible for LEED® certification or are exempted by LAWA's Sustainability Review Committee shall meet LAGBC Tier 1 requirements. All building projects in the City of Los Angeles are subject to the LAGBC, which is enforced by the Los Angeles Department of Building and Safety (LADBS). Given that the LAGBC has replaced LEED® in the LAMC, LAWA has based its new sustainable construction standards on the mandatory and voluntary tiers defined in the LAGBC. All building projects with an LADBS permit valuation over \$200,000 shall achieve LAGBC Tier 1 conformance, to be certified by LADBS inspector during final plan check (on the issued building permit) and validated by the LADBS inspector during final inspection (on the Certificate of Occupancy). Tier 1 refers to specific practices that are to be incorporated into projects to achieve enhanced construction levels by incorporating additional green building measures. Projects that are not able to pursue LEED® Silver certification or better, or LAGBC Tier 1 or better, are required to comply with LAWA's Sustainable Design & Construction Requirements.¹⁴⁶

¹⁴⁵ City of Los Angeles, Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, September 7, 2017.

¹⁴⁶ City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport Sustainable Design & Construction Requirements, August 4, 2017.

3. The last paragraph on page 6-11 is hereby revised as follows:

Subsequently, LAWA consolidated its design standards into the LAWA Design and Construction Handbook (DCH), which includes sustainable guidelines for all construction projects.

On September 7, 2017, LAWA adopted the Sustainable Design and Construction Policy.¹⁵² Under this policy, new buildings and major building renovation projects are required to achieve a minimum of LEED® Silver certification. New LAWA or tenant building construction and building renovation projects that are not eligible for LEED® certification, such as runways, taxiways, and civil infrastructure, or are exempted by LAWA's Sustainability Review Committee, shall meet LAGBC Tier 1 requirements. Projects that cannot meet USGBC's or LAWA's LEED® Eligibility Criteria or LAGBC Tier 1 requirements, or are exempted by LAWA's Sustainability Review Committee, must adhere to LAWA's Sustainable Design & Construction Requirements, which incorporate sustainability concepts from the LEED® system as well as the LAGBC, Envision, and other airport sustainability guidelines.¹⁵³ The Requirements will ensure that all projects at LAWA facilities are environmentally responsible and resource-efficient throughout the structure's life-cycle: from siting to design, construction, operation, maintenance, and renovation, reflecting LAWA's commitment to sustainability. The Requirements will be incorporated into LAWA's Design and Construction Handbook. These DCH Sustainability Guidelines replace the previously adopted sustainability related guidelines. In accordance with the DCH Sustainability Guidelines, LAWA measures its sustainable performance in accordance with social, economic, and environmental impacts. The current Sustainability Guidelines are consistent with the LAGBC, which, as noted above, requires that all building projects with an LADBS permit valuation over \$200,000 achieve LAGBC Tier 1 conformance, to be certified by an LADBS inspector during final plan check (on the issued building permit) and validated by the LADBS inspector during final inspection (on the Certificate of Occupancy).¹⁴⁹

¹⁵² City of Los Angeles, Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, September 7, 2017.

¹⁵³ City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport Sustainable Design & Construction Requirements, August 4, 2017.

¹⁴⁹ City of Los Angeles, Los Angeles World Airports, 2016 Design and Construction Handbook: Environmental Sustainability, July 2016. Available: <http://www.lawa.org/uploadedFiles/LAXDev/DCH/Environmental/Sustainability%20CALGreen%20LEED.pdf>.

3. Corrections and Additions to the Draft EIR

4. The text of the first bullet on page 6-12 is hereby revised as follows:

- **LAWA's Clean Fleet Program.** LAWA introduced alternative fuel technology to its fleet in 1993. LAWA currently operates the nation's largest alternative-fuel airport fleet, consisting primarily of compressed natural gas (CNG), liquefied natural gas (LNG), propane, full-electric, and hybrid-electric vehicles. In the coming years, LAWA intends to replace its standard gasoline engine vehicles and some retired CNG vehicles with electric vehicles. Under LAWA's Electric Vehicle Purchasing Policy, 50 percent of new vehicle purchases will be electric vehicles by 2017, increasing to 80 percent by 2025 and 100 percent by 2035.¹⁵⁴ LAWA is also embarking on a campus-wide electric vehicle (EV) infrastructure study to support greater deployment of EV vehicles.

¹⁵⁴ City of Los Angeles, Los Angeles World Airports, Electric Vehicle Purchasing Policy – Los Angeles World Airports. Available: http://www.lawa.org/uploadedFiles/LAX/pdf/sustainability/LAWA_EV_Purchasing_Policy.pdf, accessed December 14, 2017.

5. The fourth sentence under Section 6.5.3.2.3, Applicability to the Proposed Project, on page 6-15 is hereby revised as follows:

Specifically, the proposed project would achieve, at a minimum, LAGBC Tier 1 conformance or would comply with LAWA's Sustainable Design & Construction Requirements through environmentally-sensitive features including, but not limited to, the types described previously.

Chapter 7, List of Preparers, Parties to Whom Sent, References, NOP Comments, and Acronymns

1. The following reference is hereby added after the second reference listed on page 7-8:

City of Los Angeles, Los Angeles World Airports, Electric Vehicle Purchasing Policy – Los Angeles World Airports. Available: http://www.lawa.org/uploadedFiles/LAX/pdf/sustainability/LAWA_EV_Purchasing_Policy.pdf, accessed December 14, 2017.

