Los Angeles World Airports

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX PLAN COMPLIANCE REVIEW

Date: **October 15, 2013**

Project Name: **Atlantic Aviation FBO - LAX** Case No.: **001-013LAXSP**

Location: **6411 W. Imperial Hwy., Los Angeles** Council District: **11th**

Project Description: **See Attachment 1** Plan Area: **LAX Plan**

Plan Land Use: **Airport Airside** Zone: **LAX-A**

CEQA: **Negative Declaration**

SUBJECT: **LAX Specific Plan Compliance Approval of the Atlantic Aviation FBO**

LAX Specific Plan Section 7 (Ordinance No. 176,345 as amended by Ordinance No. 179,148 and Ordinance No. 182,542) mandates that the Executive Director recommend LAX Plan Compliance approval of all Projects to the Board of Airport Commissioners (BOAC) and the City Council prior to construction and issuance of any grading permit, building permit, or use of land permit, or initiation of construction of a project. This report addresses the proposed Atlantic Aviation Fixed Base Operator (FBO) LAX Hangar and Office Development Project (hereafter referred to as the Atlantic Aviation Project), including a project description, the requisite findings of fact, the requisite reports received, and a final recommendation of approval with appropriate conditions.

I. PROPOSED PROJECT:

Project Background: On October 20, 2003, Mercury Air Group, Inc. (Mercury) executed a land lease for 15.3 acres of land with the City of Los Angeles to develop an FBO at Los Angeles International Airport (LAX). In 2007, Atlantic Aviation purchased Mercury Air Group, Inc.'s LAX interest and is now doing business as Atlantic Aviation, Inc. at the leasehold.

When Mercury executed its land lease, Mercury agreed to demolish and remove the B4 hangar and Air Freight Building 12 (AF12), which were located on the site. These improvements totaled 83,600 square feet, although only about 59,000 square feet were in use at the time. In 2004, Mercury completed demolition of the B4 and AF12 improvements and constructed a new 10,059 square foot FBO customer service and customs building, a vehicle parking lot, and a new concrete aircraft parking apron. Initially, Mercury contemplated constructing a 3,400 square foot airline maintenance building to support their airline maintenance service to commercial airliners. This building, however, was never built as Mercury sold off that portion of their business and discontinued commercial airliner maintenance on their FBO ramp.

Project Summary: Atlantic Aviation now proposes to construct a hangar and office building on its leasehold located within the airport airside at Los Angeles International Airport (LAX). The proposed hangar is 36,550 SF with an adjoining 4,900 SF one story office building and a 2,000 SF one story hangar support building.

Location: The proposed project is located at 6411 West Imperial Highway, Los Angeles, CA 90045. It is located within the southern portion of the airport, on the northwest corner of Sepulveda Boulevard and Imperial Highway. The site is located south of the south airfield at LAX and north of Imperial Highway and Interstate 105. Nearby land uses to the west of the site include cargo and freight tenants and a LAWA police facility. Sepulveda Boulevard lies to the east of the site and separates the site from the Fixed Base Operation (FBO) and cargo facilities located east of Sepulveda. The site is designated as Airport Airside in the LAX Plan and as LAX – A Zone (Airport Airside Sub-Area) in the LAX Specific Plan. The proposed hangar and office building are consistent with these designations and compatible with surrounding land uses. Access to the site is provided by an airport access road via Imperial Highway and California Street. The specific project area is shown on the Project Site Plan in **Attachment 2.**

Size: Atlantic Aviation seeks to construct a 36,550 square foot hangar on the western portion of the leasehold, as well as a 4,900 square foot one-story office building and 2,000 square foot one-story hangar support building, for a total of 43,450 square feet of improvements. Upon completion of the proposed improvements, the total building area on the leasehold would be 53,509 square feet.

II. RECOMMENDATION:

Under the authority granted by Section 7C of the LAX Specific Plan and for the reasons set forth in this report, I recommend:

A. That BOAC and the City Council grant the LAX Plan Compliance approval for the proposed project based on the following findings:

   1. That the Atlantic Aviation Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan; and

   2. That the Atlantic Aviation Project complies with the California Environmental Quality Act (CEQA).

B. That BOAC make the above prescribed findings and recommend to City Council that it approve the request for LAX Plan Compliance.

III. DESCRIPTION, PURPOSE AND NEED

Existing and Proposed Use:

Purpose and Need:

The primary objective of the proposed project would be achieved by providing tenants the opportunity to park their planes in a protective storage hangar. The proposed modernization would improve the quality of service provided to FBO tenants. The

specific objectives of the proposed project to provide a modern, state-of-the-art facility and reduce total Atlantic Aviation FBO airport operations at LAX would also be met.

The purpose of the currently proposed project is to provide a greater level of service and overall experience for the users of Atlantic Aviation FBO, enabling customers to store their aircraft inside a hangar rather than park aircraft outside. One of the aircraft is currently based at Van Nuys Airport (VNY), requiring the aircraft to fly into LAX to pick up and drop off passengers before returning the aircraft to VNY. Relocating the aircraft to LAX would reduce the number of aircraft operations (i.e. takeoffs and landings) from four per customer trip to two. Basing the aircraft in the proposed hangar would also allow FBO users to be more responsive to their customers and operate more cost effectively, by eliminating unnecessary flights to and from LAX from outlying airports.

***Ownership*:** The Atlantic Aviation project is located within LAWA-owned property.

***Operational Efficiency*:** The proposed improvements will facilitate a more efficient operation and administrative function for Atlantic Aviation allowing for an improved level of service and passenger experience.

Economic Benefits: Atlantic Aviation is a major contributor to the local economy both as an employer and an air service provider. The proposed project improvements will allow them to continue to contribute to our local economy with greater efficiency and customer satisfaction.

***Environment*:** LAWA, as the lead agency for the Atlantic Aviation project, has determined that this project has been adequately analyzed in compliance with CEQA for the reasons set forth in Atlantic Aviation Project Final Negative Declaration **(Attachment 3)**.

IV. FINDINGS OF FACT

The following findings support the recommendation to grant LAX Plan Compliance:

(1). THE PROPOSED PROJECT COMPLIES WITH THE LAX PLAN, ANY DESIGN GUIDELINES REQUIRED BY THE LAX PLAN, AND ALL APPLICABLE PROVISIONS OF THE LAX SPECIFIC PLAN.

The LAX Plan designates the project area with an Airport Airside land use. The LAX Specific Plan designates this area with an LAX-A Zone: Airport Airside sub-area. The proposed project is consistent with these designations. The site and surrounding areas have historically been used for similar uses, therefore the proposed project is compatible with the surrounding development.

Applicable Objectives and Policies:

Compliance with Purpose of LAX Plan: The Atlantic Aviation FBO Project complies with the proposed use and vision of the LAX Plan, as set forth in Section 1 of that Plan. Specifically, construction of the Atlantic Aviation FBO Project will allow LAX to respond to emerging technologies, trends and needs by accommodating aircraft with a modern, state of the art facility to protectively store planes. It will also contribute to the

modernization of the airport by enhancing passenger convenience. The project will also reduce total Atlantic Aviation airport operations.

Compliance with Goals, Objectives and Policies of LAX Plan: The LAX Plan identifies six goals and 20 supporting objectives to expand on the intent of the LAX Plan vision and provide further direction for the development of the airport. It also identifies specific policies and programs that will be used to implement these goals and objectives. Goals 1 thru 5, along with select objectives, of the LAX Plan are deemed applicable to the various elements of the Atlantic Aviation FBO Project. The Atlantic Aviation FBO Project complies with the following, objectives and policies of the LAX Plan, as explained below.

Goal #1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.

Objective #1: Provide superior facilities, services, and operations to meet the position of LAX as the principal airport and international gateway to the region.

Objective #2: Improve airport facilities and operations in order to provide world-class service for travelers and other airport users (i.e., employees, public service personnel, etc.)

--The Atlantic Aviation FBO Project would be consistent with this goal. The Project would meet objectives #1 and 2 by providing new facilities designed to accommodate aircraft that currently are based out of the Atlantic Aviation FBO at LAX and one aircraft currently based at Van Nuys Airport (VNY); and improving hangar and support buildings including office areas.

Goal #2: Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.

Objective #2: Promote safe air navigation.

Objective #3: Update and improve security for passengers, cargo, and surrounding communities through physical modifications and by using the most efficient available airport security systems as feasible, including multiple layers of security checks.

--The ancillary structure and proposed improvements will adhere to air traffic safety standards as well as maintain passenger security. The LAX Master Plan identified a proposed 121,000 square foot general aviation facility at the site currently occupied by Atlantic Aviation. Implementation of the proposed project would be consistent with the improvements assumed in the LAX Master Plan and consistent with the LAX Master Plan's primary goals and objectives to ensure safe and efficient operations at LAX. Physical modifications will maintain secure passenger operations. The office building itself would be located outside the airport operations area (AOA) boundary line, which would be located between the office building and the hangar. There would be one security door from the office building into the hangar that would be controlled by card key access. On the west side of the office building, a vehicle parking lot would be included for tenants and passengers using the hangar and office building outside of the AOA. On the north side of the hangar, a vehicle emergency access security gate would be constructed to allow access to the AOA, which would be controlled by the card key access from the vehicle parking lot.

Goal #3: Optimize LAX's critical role in supporting the economy as a major generator of economic activity.

Objective #1: Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.

--The project will provide improved facilities that should enhance LAWA's ability to maintain competitiveness with other airports. LAX customers will be able to base aircraft at LAX rather than at outlying airports eliminating unnecessary flights to and from LAX from outlying airports. This project will allow the FBO to be more responsive to its users and will allow the users to operate more cost effectively.

Goal #4: Recognize the responsibility to minimize intrusions on the physical environment.

Objective #2: Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.

Objective #3: Incorporate mitigation measures and master plan commitments from LAX Master Plan environmental analyses into project design and operation.

--The Negative Declaration for the Atlantic Aviation Project incorporates applicable LAX Master Plan commitments to reduce potential environmental impacts. These commitments address environmental impacts ensuring lighting and glare are minimized and that temporary construction transportation/traffic adheres to designated traffic plans.

Goal #5: Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.

Objective #1: Minimize negative impacts to surrounding residential land uses.

Objective #2: Maximize the public benefits of airport development, particularly to adjacent land uses.

Objective #3: Provide opportunities for community participation in Master Plan Program decisions that could affect stakeholders by consultation with an LAX Master Plan Stakeholder Liaison who will communicate with stakeholders, including: adjacent residential and business communities; airline representatives; airport concessionaires; cargo and freight forwarders; labor representatives; business organizations and neighborhood councils.

--The Negative Declaration was made available on the LAWA website providing opportunity for review and comment. Agencies, organizations and other interested parties in proximity were notified of the project through mailings along with notification in the Los Angeles Times newspaper. An email address was established specifically for this project on the LAWA website by which comments and suggestions could be submitted. No comments were received by the public during the comment period. LAWA's Stakeholder Liaison's Office also conducted separate notifications to over 5,000 stakeholders to further complement this outreach effort. There were no separate comments received by the Stakeholders Liaison's Office related to this project.

LAX Plan Policies and Programs:

The following policies and programs have been developed to implement the LAX Plan goals and objectives to guide airport development and are applicable to the Atlantic Aviation Project. These policies and programs are organized into topics that address functional and operational aspects of the airport and potential impacts to adjacent land uses. Applicable topics to the project are related to security and land use.

Security

Policy and Program #4: Consult with the Los Angeles Police Department, the Los Angeles World Airports Police Department, other law enforcement agencies, and security experts, as appropriate, during facility planning, design, and review phase so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community.

Policy and Program #6: Provide flexibility in facility design to allow for the incorporation of new technologies and security.

--Deterrence and prevention of terrorist attacks is essential to the modernization of LAX. The LAX Plan enables Los Angeles World Airports to meet current and future security needs and incorporate future technologies as they are developed. Atlantic Aviation FBO limits commercial and private vehicle access to primary passenger processing facilities and gates, and develops multiple access points to the airport that are away from critical airport infrastructure. The proposed project will maintain airfield security by incorporating access controls between the office building and the hangar, and between the parking lot and the AOA. The safety policies and programs contained within this organizational topic will complement the improvements proposed in the project and together will synergistically maintain overall safety within the project area and throughout the airfield.