2. The following references are hereby added after the ninth reference listed on page 7-8:

City of Los Angeles, Los Angeles World Airports, LAWA Sustainable Design and Construction Policy, September 7, 2017.

City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport Sustainable Design & Construction Requirements, August 4, 2017.

3.3 Corrections and Additions to Appendices to the Draft EIR

Appendix A, Notice of Preparation/Initial Study and Scoping

1. The first sentence on page 90 of the Initial Study is hereby revised as follows:

Therefore, construction-related roadway *noise* would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Attachment 1 – Original Comment Letters on the LAX Secured Area Access Post Project Draft EIR

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Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

September 12, 2017

Vinita Waskow
Los Angeles World Airports
One World Way, Room 218
Los Angeles, CA 91406

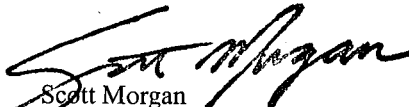
Subject: Los Angeles International Airport (LAX) Secured Area Access Post (SAAP) Project
SCH#: 2017041053

Dear Vinita Waskow:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 11, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017041053
Project Title Los Angeles International Airport (LAX) Secured Area Access Post (SAAP) Project
Lead Agency Los Angeles World Airports

Type EIR Draft EIR
Description The purpose of the proposed project is to construct a new SAAP to provide a fully functional, secured access point on to the airport operations area on the west side of LAX. The proposed replacement SAAP would accommodate all types of vehicles that require access to the AOA. Its elements would be the prototype for any future SAAPs and/or improvements to existing SAAPs at LAX. The New SAAP facility would have a land footprint of approximately 1,200 feet by 150 feet, consisting primarily of paved areas with various pieces of equipment to control, vehicle inspection equipment and facilities and shelter for inspection staff.

Lead Agency Contact

Name Vinita Waskow
Agency Los Angeles World Airports
Phone 800-919-3766 **Fax**
email
Address One World Way, Room 218
City Los Angeles **State** CA **Zip** 91406

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long 33° 56' 29.6N" N / 118° 25' 15.5W" W
Cross Streets World Way West and Pershing Drive
Parcel No. 4129026903
Township 3S **Range** 15W **Section** 2 **Base**

Proximity to:

Highways 1 (Lincoln/Sepulveda)
Airports LAX
Railways
Waterways Pacific Ocean
Schools St. BernandoHS/El Seg HS
Land Use LAX Specific Plan: LAX A Zone - Airport Airside Sub-Area

Project Issues Biological Resources; Cumulative Effects; Archaeologic-Historic; Tribal Cultural Resources

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Native American Heritage Commission; Regional Water Quality Control Board, Region 4; Air Resources Board

Date Received 07/27/2017 **Start of Review** 07/27/2017 **End of Review** 09/11/2017

SAAP-AS01

Note: Blanks in data fields result from insufficient information provided by lead agency.

September 11, 2017

Via E-Mail

Ms. Vinita Waskow
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

**Re: Draft Environmental Impact Report for LAX Secured Area
Access Post Project**

Dear Ms. Waskow:

On behalf of the City of El Segundo, thank you for the opportunity to review the Draft Environmental Impact Report (“DEIR”) for the Los Angeles International Airport (“LAX”) Secured Area Access Post Project (the “Project”).

El Segundo appreciates that, in focusing most of the Project on the mid-line of the airport between the Midfield Satellite Concourse (“MSC”) and West Aircraft Maintenance Area (“WAMA”), LAWA appears to have considered El Segundo’s longstanding concerns around noise and traffic impacts resulting from increased operations on the southern airfield. Although the DEIR concludes that the Project would result in just one significant impact—the demolition of the historic Continental general operations building—El Segundo is nevertheless concerned about the extent of traffic noise and road integrity impacts from the removal of building materials and of 33,000 cubic yards of soil/pavement, using Imperial between Pershing and I-405 as a haul route. The DEIR indicates this construction would last approximately 13 months.

LAWA’s regular reliance on Imperial as a construction haul route, for this Project and others, highlights the immediate need for long-promised road improvements, and periodic repairs as they become necessary in the future. El Segundo appreciates the consideration that LAWA has given this issue to date, and looks forward to follow-up discussions and close coordination on the issue as the Project goes forward.

Los Angeles World Airports
September 11, 2017
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Thank you for the opportunity to comment on the Project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Joseph "Seph" Petta

924120.1

From: smithe153@gmail.com [<mailto:smithe153@gmail.com>]
Sent: Tuesday, August 01, 2017 6:24 AM
To: LAX Stakeholder Liaison
Subject: Stakeholder Comment Submitted - Ref. No. 170801062347

This is to inform you that a comment from OURLAX.ORG website was submitted.

It may not reflect on the excel file yet the current submitted form as the file is being updated every end of the day.

Here is the link to the excel file <\\slaxVBfiler01\enterprisedev\reports\laxmp>

Reference No.:	170801062347
Date Submitted:	8/1/2017
From:	Smithe589
Email:	smithe153@gmail.com
Company Name:	
Address:	
City:	
State:	
Zip Code:	0
Project Name:	Secured Area Access Post
Other Comments:	Very informative blog post. Really thank you! Keep writing. beeffbckaekefed

IP Address: 202.122.143.66

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