Land Use

Policy and Program #1: Develop a balanced airfield to provide for more efficient and effective use of airport facilities.

Policy and Program #5: Provide and maintain landscaped buffer areas along the southern boundary of Airport airside that include setbacks, landscaping, screening or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.

--LAX is comprised of four general areas with land use designations of Airport Airside, Airport Landside, LAX Northside and Open Space. The proposed project's land use designation is Airport Airside which includes aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services. This project is an ancillary airport facility that promotes passenger movement.

The proposed Atlantic Aviation project is consistent with these Objectives and Policies of the LAX Plan. The proposed enhancements will improve the level of customer service and overall travel experience for passengers traveling through the existing facility. Atlantic Aviation will also continue to contribute to the local economy with greater efficiency as an employer and an air service provider to the travelling public.

(2). THE ENVIRONMENTAL CLEARANCE FOR THE PROPOSED PROJECT COMPLIES WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

The proposed project has been analyzed in compliance with CEQA. The documentation of the Negative Declaration is set forth in detail in **Attachment 3**.

V. REPORTS RECEIVED

The LAX Specific Plan requires that the Executive Director's Office, in making its recommendations, consider input generated from a number of sources. These include the LAX Master Plan Stakeholder Liaison Office (SLO), the Annual Aviation Activity

Report, the Annual Traffic Generation Report, and comments and recommendations received from the General Manager of the Department of Transportation (DOT) and the City Engineer.

LAX Master Plan Stakeholder Liaison Report

Notice of the request for LAX Plan Compliance was posted in accordance with Section 7.F.2 of the LAX Specific Plan. Notice of the proposed project was posted on the LAWA website on May 15, 2013. The public comment period began on May 15, 2013 and closed on June 7, 2013. The Stakeholder Liaison's Report was received by LAWA and describes the outreach efforts of the Stakeholder Liaison's Office and details the comments received from stakeholders.

The SLO notified over 5,000 stakeholders of the proposed project via mailer and published the notification online at www.ourlax.org allowing for comments to be submitted electronically. A total of one (1) comment was received online. The commenter submitted solicitation, a comment not related to the proposed project.

The Stakeholder Liaison's Report is included as **Attachment 4.**

Traffic Generation Report

The Annual Traffic Generation Report was prepared pursuant to the LAX Specific Plan, Section G by the Ground Transportation Section of the Capital Programming and Planning Group at LAWA, and is included as **Attachment 5**. It is used to determine if projects will generate trips beyond a threshold established in the LAX Specific Plan. If that threshold is reached, then a Specific Plan Amendment Study will be triggered. The Report identifies the number of trips currently being generated by LAX, the number of trips anticipated to be generated at the completion of the project and the number of trips anticipated to be developed at the completion of the LAX Master Plan.

The Environmental Impact Report (EIR) for the LAX Master Plan forecasts 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures. If the annual Traffic Generation Report shows that the number of new airport peak-hour trips is likely to be exceeded, a Specific Plan Amendment Study is required.

The analysis shows that current trips are lower than the vehicles estimated for the base year for the Master Plan. Trips for the peak hour in the base year were 17,725; the current peak hour trip count for 2012 is 14,281. Therefore, the 2010 trip generation total for the airport peak hour does not trigger the preparation of a Specific Plan Amendment Study.

Aviation Activity Analysis

LAWA is required to prepare and submit an annual Aviation Activity Analysis Report to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation, and the City Council pursuant the LAX Specific Plan per Section 7 Subsection G.1(b), Monitoring and Reporting. It is provided as **Attachment 6.** This report includes the latest analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX.

The report states that, in 2012, LAWA had an increase of 2.95% in passenger volumes and an increase of 5% in cargo volumes compared to the previous year. However, several factors have affected growth at LAX, preventing it from reaching million annual passenger (MAP) and million annual ton (MAT) levels similar to those prior to the terrorist attacks of 2001. Extreme fuel price increases, a poor global economic environment, the introduction of new large aircraft, and a reduction in number of flights and the number of markets they serve have all contributed to the reduced activity levels at LAX. The report concludes that LAX remains the primary airport for the region.

Department of Transportation

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the Atlantic Aviation FBO Project to the General Manager of the Department of Transportation. A written response was received from the Department of Transportation on May 14, 2013, concluding that "in accordance with LADOT's Traffic Study Policies and Procedures the project would not be required to conduct a traffic study." However, "because the project is located within the Coastal Transportation Corridor Specific Plan (CTCSP) (Ordinance No. 168999) area, it is subject to the directives of the CTCSP and the following applicable provisions: 1) Application Fee: $400; 2) Traffic Impact Assessment Fee: $332,633; 3) Covenant & Agreement: documenting property uses, to be filed with the Los Angeles County Recorder's Office." A subsequent letter from the Department of Transportation, dated July 11, 2013, revised the Traffic Impact Assessment Fee identified in Item 2 above from $332,633 to $81,130. The applicable provisions from the CTCSP outlined in LADOT's May 14, 2013 response letter are the responsibility of the applicant when/if project approval is met. The correspondence received from the Department of Transportation is included as **Attachment 7**.

Department of Public Works - Bureau of Engineering

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the Atlantic Aviation FBO Project to the City Engineer, Bureau of Engineering. A written response was received from the Bureau of Engineering stating that the "office does not have any recommendations with respect to parking, driveways, access, circulation and infrastructure improvements." The correspondence received from the Bureau of Engineering is included as **Attachment 8.**

Copies of the transmittal letters to the Office of Council District 11, Department of Transportation, Department of Public Works – Bureau of Engineering and the Stakeholder Liaison's Office are attached for reference as **Attachment 9**.

Sincerely,

Gina Marie Lindsey
Executive Director

Date: 11-8-13

Reviewed by:

Cynthia Guidry
Director of
CPPG

Reviewed by:

Lisa Trifiletti
Director of Environmental
and Land Use Planning

Prepared by:

Evelyn Quintanilla
Chief of Airport Planning I
CPPG

Attachments
LT:eq

ATTACHMENT 1

PROJECT DESCRIPTION

Atlantic Aviation FBO Hangar & Office Development Project
at Los Angeles International Airport

Project Description

Proposed Project

Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at Los Angeles International Airport (LAX). The proposed project is located at 6411 West Imperial Highway, Los Angeles, CA 90045. The proposed hangar is 36,550 SF with an adjoining 4,900 SF one story office building and a 2,000 SF one story hangar support building.

Project Location

The project site is located within the southern portion of the airport, on the northwest corner of Sepulveda Boulevard and Imperial Highway. The site is located south of the south airfield at LAX and north of Imperial Highway and Interstate 105. Nearby land uses to the west of the site include cargo and freight tenants and a LAWA police facility. Sepulveda Boulevard lies to the east of the site and separates the site from the Fixed Base Operation (FBO) and cargo facilities located east of Sepulveda. The site is designated as Airport Airside in the LAX Plan and as LAX – A Zone (Airport Airside Sub-Area) in the LAX Specific Plan. The proposed hangar and office building are consistent with these designations and compatible with surrounding land uses. Access to the site is provided by an airport access road via Imperial Highway and California Street.

Project Background

On December 29, 2003, Mercury Air Group, Inc. (Mercury) executed a land lease with the City of Los Angeles to develop a Fixed Base Operation (FBO) at the project site. In 2007, Atlantic Aviation purchased Mercury Air Group, Inc's LAX interest and is now doing business as Atlantic Aviation, Inc.

When Mercury executed its land lease, Mercury agreed to demolish and remove the B4 hangar and Air Freight Building 12 (AF12) which were located on the site and replace it with an airline maintenance building. The B4 hangar was 165 ft. by 300 ft. with a total area of 49,500 SF and the AF12 warehouse was 100 ft. by 100 ft. with a total area of 10,000 SF for a total of 59,500 SF.

In 2004, Mercury completed demolition of the B4 and AF12 improvements and constructed a 10,059 SF FBO customer service and customs building, a vehicle parking lot, and a concrete aircraft parking apron. Initially, Mercury contemplated construction of a 3,400 SF airline maintenance building to support their airline maintenance service to commercial airliners. This building, however, was never built as Mercury sold off that portion of their business and

discontinued commercial airliner maintenance on their FBO ramp. Atlantic Aviation does not provide any services to the airlines on its leasehold, including heavy aircraft maintenance.

The proposed hangar and office building would enable Atlantic Aviation to provide a greater level of service to the users of its FBO, enabling them to store their aircraft inside a hangar rather than park them outside. Some of these users currently base their aircraft at other airports, requiring the aircraft to fly into LAX to pick up and drop off passengers before returning the aircraft to their home airport. Relocating these aircraft to LAX would reduce the number of aircraft operations (i.e. takeoffs and landings) from four per customer trip to two. Basing the aircraft in the proposed hangar would also allow FBO users to be more responsive to their customers and operate more cost effectively, by eliminating unnecessary flights to and from LAX from a distant home base.

Project Description

Atlantic Aviation now proposes to construct a 36,550 SF hangar, a 4,900 SF office building, and a 2,000 SF hangar support building for total new improvements of 43,450 SF.

The hangar would be a metal building that is 215 ft. by 170 ft. and 42 ft. tall at its maximum, with horizontal wall panels on the sides and a hangar door located on the east side that is 195 ft. by 28 ft. tall. The hangar door would be a traditional powered, bi-directional metal rolling door. There would be no heavy aircraft maintenance performed within the proposed hangar.

The office building would be a 27 ft. by 195 ft. steel-frame building with an exterior stucco side finish to match the FBO customer service building. The building would be located on the west side of the hangar and would share a common wall with the hangar. There would be four office suites included in the office building for the use of the tenants who store their aircraft in the hangar. The office building itself would be located outside the airport operations area (AOA) boundary line, which would be located between the office building and the hangar. There would be one security door from the office building into the hangar that would be controlled by card key access.

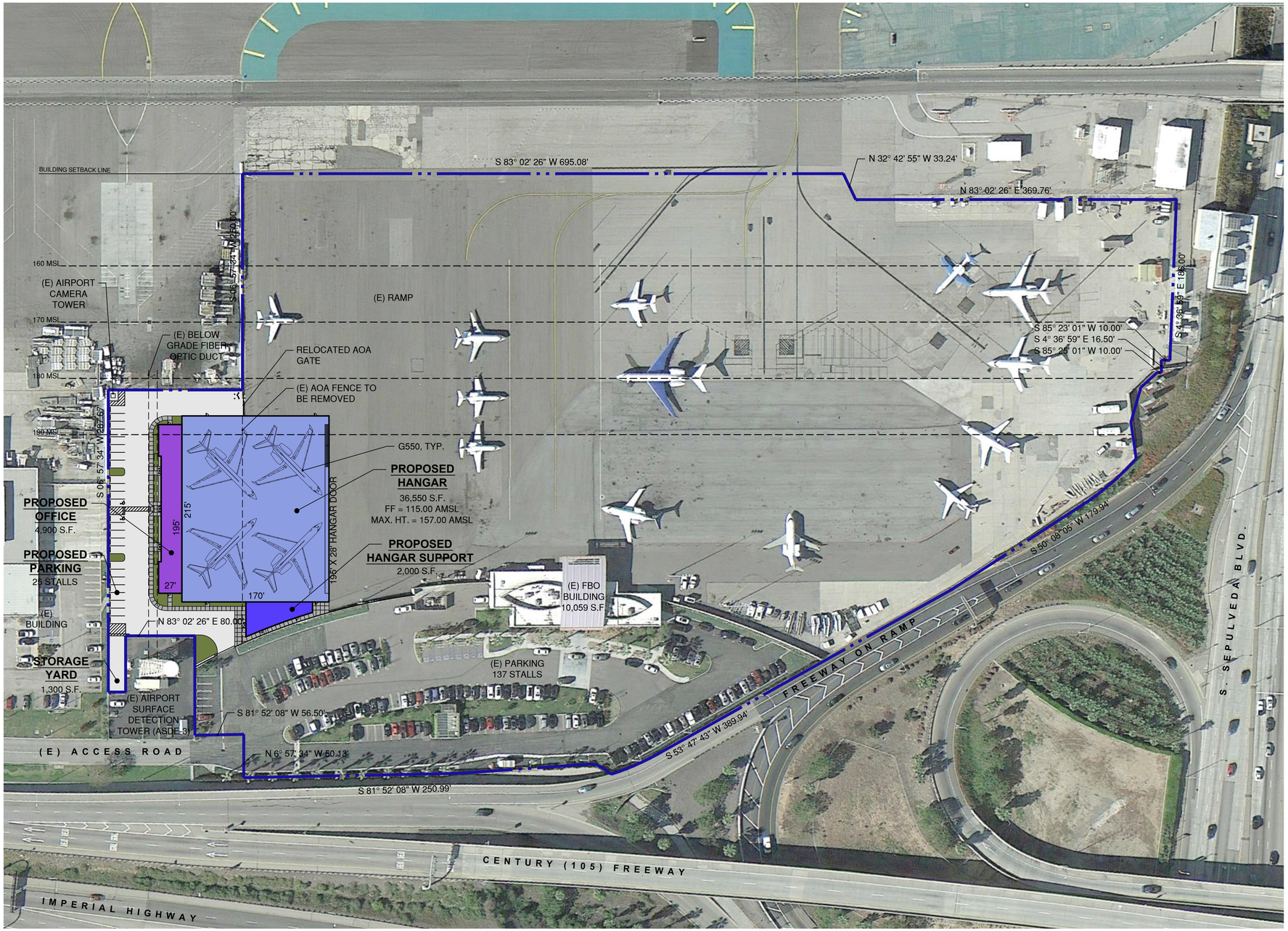
The hangar support building would be located on the south side of the hangar and would have an exterior stucco finish to match the FBO customer service building and proposed office building. This building would contain a foam fire suppression system, electrical room, hangar rest rooms, and tenant storage areas.

On the west side of the office building, a vehicle parking lot would be included for hangar and office building tenants with 25 vehicle parking stalls. The access gate from Atlantic Aviation's current parking lot would be adjusted to fit with the proposed site plan. The entire vehicle parking lot would be outside of the AOA.

On the north side of the hangar, a vehicle emergency access security gate would be constructed to allow access to the AOA and would be controlled by card key access from the vehicle parking lot.

The total existing and proposed improvements are 5,991 SF less than the B4 and AF12 improvements that were demolished in 2004. Refer to the attached site plan for details on the proposed improvements.

The proposed project would result in minimal changes to the existing uses at the Atlantic Aviation FBO. The aircraft that would be housed in the hangar currently fly into the FBO, although their home bases are at other airports. As noted above, by basing these aircraft at LAX, the total number of operations at the FBO would decrease. The aircraft are currently serviced at LAX (e.g., flight kitchen services, fueling); no increase in services would occur with project implementation. No heavy aircraft maintenance would be conducted at the FBO. The office building would be used by Atlantic Aviation customers, specifically aircraft crew and support staff. It is expected that between 6 and 8 people would use the office space. These staff are currently located at the aircraft home bases and would represent new employees on the site. Aircraft crew travel to and from the site would be based on flight schedules, and would not ordinarily occur on a daily basis and could occur in both peak and non-peak travel times. The other employees would typically travel to and from the site during normal business hours.



LEGEND

- HANGAR
- OFFICE
- HANGAR SUPPORT
- DECORATIVE PAVING
- VEHICLE PAVING
- LANDSCAPING
- EXISTING LEASE LINE

VICINITY MAP

N

SCALE: 1" = 60'-0"

0' 30' 60' 120' 240'

ATLANTIC AVIATION SERVICES

6411 W. IMPERIAL HIGHWAY
LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES, CALIFORNIA

JRM & A ARCHITECTS ENGINEERS PLANNERS

ATLANTIC

A1.1
OVERALL SITE PLAN

JOB #4519 | 25 APRIL 2013

Final Negative Declaration

for

Atlantic Aviation
Los Angeles International Airport (LAX)
Hangar and Office Development Project

City of Los Angeles
Los Angeles City File No. NG-13-282-AD

November 2013

LAX
Los Angeles World Airports

1.0 INTRODUCTION

The Notice of Intent to Adopt an Initial Study and a Proposed Negative Declaration for the Project was posted at the office of the City Clerk on September 9, 2013 and the office of the County Clerk on September 11, 2013. In addition, in accordance with CEQA Guidelines Section 15072, the Notice of Intent to Adopt an Initial Study and a Proposed Negative Declaration for the Project was mailed to approximately 43 organizations and individuals potentially affected by or interested in the proposed project. A notice regarding the project was published in the Los Angeles Times on September 12, 2013. Copies of the Initial Study/Proposed Negative Declaration were available for review at the following libraries: (1) Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045; (2) El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245; (3) Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301; and at Los Angeles World Airports: 1 World Way, Room 218, Los Angeles, CA 90045. In addition, the document was also available online at LAWA's website (www.ourlax.org) under "Current Projects – Publications."

In accordance with CEQA Guidelines Section 15073, a 20-day comment period for the Initial Study and Proposed Negative Declaration (IS/ND) began on September 12, 2013 and ended on October 2, 2013. No comments were received on the IS/ND and no revisions were made to the IS/ND.

As part of the Final ND, the following appendices are included to complete the environmental compliance documentation:

Appendix A: Initial Study/Proposed Negative Declaration

Appendix B: Initial Study/Proposed Negative Declaration Mailing List

Appendix C: Initial Study/Proposed Negative Declaration Mailing and Repository Confirmations

Appendix D: Initial Study/Proposed Negative Declaration Proof of Newspaper Notice

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APPENDIX A

Initial Study/Proposed Negative Declaration

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Pursuant to the State of California Public Resources Code Article 7 of the California Environmental Quality Act (CEQA), as amended, the City of Los Angeles, Los Angeles World Airports has prepared an Initial Study for the project described below. Under CEQA, the City identified no significant impacts and proposes to adopt a Negative Declaration.

ORIGINAL FILED

SEP 11 2013

LOS ANGELES, COUNTY CLERK

Date: September 12, 2013

To: All Interested Parties

Project Title: Atlantic Aviation Los Angeles International Airport (LAX) Hangar and Office Development Project

Project Location: The project site is located on the western portion of Atlantic Aviation's leasehold, which is on the northwest corner of Sepulveda Boulevard and Imperial Highway at 6411 West Imperial Highway, Los Angeles, CA 90045.

Project Applicant: Atlantic Aviation

Lead Agency: Los Angeles World Airports (LAWA)

Description of Project:

Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at LAX. The project site is located on the western portion of Atlantic Aviation's leasehold, which is on the northwest corner of Sepulveda Boulevard and Imperial Highway at 6411 West Imperial Highway, Los Angeles, CA 90045. The proposed hangar would be 36,550 square feet with an adjoining 4,900 square foot one-story office building and a 2,000 square foot one-story hangar support building. The main purpose of the project is to provide a greater level of service to the users of its Fixed Based Operations (FBO), enabling them to store their aircraft inside a hangar rather than park them outside. By providing hangar storage for aircraft, some of Atlantic Aviation's current LAX customers would be able to base their aircraft at LAX, rather than at outlying airports, thereby reducing the number of aircraft operations at LAX, and eliminating unnecessary flights to and from LAX from outlying airports. This would allow FBO users to be more responsive to their customers and operate more cost effectively.

How to Comment on the Notice of Intent to Adopt a Negative Declaration:

The proposed Negative Declaration and Initial Study for the proposed project will be available for a 20-day review period beginning on September 12, 2013 and may be viewed on the LAWA website www.OurLAX.org under "Current Projects – Publications." Copies of the document are also available for review in the following libraries: (1) Westchester-Loyola Village Branch: 7114 W. Manchester Avenue, Los Angeles, CA 90045; (2) El Segundo Library: 111 W. Mariposa Avenue, El Segundo, CA 90245; and (3) Inglewood Library: 101 W. Manchester Boulevard, Inglewood, CA 90301. Please call (800) 919-3766 for other viewing locations or for questions. Comments on the document must be received by 5:00 p.m. on October 2, 2013 at the following address:

DOCUMENT FILED
City Clerk's Office
No: N613-282-AD
Certified by Ed
Date: 9/9/13

Attention: Evelyn Quintanilla, City Planner
City of Los Angeles, Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045

Comments may be submitted on the LAX website [www.OurLAX.org].

Si desea esta información en español, visite www.OurLAX.org O llame a (424) 646-5188

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-899

Business Filings

NORWALK

Cashier: C. CHEN

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Wednesday, September 11, 2013 11:44 AM

Item(s)

Fee	Qty	Total
NoI - County Fee 2013190540	1	$75.00

Total **$75.00**

Total Documents: 1

Customer payment(s):

Check $75.00

Check List:
#10223 $75.00

Atlantic Aviation
Los Angeles International Airport (LAX)
Hangar and Office Development Project

Initial Study – Proposed Negative Declaration

City of Los Angeles
Los Angeles City File No. NG-13-282-AD

Lead Agency:

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

Prepared by:

CDM Smith
111 Academy Way, Suite 150
Irvine, California 92617

September 12, 2013

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV City CEQA Guidelines)

LEAD CITY AGENCY	**COUNCIL DISTRICT**	**DATE**
Los Angeles World Airports (LAWA)	Council District 11	September 12, 2013

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	**CASE NO.**
Atlantic Aviation Los Angeles International Airport (LAX) Hangar & Office Development Project	NG-13-282-AD

PREVIOUS ACTIONS CASE NO.	☐ **DOES have significant changes from previous actions.**
LAX Master Plan Case No. CF-00-1774-S4 and CPC 2003-4647 GPA/ZC/CA/MPR LAX Master Plan Environmental Impact Report (EIR), April 2004 (SCH#1997061047) Mercury Air Group FBO Negative Declaration, May 2003 (Case No. AD 153-03)	☒ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at LAX. The project site is located on the western portion of Atlantic Aviation's leasehold, which is on the northwest corner of Sepulveda Boulevard and Imperial Highway at 6411 West Imperial Highway, Los Angeles, CA 90045. The proposed hangar would be 36,550 square feet with an adjoining 4,900 square foot one-story office building and a 2,000 square foot one-story hangar support building.

ENVIRONMENTAL SETTING:

The environmental setting is characterized by a highly-built environment with vehicle, aircraft, and passenger movement activity within and adjacent to the site throughout the day and night. The adjacent area is a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses.

PROJECT LOCATION

The project site is within LAX, which is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The project site is located in the southern portion of LAX, and in the western portion of the Atlantic Aviation Fixed Base Operation (FBO) leasehold, in an area currently used for vehicle parking.

PLANNING DISTRICT	**STATUS:**
LAX Specific Plan	☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**(December 14, 2004, as amended May 21, 2013)
EXISTING ZONING LAX - A Zone: Airport Airside Sub-Area	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Airport-related airside uses; no change in zone is proposed	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES North – Airport Airside (South Runways); East – Airport Airside (Atlantic Aviation FBO customer service building); South – Airport Airside (Atlantic Aviation parking lot, FAA Airport Surface Detection Tower [ASDE-3]); West – Airport Airside (Nippon Cargo Airlines and Thai Cargo)	☐ **NO DISTRICT PLAN**

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

	CITY PLANNER
SIGNATURE	**TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    1) Earlier Analysis Used. Identify and state where they are available for review.
    2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:
    1) The significance criteria or threshold, if any, used to evaluate each question; and
    2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Agricultural and Forest Resources	☐ Hydrology and Water Quality	☐ Recreation
☐ Air Quality	☐ Land Use and Planning	☐ Transportation/Circulation
☐ Biological Resources	☐ Mineral Resources	☐ Utilities
☐ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	
☐ Greenhouse Gas Emissions		

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME	**PHONE NUMBER***
Los Angeles World Airports - Evelyn Quintanilla	(800) 919-3766

PROPONENT ADDRESS

One World Way, Room 218, Los Angeles, CA 90045

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Los Angeles World Airports	September 12, 2013

PROPOSAL NAME (If Applicable)*

Atlantic Aviation LAX Hangar and Office Development Project

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state or city-designated scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (O_3, NO_2, PM10, PM2.5, and lead) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
provide substantial additional sources of polluted runoff?				
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other governmental services (including roads)?	☐	☐	☐	☒
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

☞ ☐ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)**

(See Attachment B)

ATTACHMENT A
PROJECT DESCRIPTION

1.0 PURPOSE OF INITIAL STUDY

The general purpose of this Initial Study is to determine if the Atlantic Aviation Los Angeles International Airport (LAX) Hangar and Office Development Project ("proposed project") may have a significant effect on the environment and to serve as an informational document for the public and the decision-makers.

The Los Angeles World Airports (LAWA) has completed the following Initial Study for the proposed project in accordance with the California Environmental Quality Act or CEQA (Section 21000 et seq., California Public Resources Code), implementing State CEQA Guidelines (Section 15000 et seq. Title 14, California Code of Regulations), and L.A. CEQA Thresholds Guide (2006). The Initial Study for the proposed project was prepared in accordance with the requirements set forth in Section 15063 of the State CEQA Guidelines. As determined in this Initial Study and as further described in Attachment B, Explanation of Checklist Determinations, there is no substantial evidence that the proposed project may have a significant effect on the environment. Therefore, in accordance with Section 15070 of the State CEQA Guidelines, a Negative Declaration is hereby proposed.

This Draft Initial Study/Negative Declaration (IS/ND) will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 20 days in accordance with Section 15073 of the State CEQA Guidelines. All comments or questions about the Draft IS/ND should be addressed to the following individual:

Ms. Evelyn Quintanilla
Los Angeles World Airports
One World Way West, 2nd Floor
Los Angeles, CA 90045
(800) 919-3766

Upon completion of the public comment period, a Final IS/ND will be prepared that provides written responses to comments received on the Draft IS/ND. These comments and their responses will be included in the Final IS/ND for consideration by LAWA.

2.0 INTRODUCTION

Atlantic Aviation proposes the implementation of the proposed project on its leasehold located at 6411 West Imperial Highway, Los Angeles, California. The main purpose of the project is to provide a greater level of service to the users of its Fixed Based Operations (FBO), enabling them to store their aircraft inside a hangar rather than park them outside. By providing hangar storage for aircraft, some of Atlantic Aviation's current LAX customers would be able to base their aircraft at LAX, rather than at outlying airports, thereby reducing the number of aircraft operations at LAX, and eliminating unnecessary flights to and from LAX from outlying airports. This would allow FBO users to be more responsive to their customers and operate more cost effectively.

2.0 PROJECT LOCATION AND SURROUNDING USES

Regional Setting

As shown in Figure 1, Regional Location Map, the project site is located within the City of Los Angeles, at LAX on LAWA property. The project site is located within the LAX Plan area of the City of Los Angeles, which is in the County of Los Angeles. LAX is the primary airport for the greater Los Angeles area, encompassing approximately 3,650 acres, and is situated at the western edge of the City of Los Angeles. In 2012, LAX was the world's sixth busiest passenger airport, serving approximately 63.6 million annual passengers (LAWA, 2013).

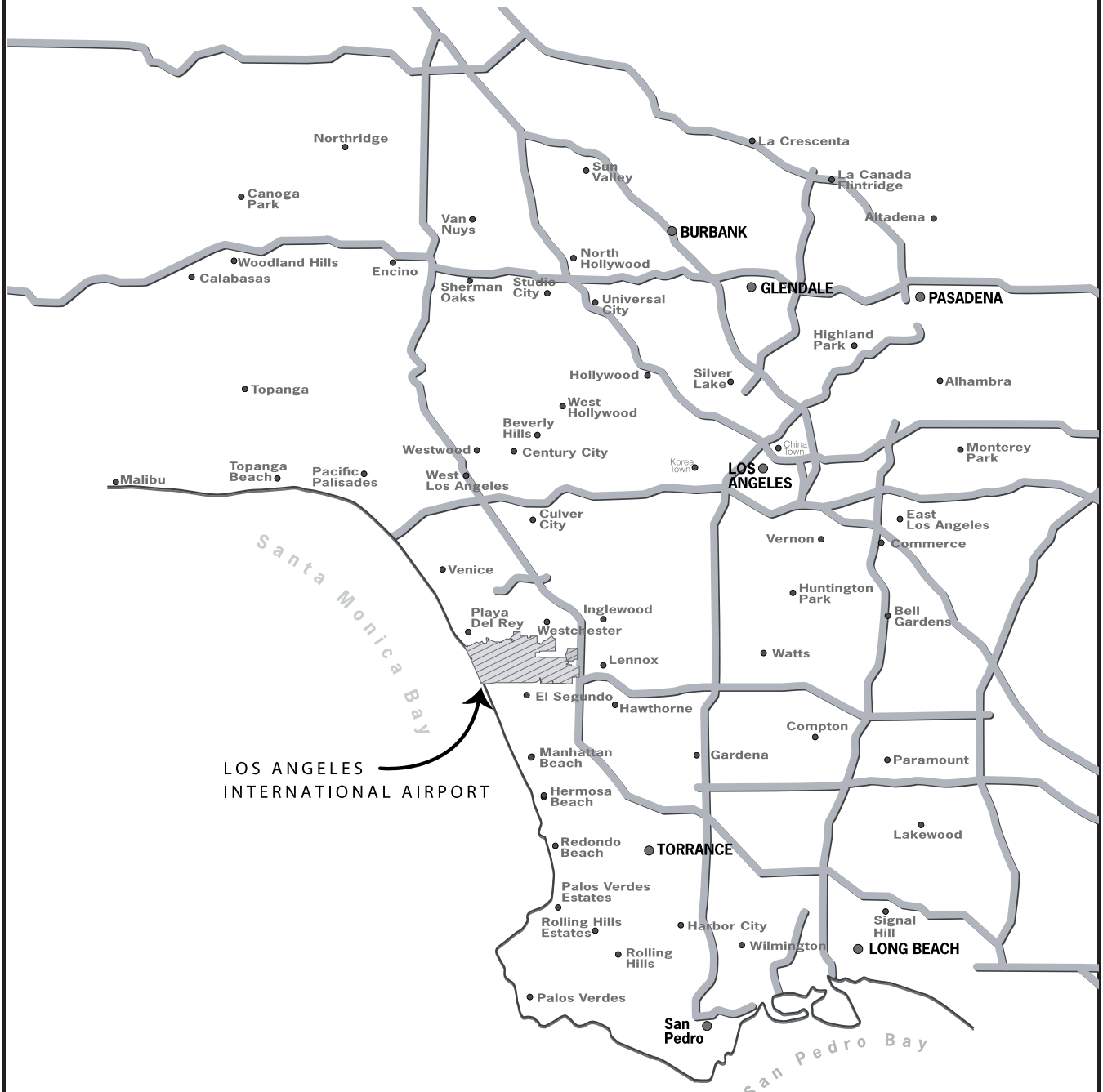
In the LAX vicinity, the community of Westchester is located to the north, the City of El Segundo is to the south, the City of Inglewood and unincorporated portions of Los Angeles County are to the east, and the Pacific Ocean lies to the west. Regional access to LAX is provided by Interstate 105, which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405), which runs north-south and is located east of LAX. The main arterial streets serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway and Lincoln Boulevard.

Local Setting and Land Uses

The project site is located within the southern portion of the airport, approximately 1,120 feet west of the intersection of Sepulveda Boulevard and Imperial Highway. The site is located south of the south airfield at LAX and north of Imperial Highway and Interstate 105. Figure 2 illustrates the project location. Nearby land uses to the west of the site include cargo and freight tenants and a LAWA police facility. The Atlantic Aviation apron and FBO customer service building are located to the east, followed by Sepulveda Boulevard, which separates the Atlantic Aviation leasehold from another FBO and cargo facilities. Immediately south of the site is a portion of the Atlantic Aviation parking area and a Federal Aviation Administration (FAA) Airport Surface Detection Tower (ASDE-3). The project site is designated as Airport Airside in the LAX Plan and as LAX – A Zone (Airport Airside Sub-Area) in the LAX Specific Plan. FBOs are permitted within the Airport Airside Sub-Area; such uses normally include aircraft hangar storage. Access to the site is provided by an airport access road via Imperial Highway and California Street.

3.0 PROJECT BACKGROUND

On December 29, 2003, Mercury Air Group, Inc. (Mercury) executed a land lease for 15.3 acres of land with the City of Los Angeles to develop an FBO at LAX. In 2007, Atlantic Aviation purchased Mercury Air Group, Inc.'s LAX interest and is now doing business as Atlantic Aviation, Inc. at the leasehold and is in full compliance with all of LAWA rules and regulations.



Prepared by: CDM, 2013.

Atlantic Aviation FBO LAX Hangar Project	Regional Location Map	Figure 1

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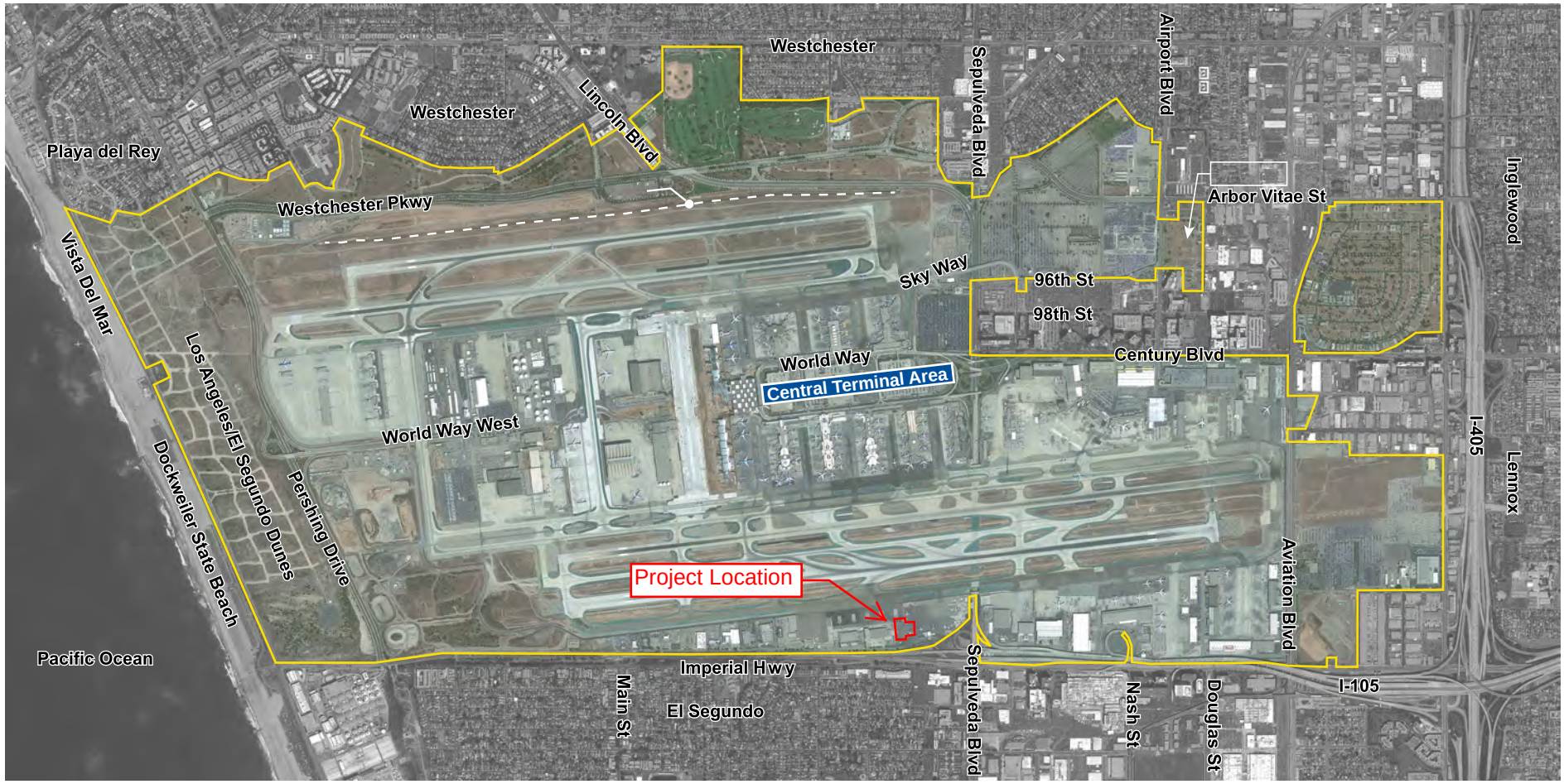

0 1200 2400 ft

Scale

north

Source: Los Angeles World Airports, 2011.
Prepared by: CDM Smith, 2012.

Atlantic Aviation FBO LAX Hangar Project	Project Location	Figure 2

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When Mercury executed its land lease, Mercury agreed to demolish and remove the B4 hangar and Air Freight Building 12 (AF12), which were located on the site. These improvements totaled 83,600 square feet, although only about 59,000 square feet were in use at the time. In 2004, Mercury completed demolition of the B4 and AF12 improvements and constructed a new 10,059 square foot FBO customer service and customs building, a vehicle parking lot, and a new concrete aircraft parking apron. Initially, Mercury contemplated construction of a 3,400 square foot airline maintenance building to support their airline maintenance service to commercial airliners. This building, however, was never built as Mercury sold off that portion of their business and discontinued commercial airliner maintenance on their FBO ramp.

Atlantic Aviation is currently seeking to construct a 36,550 square foot hangar on the western portion of the leasehold, as well as a 4,900 square foot one-story office building and 2,000 square foot one-story hangar support area, for a total of 43,450 square feet in improvements. With these improvements, the total building area on the leasehold would be 53,509 square feet. This is less building area than existed on the leasehold when Mercury executed its original lease.

In addition, the LAX Master Plan identified a proposed 121,000 square foot general aviation facility at the site currently occupied by Atlantic Aviation.[1] Implementation of the proposed project would be consistent with the improvements assumed in the LAX Master Plan and consistent with the Master Plan's primary goals and objectives to ensure safe and efficient operations at LAX.

4.0 STATEMENT OF PROJECT OBJECTIVES

The proposed hangar and office building would enable Atlantic Aviation to provide a greater level of service to the users of its FBO, enabling them to store their aircraft inside a hangar rather than park them outside. Some of these users currently base their aircraft at other airports, requiring the aircraft to fly into LAX to pick up and drop off passengers before returning the aircraft to their home airport. Relocating these aircraft to LAX would reduce the number of aircraft operations (i.e. takeoffs and landings) from four per customer trip to two. Basing the aircraft in the proposed hangar would also allow FBO users to be more responsive to their customers and operate more cost effectively, by eliminating unnecessary flights to and from LAX from a distant home base.

The primary objective of the proposed project is to provide tenants the opportunity to park their planes in a protective storage hangar. The proposed modernization would improve the quality of service provided to FBO tenants. The specific objectives of the proposed project are to:

- Provide a modern, state-of-the-art facility to meet tenant needs by providing a facility to store planes in a protective hangar
- Reduce total Atlantic Aviation airport operations at LAX

[1] City of Los Angeles, Los Angeles International Airport Final Master Plan, Section 2.6, April 2004.

5.0 PROJECT DESCRIPTION

Proposed Facilities and Operations

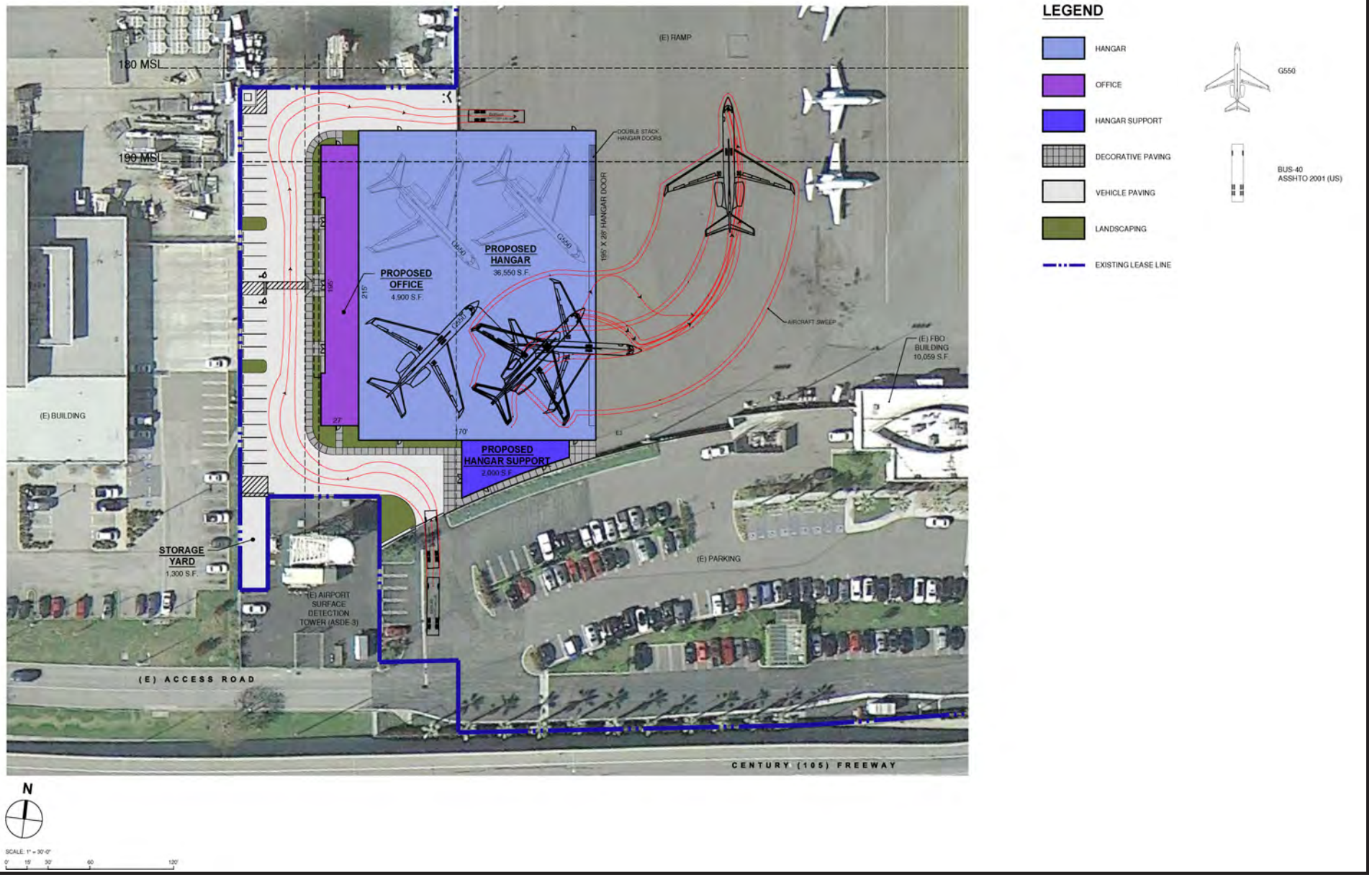
Atlantic Aviation proposes to construct a 36,550 square foot hangar, a 4,900 square foot office building, and a 2,000 square foot hangar support building for total new improvements of 43,450 square feet. The hangar would be a one-story, metal building, 215 feet by 170 feet and 42 feet tall at its maximum, with horizontal wall panels on the sides and a hangar door located on the east side that is 195 feet wide by 28 feet tall. The hangar door would be a traditional powered, bi-directional metal rolling door. There would be no heavy aircraft maintenance performed within the proposed hangar.

The office building would be a one-story, 27 foot by 195 foot steel-frame building with an exterior stucco side finish to match the FBO customer service building. The office building would be located on the west side of the hangar and would share a common wall with the hangar. There would be four office suites included in the office building for the use of the tenants who store their aircraft in the hangar. The office building itself would be located outside the airport operations area (AOA) boundary line, which would be located between the office building and the hangar. There would be one security door from the office building into the hangar that would be controlled by card key access.

The hangar support area would be a one-story, 2,000 square foot building located on the south side of the hangar and would have an exterior stucco finish to match the FBO customer service building and proposed office building. This building would contain a foam fire suppression system, electrical room, hangar rest rooms, and tenant storage areas.

On the west side of the office building, a vehicle parking lot would be included for tenants and passengers using the hangar and office building. The vehicle parking lot would be outside of the AOA. On the north side of the hangar, a vehicle emergency access security gate would be constructed to allow access to the AOA, which would be controlled by card key access from the vehicle parking lot. Figure 3 provides a project site plan detailing the proposed improvements and Figure 4 provides a conceptual rendering of the completed structure.

The proposed project would result in minimal changes to the existing uses at the Atlantic Aviation FBO. All of the aircraft that would be housed in the hangar currently operate out of the Atlantic Aviation FBO, although one of the aircraft is currently based out of the Van Nuys Airport (VNY). The aircraft based at VNY is flown from VNY to Atlantic's FBO at LAX to pick up customers for departure to their destination, thereby requiring four operations (i.e., landings/takeoffs) for every round trip flight. By relocating its home base to LAX, only two operations would be required for every round trip flight. Of the four aircraft that would use the hangar, two aircraft generally operate one to two times per week, one operates approximately twice per week, and one operates about four times per week. With two operations per flight (one departure, one arrival), on average, the total number of operations per week for the four aircraft is estimated to be 20. Each flight requires two pilots. Aircraft departure and arrival times vary throughout the day, and occur any day of the week, including weekends.



Atlantic Aviation FBO LAX Hangar Project	**Project Site Plan**	Figure **3**

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Atlantic Aviation FBO LAX Hangar Project	Conceptual Rendering	Figure 4

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All four aircraft are currently serviced at LAX (e.g., flight kitchen services, fueling); no increase in services would occur with implementation of the proposed project. No heavy aircraft maintenance would be conducted at the FBO.

The office building would be used by Atlantic Aviation customers, specifically aircraft crew and support staff. Aircraft crew travel to and from the site would be based on flight schedules, would not ordinarily occur on a daily basis, and could occur in both peak and non-peak travel times. The office building working hours would not mirror the same working hours as other commercial office uses.

The staff members and crew of three of the aircraft currently operate out of LAX and do not represent new employees at the site. The aircraft crew and support staff of the fourth aircraft are currently located at VNY and would represent new employees on the site. It is estimated that relocating this aircraft to LAX would only generate eight additional pilot vehicle trips per week (two pilots per operation, two operations per week, two trips per pilot per operation, consisting of one arrival and one departure) to Atlantic's FBO at LAX as well as additional trips by aircraft mechanics who perform light maintenance on the aircraft when required. All of the executives that would fly out of the Atlantic FBO at LAX are current passengers at the FBO and would not represent new trips to LAX.

The pilots would arrive a few hours prior to the scheduled departure time to manage the provision of the aircraft with fuel and catering, file a flight plan, and take care of other logistics. Upon arrival back at Atlantic's FBO, the pilots would complete any flight termination documentation and plan for their next departure. These activities currently occur in the FBO main building, but would be conducted in the new office building with implementation of the proposed project.

Access and Parking

The western portion of the project site is currently used for parking. A portion of this parking would be removed to accommodate the hangar and office building. Parking for the staff and clientele associated with the proposed project would be provided within the western portion of the project site and in the existing FBO parking area. The City of Los Angeles Department of City Planning is requiring 36 parking spaces for the proposed project. To the west side of the hangar and office building, a vehicle parking lot would be constructed that would include 25 stalls. Of the existing parking on the leasehold, 137 parking spaces would remain, for a total of 162 stalls on the leasehold. The total number of required parking spaces for the leasehold, including the existing FBO main building and the proposed building, is 57. Therefore, the total number of parking stalls on the leasehold would exceed the Department of City Planning minimum parking requirements. The access gate from Atlantic Aviation's current parking lot would be adjusted to fit with the proposed site plan. The entire vehicle parking lot would be outside of the AOA.

Construction

Construction is anticipated to take approximately 12 months to be completed and is expected to begin March 2014. Construction activities would be limited to daytime hours (7:00 am to 7:00 pm) for the duration of the project. During construction, the existing site paving would be removed from the site and exported as miscellaneous crushed material. Approximately 50 percent of the construction debris

would be recycled offsite. The proposed project would export approximately 2,365 cubic yards of asphalt concrete and import approximately 2,365 cubic yards of asphalt concrete and sand.

The proposed project would be constructed with several design features to meet the California Green Building Standards Code, also known as the CALGreen Code (Part 11 of the 2010 Title 24 Building Standards Code), as follows:

- The primary structural system of the building would be a pre-engineered metal building that uses an average of 75 percent recycled content steel. Steel fabrication would occur within 500 miles of the project site to reduce materials transportation.
- Exterior building materials would be primarily metal wall and roof panels which also have an average recycled content of 75 percent. The panels that would be used have a 20-year finish, which minimizes the life cycle maintenance and environmental impact of future painting.
- Low wattage interior lighting with occupancy sensors would be used throughout the building to automatically turn off lighting when not in use.
- Heating, ventilation, and air conditioning (i.e., HVAC) equipment with Seasonal Energy Efficiency Ratio (SEER) and Energy Efficiency Ratio (EER) that exceeds the minimum energy efficiency ratings of Title 24 would be used at conditioned spaces.
- Natural ventilation in conjunction with a low-speed industrial ceiling fan in the hangar would maintain thermal comfort inside the unconditioned hangar and would contribute to the energy efficiency of the building
- The office areas would use a high performance glazing comprised of Solar Control Low E insulated glazing in exterior wall assemblies that have a minimum R-value of 19.
- The hangar areas would be naturally illuminated with clerestory polycarbonate glazing at the walls and hangar doors. In addition, the roof area would have a minimum area of 5 percent skylights with accommodation for future photovoltaic panels.
- The roof assembly would be a cool roof design with a Solar Reflectance Index (SRI) of 78 or greater, which would reduce the heat island effect and lower the temperature of the air surrounding the building and save energy used to condition the building.
- In lieu of a traditional epoxy coated floor, the hangar would have a diamond polished concrete floor that is eco-friendly and maintenance free. The highly reflective surface also reduces the need for artificial light.

6.0 NECESSARY APPROVALS

Approvals required for the proposed project include, but may not be limited to, the following:

- Project approval by LAWA
    - Recommendation of the Executive Director regarding LAX Plan Compliance Review
    - Project approval by the Board of Airport Commissioners, adoption of the Negative Declaration, finding of compliance with the LAX Plan and LAX Specific Plan, recommendation that City Council concur with the actions of the Board of Airport Commissioners and grant LAX Plan Compliance approval

- Grant of LAX Plan Compliance by the Los Angeles City Council
- Building and other permits from the City of Los Angeles Department of Building and Safety
- FAA Form 7460 submittal for notice of proposed construction or alternative to FAA and approval in consideration of Part 77 requirements
- Any additional actions as may be determined necessary

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ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATION

I. AESTHETICS. *Would the project*:

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

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state or city-designated scenic highway?

a-b. Less Than Significant Impact. The project site is currently occupied by an aircraft parking apron and surface parking lots. The site is visible from Sepulveda Boulevard to the east and from Interstate 105, which runs along the southern boundary of the site. The project site has no landscaping or other features of aesthetic value, nor is it located adjacent to or within the viewshed of a designated scenic highway or scenic vista. The nearest officially designated state scenic highway is approximately 22 miles northwest of the proposed project site (State Highway 2, from approximately 3 miles north of Interstate 201 in La Canada to the San Bernardino County Line). The nearest eligible state scenic highway (which is not officially designated by the state, but is a City-designated scenic highway) is State Highway 1, which has a starting point at Lincoln and Venice Boulevards, approximately 5 miles from the project site, and proceeds northwesterly to Point Mugu.[2] Vista del Mar, the nearest City-designated scenic highway, is located 2 miles west of the project site; the project site is not visible from Vista del Mar.

The Los Angeles/El Segundo Dunes are located approximately 1.7 miles west of the project site, opposite Pershing Drive. The project site is not visible from the dunes and the proposed project would not obstruct any views of dunes. The proposed project is not located within the viewshed of any other scenic resources, historic buildings, or other locally recognized desirable aesthetic natural feature. The proposed project would be visible from the El Segundo bluffs, which are located on the south side of Imperial Highway. Benches along the bluff-top greenbelt are frequently used by the public for viewing arriving and departing aircraft as well as for taking in scenic long-range views of the Santa Monica Mountains. The proposed project would also be visible from the upper floors of the Embassy Suites Hotel, which is located on Imperial Avenue. However, the proposed project would be visually consistent with adjacent airport-related uses and would not disrupt views of the airfield. Therefore, impacts related to scenic vistas and scenic resources, including scenic highways, would be less than significant with the implementation of the proposed project and no mitigation is required.

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

Less Than Significant Impact. The project site is a disturbed area surrounded by airport-related uses. Currently, the project site is occupied by an aircraft parking apron and surface parking lot. Operation of the proposed project would be consistent in visual character with existing airport-related

[2] California Department of Transportation, California Scenic Highway Mapping System website. Available: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed August 14, 2013.

uses, including the existing Atlantic Aviation building and operations east of the project site and Nippon Cargo Airlines and Thai Cargo located to the west of the project site. The proposed hangar would be a metal building that would be 42 feet tall at its maximum height. The proposed building would be similar in height and architectural style to the surrounding buildings. Further, construction activities at the project site would be visually consistent with the current use of the site and surroundings. Therefore, impacts on the existing visual character or quality of the site and its surroundings would be less than significant with the implementation of the proposed project, and no mitigation is required.

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

Less Than Significant Impact. The project site is in an urban area with existing sources of ambient lighting, such as street lights and lighting of the airfield and other airport facilities. Existing lighting in the vicinity of the project site includes lighting along Interstate 105 to the south, lighting of the Nippon Cargo Airlines/Thai Cargo facility to the west, and existing lights within the Atlantic Aviation leasehold, including lights in the northeast corner of the proposed parking lot and along the northern portion of the main FBO parking lot directly south of the proposed hangar support building. Lighting associated with the proposed project would be consistent with the type of lighting found in the southern portion of the airport and would be in compliance with applicable FAA standards and in conformance with relevant LAWA guidelines.

In compliance with LAWA approved LAX Master Plan Commitments LI-2 and LI-3, below, the building material used for the proposed project would incorporate substantial amounts of non-reflective materials, which would ensure that no light sources or building materials would be introduced that interfere with daytime or nighttime views in the area. The applicable LAX Master Plan Commitments are as follows:

LI-2. Use of Non-Glare Generating Building Materials.

Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.

LI-3. Lighting Controls.

Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spill-over. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.

Therefore, impacts related to light and glare would be less than significant with the implementation of the proposed project, and no mitigation is required.

II. AGRICULTURAL 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. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

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

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

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

a-e. No Impact. The project site is located within a developed airport and is surrounded by airport uses and urbanized areas. There are no agricultural or forest resources or operations at the project site or surrounding areas, including prime or unique farmlands or farmlands of statewide local importance. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas.[3] The proposed project would represent a continuation of the current airport-related uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract.

There are no forest land or timberland resources or operations within the vicinity of the project site, including timberland zoned Timberland Production. The proposed project would be consistent with the current airport-related and urban uses and would not convert forest land or timberland to non-forest. Therefore, no impacts to agricultural or forest land or timberland resources would occur with implementation of the proposed project and no mitigation is required.

III. AIR QUALITY. *The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:*

a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?

Less Than Significant Impact. The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is the regional agency responsible for air quality regulations within the SCAB including enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The SCAQMD, in association with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), is responsible for

[3] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.16, April 2004.

preparing the Air Quality Management Plan (AQMP) that details how the region intends to attain or maintain the state and federal ambient air quality standards.

The Final 2012 AQMP[4] describes the SCAQMD's plan to attain the federal fine particulate matter less than or equal to 2.5 microns (μm) in diameter (PM2.5) by 2014 and to continue improving ozone (O_3) levels. Proposed control measures include reducing PM2.5 and NO_x emissions from on- and off-road vehicle engines. In 2007, CARB adopted a regulation to reduce diesel particulate matter and nitrogen oxides (NO_x) emissions from in-use (existing) off-road heavy-duty diesel vehicles. The Final 2012 AQMP proposes to carry forward control measures for ozone presented in the Final 2007 AQMP,[5] which includes requiring the use of cleaner (as compared to "baseline") off-road equipment. Any construction equipment necessary to construct the hangar, offices, and hangar support area would operate in compliance with state law and would be consistent with the objectives of the Final 2007 AQMP. Furthermore, the building would be constructed to meet the requirements of the 2010 California Green Building Standards Code (CALGreen) and will incorporate energy efficient measures, as identified in Section 5.0, Project Description. The project would meet the goals of the AQMP related to energy efficiency and conservation and, therefore, would not conflict with the AQMP.

The City of Los Angeles adopted an Air Quality Element that is part of the General Plan.[6] Objective 1.3 of the Air Quality Element is to reduce particulate matter emissions from unpaved areas, parking lots, and construction sites. All activities would be compliant with the SCAQMD's Rule 403 for fugitive dust control, thereby resulting in particulate matter emission reductions. Objective 5.1 of the Air Quality Element is to reduce energy consumption and shift to non-polluting sources of energy in buildings and operations. The proposed project would be designed and constructed in accordance with CALGreen standards, thereby meeting the requirements of the General Plan. The proposed project would reduce aircraft operations by eliminating trips made from an outlying airport where one of the aircraft that would be stored in the hangar is currently based. The proposed project would not change the basic operation of the FBO. For these reasons, the proposed project would be consistent with the Air Quality Element of the General Plan.

As discussed above, implementation of the proposed project would not obstruct or conflict with the applicable SCAQMD plan and thus, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. The California Clean Air Act, signed into law in 1988, established the CAAQS; all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas.

The project site is located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for O_3, fine particulate matter less than or equal to 2.5 μm in diameter (PM2.5), inhalable particulate matter less than or equal to 10 μm in diameter

[4] South Coast Air Quality Management District, Final 2012 Air Quality Management Plan, December 2012.
[5] South Coast Air Quality Management District, Final 2007 Air Quality Management Plan, June 2007.
[6] City of Los Angeles, Department of City Planning, Air Quality Element: An Element of the General Plan of the City of Los Angeles, November 1992.

(PM10), nitrogen dioxide (NO_2), and lead; and an attainment or unclassified area for carbon monoxide (CO), sulfur dioxide (SO_2), sulfates, hydrogen sulfide, and visibility reducing particles.[7]

The SCAQMD publishes thresholds of significance for these pollutants.[8] If the proposed project were to result in substantial emissions that would exceed the significance criteria, then a significant impact would occur. Table 1 summarizes the mass daily thresholds for construction and operation.

Table 1
SCAQMD Mass Daily Pollutant Emission Thresholds

Pollutant	Construction	Operation
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD 2011
Key:
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM10 = inhalable particulate matter
PM2.5 = fine particulate matter
SO_x = sulfur oxides
VOC = volatile organic compounds

The California Emissions Estimator Model (CalEEMod), Version 2011.1.1, was used to estimate criteria and precursor pollutant emissions (volatile organic compounds [VOCs], NO_x, CO, SO_2, PM10, and PM2.5).[9,10] The analysis does not estimate lead emissions because no major sources of lead would occur at the site. CalEEMod is a statewide land use emissions computer model that

[7] California Air Resources Board, Area Designations Maps/State and National Homepage, Available: http://www.arb.ca.gov/desig/adm/adm.htm, accessed May 28, 2013.

[8] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, March 2011.

[9] California Emissions Estimator Model (CalEEMod) Homepage, developed by ENVIRON International Corporation in collaboration with SCAQMD and other California Air Districts, Available: http://www.caleemod.com/, accessed May 28, 2013.

[10] A newer version of CalEEMod, Version 2013.2, was released on July 31, 2013, after emission modeling for the proposed project was already complete (California Emissions Estimator Model [CalEEMod] Homepage, developed by ENVIRON International Corporation in collaboration with SCAQMD and other California Air Districts, Available: http://www.caleemod.com/, accessed August 29, 2013). The revisions to CalEEMod include new emission factors for paved roads and mobile sources, among other changes. Due to the relatively low levels of activity associated with the project, including the low number of vehicle trips, and the fact that the modeled results using Version 2011.1.1 show that project impacts would be well below all thresholds (see Tables 2 and 3), it is not expected that use of Version 2013.2 would yield materially different results.

estimates construction and operational emissions from a variety of land use projects. CalEEMod also contains mitigation measures to reduce criteria pollutant emissions, if necessary.

Construction emissions were estimated for site preparation, demolition, building construction, paving, and architectural coatings. CalEEMod default data for equipment size (i.e., horsepower) and daily hours of operation were used. Construction emissions also include vendor and haul trips, construction worker commuting trips, and fugitive dust from demolition activities and paved road dust. Operational emissions would also occur from increase in employee vehicle trips as a result of the project and reapplication of architectural coatings for ongoing building maintenance. For purposes of this analysis, it was assumed that the proposed project would result in up to eight additional employees on the site. Refer to Appendix A of this IS/ND for the detailed model results. Table 2 summarizes maximum daily emissions that would occur from construction activities.

Table 2
Construction Emissions Summary – Criteria Pollutants

	Maximum Daily Emissions (pounds per day)					
	VOC	**NO_x**	**CO**	**SO_2**	**PM10**	**PM2.5**
Maximum Emissions	62	55	33	<1	7	4
SCAQMD Construction Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Key:
CO = carbon monoxide
NOx = nitrogen oxides
PM10 = inhalable particulate matter
PM2.5 = fine particulate matter
SO_2 = sulfur dioxide
VOC = volatile organic compounds

As shown in Table 2, emissions for all criteria pollutants would be less than the SCAQMD's significance thresholds for construction emissions. Additionally, operational emissions for all criteria pollutants would be less than two pounds per day, well under the significance criteria shown in Table 1. Actual emissions may be lower, as sustainable design features, such as low maintenance wall and roof panels, low-wattage interior lighting with occupancy sensors, natural ventilation, natural illumination, and cool roof design, would be implemented. Annual emissions from construction and operation are estimated to be less than two tons per year for all analyzed pollutants.

Construction and operational emissions would not violate an air quality standard or contribute substantially to an existing or projected air quality standard. Therefore, the impact is less than significant, and no mitigation is required.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (O_3, NO_2, PM10, PM2.5, and lead) under an applicable federal or state ambient air quality (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. Cumulative impacts occur when the impact of one project when added to other past, present, or reasonably foreseeable probable future projects could cause a significant impact. In other words, although an individual project may be less than significant, the

combined impacts from the proposed project in conjunction with other projects could cause a significant impact. According to the SCAQMD[11], projects that do not exceed the significance thresholds are generally not considered to be cumulatively significant. As shown in Table 2, the construction emissions of the nonattainment pollutants (PM10, PM2.5, and O_3 precursors [NO_x and VOC]), would be less than the SCAQMD significance thresholds. Therefore, the cumulative impact from the proposed project construction would be less than significant and no mitigation is required.

Emissions of the nonattainment pollutants (PM10, PM2.5, and O_3 precursors [NO_x and VOC]) from project operation would be negligible and would be less than the SCAQMD significance thresholds. Therefore, the cumulative impact from project operation would be less than significant, and no mitigation is required.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As described in Response III.b above, daily construction emissions would be below significance thresholds. Diesel particulate matter is listed as a toxic air contaminant in California and would be subject to human health risk standards of 10 in 1 million for the maximum individual cancer risk and 1.0 (project increment) for the chronic and acute hazard indices. The closest sensitive receptors (i.e., hospitals, K-12 schools, residences, and day care centers) are the residential areas within the City of El Segundo to the south.

The SCAQMD developed thresholds for local air quality impacts from construction activity.[12] Localized significance thresholds (LSTs) are only applicable to the following criteria pollutants: NO_x, CO, PM10, and PM2.5. LSTs are analogous to National Ambient Air Quality Standards (NAAQS) and CAAQS; pollutant levels below LSTs would not necessarily be expected to violate the NAAQS or CAAQS. LSTs consider ambient concentrations of pollutants for each source receptor area and distances to the nearest sensitive receptor.

SCAQMD recommends using the equipment type to determine the maximum daily disturbed acreage when analyzing air emissions with CalEEMod: each crawler tractor, grader, or rubber tired dozer operating at the project site could disturb 0.5 acres per workday; a scraper could disturb one acre per workday. The equipment list for the proposed project assumes that one grader and one dozer would operate during the grading phase, which would indicate that one acre would be disturbed per day. The one-acre LSTs were used for this project.

Table 3 summarizes the onsite emissions, which include fugitive dust and off-road construction equipment, and allowable emissions for emissions from a one-acre project located in the Southwest Coastal Los Angeles County Source-Receptor Area. LSTs consider ambient concentrations of pollutants for each source receptor area and distances to the nearest sensitive receptor. The closest receptor (i.e., Embassy Suites hotel) from the project site boundary is located at a distance of approximately 500 feet (150 meters); therefore, the LST thresholds for 150 meters (492 feet) were scaled from the 100 meter (328 foot) and 200 meter (656 foot) thresholds.

[11] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003.

[12] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, July 2008.

Table 3 Onsite Emissions Summary – Criteria Pollutants						
	Maximum Onsite Daily Emissions (pounds per day)					
	VOC	**NO_x**	**CO**	**SO_2**	**PM10**	**PM2.5**
Construction						
Maximum Emissions	62	26	17	<1	4	2
Construction LST	N/A	123	1,692	N/A	42	15
Significant Impact?	N/A	No	No	N/A	No	No
Operations						
Maximum Emissions	2	<1	<1	<1	<1	<1
Operational LST	N/A	123	1,692	N/A	10.5	4
Significant Impact?	N/A	No	No	N/A	No	No

Key:
CO = carbon monoxide
LST = localized significance threshold
N/A = not available
NO_x = nitrogen oxides
PM10 = inhalable particulate matter
PM2.5 = fine particulate matter
SO_2 = sulfur dioxide
VOC = volatile organic compounds

Anticipated maximum daily onsite emissions would be below the applicable LSTs. Therefore, implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The use of diesel equipment during construction may generate near-field odors that are considered to be a nuisance. Diesel equipment emits a distinctive odor that may be considered offensive to certain individuals. Due to the short construction period and distance to sensitive receptors, odors from diesel exhaust would not affect a substantial number of people. Operation of the proposed project would not create objectionable odors. Therefore, implementation of the proposed project would not create objectionable odors affecting a substantial number of people. The impact is less than significant, and no mitigation is required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

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

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

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

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

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

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?

a-f. No Impact. The project site is located in a highly developed area and devoid of biological resources. However, other areas within the airport boundary contain plant and animal species as well as habitats identified as sensitive. None of the identified sensitive plant or animal species have been identified on the project site or immediate vicinity. Therefore, no impacts to sensitive or special status species or habitats are expected to occur.

There are no riparian/wetland areas, trees, or wildlife movement corridors at or adjacent to the project site. Therefore, no impacts to any riparian or other sensitive natural community would occur. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that includes the project site or immediate vicinity. The Dunes Specific Plan Area (i.e., Los Angeles/El Segundo Dunes), a designated Los Angeles County Significant Ecological Area, is located in the western portion of LAX, approximately 1.7 miles west of the project site. The Dunes area is well removed from the project site and would not be affected by the proposed project. Therefore, no impacts to biological resources would occur with implementation of the proposed project and no mitigation is required.

V. CULTURAL RESOURCES. *Would the project:*

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

No Impact. Previously-identified historical resources at LAX include the following:[13]

- Hangar One (listed on National Register) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway, approximately 0.9 miles east of the project site;
- Theme Building (eligible for National Register) in the center of the Central Terminal Area;
- WWII Munitions Storage Bunker (eligible for National Register) near the western boundary of LAX; and
- Intermediate Terminal Complex (eligible for the California Register) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

13 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.9.1, April 2004.

None of the above resources are at or near the project site; hence, no impacts to historic resources would occur with implementation of the proposed project, and no mitigation is required.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

No Impact. The project site is a highly disturbed area that has long been, and is currently being, used for airport and airport-related land uses. Any resources that may have existed on the site at one time are likely to have been displaced or damaged and, as a result, the overall sensitivity of the site with respect to buried resources is low. Excavation associated with project construction would be limited to shallow excavation associated with removal of existing pavement and replacement with the building foundation, which would further limit the potential for archaeological resources to be encountered. Therefore, no impacts to archaeological resources would occur with implementation of the proposed project, and no mitigation is required.

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

No Impact. The LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation, which is one of the better known Pleistocene age deposits in southern California. The records search conducted for the LAX Master Plan Final Environmental Impact Report (EIR) identified the presence of two vertebrate fossil occurrences within the airport area, three more in the immediate vicinity of the airport, and one within approximately 2 miles of the airport. These fossils were found at depths ranging from 13 to 70 feet. As discussed for archaeological resources above, the project site is developed and excavation would be limited to shallow areas of previously disturbed soils. As a result, no direct or indirect impacts to unique paleontological resources or sites or unique geologic features are anticipated to occur with implementation of the proposed project, and no mitigation is required.

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

No Impact. The proposed project includes excavation activities during construction a building housing an airplane hangar, office and airplane hangar support area. Currently, the project site is used as an aircraft parking apron and vehicle parking lot as part of the Atlantic Aviation leasehold, and is located within a highly developed area. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, 2000,[14] and 2011,[15] no traditional burial sites have been identified within the LAX boundaries or in the vicinity. However, if human remains are encountered, all grading and excavations activities in the vicinity would cease immediately and the appropriate LAWA authority would be notified. Therefore, no impacts to human remains would occur with implementation of the proposed project, and no mitigation is required.

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

[15] City of Los Angeles, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study Project, Section 4.5, and Appendix E-1, July 2012.

VI. GEOLOGY AND SOILS. *Would the project:*

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

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

Less Than Significant Impact. Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The project site is located within the seismically active southern California region, but it is not located within an Alquist-Priolo Special Study Zone.[16] Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or through the eastern portion of the project site. However, evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of the project site.[17] The proposed project includes the construction of an airplane storage hangar, offices and an airplane hangar support area. The design and construction of the proposed project would comply with current Los Angeles Building Code (LABC) and Uniform Building Code (UBC) requirements. Moreover, the proposed project would not increase the number of people who use the site. Therefore, impacts to people or structures resulting from rupture of a known earthquake fault would be less than significant, and no mitigation is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is located in the seismically active southern California region; however, there is no evidence of faulting on the site, and it is not located within an Alquist-Priolo Special Study Zone.[18] The proposed project includes the construction of an airplane hangar, offices and an airplane hangar support area. The design and construction of the proposed project would comply with current LABC and UBC requirements. Therefore, implementation of the proposed project is not anticipated to adversely affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to risk associated with strong seismic ground shaking. Moreover, the proposed project would not increase the number of people who use the site. As such, impacts related to strong seismic ground shaking would be less than significant with the implementation of the proposed project, and no mitigation is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. The depth to groundwater at LAX is generally greater than 90 feet, which would indicate

[16] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22, April 2004.

[17] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22, April 2004.

[18] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22, April 2004.

that the site has a very low susceptibility to liquefaction.[19] Perched groundwater has been noted at several locations and these areas could be subject to liquefaction; however, the overall potential for liquefaction at LAX is considered low.[20]

Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements would tend to vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.[21]

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,[22] flow liquefaction, and ground lurching.[23] Because the project site is flat, there is no potential for slope failures at the project site.

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990[24] to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes. The CDC's Seismic Hazard Zone Mapping Program charts areas prone to liquefaction and earthquake-induced landslides throughout California's principal urban and major growth areas. According to the Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified within the dune area to the west of the proposed project site.[25] Given the flat topography of the project site, it would not be subject to slope instability and the potential instability within the dune area to the west would not pose a risk to the project site.

In summary, the potential for seismic-related ground failure at the proposed project site is considered low. As part of the proposed project, all construction would be designed in accordance with the provisions of the UBC and the LABC. Therefore, potential impacts associated with seismic-related ground failure would be less than significant, and no mitigation is required.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the project site that contain

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19 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22, April 2004.

20 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.22, April 2004.

21 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport Proposed (LAX) Master Plan Improvements, Section 4.22, April 2004.

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

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

24 Public Resources Code 2690-2699.6.

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

unstable slopes which may be prone to seismically-produced landslides.[26] Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no impacts resulting from landslides would occur with the implementation of the proposed project, and no mitigation is required.

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

Less Than Significant Impact. The potential for soil erosion on the project site is low due to the level topography of the project site. In addition, the project site is covered with impervious surfaces. The proposed project would result in the demolition of existing pavement and use of fill during construction. Conformance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan that is reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). The project applicant would be required to prepare an erosion control plan to reduce soil erosion. Therefore, proposed project impacts related to soil erosion would be less than significant, and no mitigation is required.

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?

Less Than Significant Impact. Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. The presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement. The Lakewood Formation also includes some silt and clay layers prone to settlement. However, foundation design features and construction methods can reduce the potential for excessive settlement at LAX, and the overall potential for damaging settlement is considered low.[27] Therefore, impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant with the implementation of the proposed project, and no mitigation is required. See also Responses VI.a.iii and VI.a.iv above.

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

Less Than Significant Impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.[28] The new structures that would be constructed as part of the proposed project could be subject to the effects of expansive soils. As project construction would occur in accordance with LABC Sections 91.7000 through 91.7016,

[26] City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas in the City of Los Angeles, June 1994.

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

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

which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. Implementation of the proposed project would result in a less than significant Impact associated with expansive soils, and related risks to life or property would be less than significant with the implementation of the proposed project, and no mitigation is required.

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?

No Impact. The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to the ability of onsite soils to support septic tanks or alternative wastewater systems would occur with implementation of the proposed project, and no mitigation is required.

VII. GREENHOUSE GAS EMISSIONS. *Would the project:*

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

Less Than Significant Impact. The proposed project could generate greenhouse gas (GHG) emissions from vehicle exhaust associated with construction-related activities, including off-road construction equipment, construction worker commuting, and haul/vendor truck trips. Operational emissions would also occur from the increase in employees, purchased electricity, indoor or outdoor water usage, and solid waste disposal.

The SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for industrial projects where SCAQMD is the lead agency. This threshold is 10,000 metric tons of carbon dioxide equivalent per year ($MTCO_2eq/yr$). The SCAQMD staff-proposed thresholds for residential and commercial developments, including industrial parks and warehouses, is 3,000 $MTCO_2eq/yr$; however, the threshold was not adopted by the SCAQMD Board. For the purposes of this analysis, the 10,000 $MTCO_2eq/yr$ threshold was used.

GHG emissions for the proposed project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2011.1.1.[29] The SCAQMD recommends that construction emissions be amortized over the project lifetime and then be added to operational emissions so that GHG emission reduction measures also capture construction.[30] Table 4 summarizes emissions from the proposed improvements.

[29] California Emissions Estimator Model (CalEEMod) Homepage, developed by ENVIRON International Corporation in collaboration with SCAQMD and other California Air Districts, Available: http://www.caleemod.com/, accessed May 28, 2013.

[30] South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

Table 4 Greenhouse Gas Emissions Summary from Proposed Project				
Source	**Emissions (metric tons per year)**			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
Total Operations	1,636	11	<1	1,914
Construction	321	<1	<1	322
Amortized Construction[1]	11	<1	<1	11
Total[2]	**1,646**	**11**	**<1**	**1,925**

Notes:
[1] Amortized construction emissions are defined as total construction emissions divided by the project lifetime. The project lifetime is assumed to be 30 years unless project-specific data is known.
[2] Total emissions are defined as annual operational emissions plus amortized construction emissions.
Key:
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
N_2O = nitrous oxide

The proposed project would be designed and constructed in accordance with CALGreen standards. Actual emissions may be lower, as sustainable design features to reduce energy and electricity use would be implemented. As GHG emissions from the proposed project would be less than the SCAQMD adopted significance threshold, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. As discussed in Response VII.a above, GHG emissions that would occur from construction and operation of the proposed project would be less than the SCAQMD-adopted thresholds of significance. As a result, GHG emissions from the proposed project would not conflict with Assembly Bill 32, the purpose of which is to reduce statewide GHG emissions to 1990 levels by 2020. Therefore, the impact is less than significant, and no mitigation is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

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

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

a-b. Less Than Significant Impact. The proposed project would not result in any changes in the use of hazardous materials at the project site. The aircraft that would be housed in the proposed hangar currently operate at the site. Construction of the proposed project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated. Compliance with existing federal, state and local regulations and routine precautions

would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur. As such, construction and operation 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 nor 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. The impact is less than significant and no mitigation is required.

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

No Impact. As discussed in Response No. VIII.a-b above, a minimal increase in the handling of hazardous materials could occur during construction and no increase is expected during operation of the proposed project. However, there are no schools located or proposed within one-quarter mile of the project site. Therefore, no impacts related to the emitting of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur with implementation of the proposed project, and no mitigation is required.

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?

No Impact. An Environmental Data Resources (EDR) regulatory database review, pursuant to Government Code Section 65962.5, was performed for all of LAX in August 2011.[31] A number of sites at LAX were listed in several databases searched by EDR as having underground storage tanks (USTs) or soil and/or groundwater contamination. This database review was supplemented by sites with known contamination that have been identified by LAWA. The project site is not included on the list of hazardous materials sites resulting from this review. The Pan American World Airways, Inc. site is located in close proximity to the project site. This site contained a UST; the state of this site is case closed. The proposed project would involve a minor amount of excavation within a limited area and is not expected to disturb any sites with known contamination. Therefore, no impacts related to a listed hazardous material site that could result in a significant hazard to the public or environment would occur with implementation of the proposed project, and no mitigation is required.

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

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

[31] Environmental Data Resources Inc. (EDR), EDR Data Map Area Study, Los Angeles, California, August 2011.

maintain Emergency Response and Evacuation Plans that also serve to minimize the potential for and the effects of an accident.

The proposed project would be designed to ensure that airplanes exiting and entering the site could do so safely without posing a risk to other aircraft or vehicles and that adequate maneuvering area is provided. The proposed project would marginally increase employment at the site and would not increase the passenger capacity at LAX. Therefore, impacts to safety for people working in the proposed project area would be less than significant, and no mitigation is required.

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

No Impact. The project site is not located within the vicinity of a private airstrip but rather within a public airport. See Response VIII.e above. Therefore, no impacts related to a safety hazard for people residing or working within the vicinity of a private airstrip would result from the implementation of the proposed project, and no mitigation is required.

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

No Impact. LAWA and tenants of LAX maintain Emergency Response Evacuation Plans to minimize the potential for and the effects of an accident, should one occur. Construction of the proposed project is not anticipated to result any closures to local airport circulation roads or lanes within the project site. Emergency access routes in the vicinity of the project site would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Following completion of construction, there would be no change in the use of the facility. Therefore, no impacts related to emergency response plans or emergency evacuation plans would occur with the implementation of the proposed project, and no mitigation is required.

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

No Impact. The project site is located within a developed airport and surrounded by airport uses, urbanized areas, and the Los Angeles/El Segundo Dunes. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.[32] Therefore, no impacts related to the exposure of people or structures to hazards associated with wildland fires would occur with the implementation of the proposed project, and no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Less Than Significant Impact. The agency with jurisdiction over water quality within the project area is the Los Angeles Regional Water Quality Control Board (LARWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point

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

source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the project site is within the region covered by NPDES Permit No. CAS004001 issued by the LARWQCB. As part of the storm water program associated with the NPDES Phase 1 Permit, LARWQCB adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to address storm water pollution from new development and redevelopment projects. A recent change to the Permit puts primary emphasis on Low Impact Development (LID) practices over treatment control BMPs. The Stormwater LID Ordinance approved by the City of Los Angeles outlines requirements for providing LID strategies for new development and redevelopment project.

Construction of the proposed project would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) to address construction-related surface water quality impacts and delineate water quality control measures (i.e., Best Management Practices or BMPs) and/or LID practices to address those impacts. Temporary construction BMPs specified in LAWA's existing Construction SWPPP for LAX include, but are not limited to, the following: soil stabilization (erosion control) techniques; sediment control methods; contractor training programs; material transfer practices; waste management practices; roadway cleaning/tracking control practices; vehicle and equipment practices; and fueling practices.

Construction of the proposed project would occur on a site that is currently developed and fully paved. Following completion of construction, the amount of impervious area on the site would decrease slightly as the site plan includes pockets of ornamental landscaping. The proposed project and associated facilities would not materially alter existing drainage patterns or surface water runoff quantities on the project site and would not violate any water quality standards or waste discharge requirements. Therefore, impacts related water quality would be less than significant with implementation of the proposed project, and no mitigation is required.

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

No Impact. The project site is located within the West Coast Groundwater Basin.[33] Groundwater beneath the project site is not used for municipal or agricultural purposes.[34] Construction and operation of the proposed project would not involve dewatering and, thus, would not deplete groundwater supplies. Moreover, the proposed project would not increase the amount of impervious surface on the site. Therefore, no impacts to groundwater supplies or groundwater recharge would occur with the implementation of the proposed project, and no mitigation is required.

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

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33 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.7, April 2004.

34 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.7, April 2004.

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

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

f. Otherwise substantially degrade water quality?

c-f. Less Than Significant Impact. As noted in Response IX.a above, the proposed project would be constructed on a site that is currently fully impervious. Implementation of the proposed project would not alter drainage patterns in a manner that would result in erosion or siltation offsite or increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. Moreover, with implementation of a SWPPP and compliance with regulatory requirements, the project would not substantially degrade water quality. Therefore, impacts to water quality with implementation of the proposed project would be less than significant, and no mitigation is required.

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

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

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

g-i. No Impact. No 100-year floodplain areas are located within LAX.[35] Moreover, the proposed project does not involve the construction of housing. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,[36] the project site is not within a boundary of an inundation area from a flood control basin, nor is it located within the downstream influence of any levee or dam. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain or due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur with the implementation of the proposed project, and no mitigation is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is approximately 2.15 mile east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.[37] Mudflows are not a risk as the project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by seiche, tsunami, or mudflow would occur with the implementation of the proposed project, and no mitigation is required.

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[35] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.13, April 2004.

[36] City of Los Angeles, Department of City Planning, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994.

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

X. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The project sites are located entirely within the boundaries of a developed airport in an urbanized area and the proposed project would not disrupt or divide the physical arrangement of an established community. Therefore, no impacts resulting from physically dividing an established community would occur with the implementation of the proposed project, and no mitigation is required.

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

No Impact. Land use designations and development regulations applicable to LAX are set forth in the LAX Plan[38] and LAX Specific Plan,[39] both approved by the Los Angeles City Council in December 2004 and subsequently amended. The project site is in an area designated in the LAX Plan as "Airport Airside." Within the LAX Specific Plan, the site is zoned LAX – A Zone: Airport Airside Sub-Area. Section 9.B of the LAX Specific Plan delineates the permitted uses within the Airport Airside Sub-Area. Of the numerous uses listed, the following permitted uses relate most directly to the proposed project:

- Aircraft under power
- FBOs
- Runways, taxiways, aircraft parking aprons, and service roads
- Uses customarily incident to any of the above uses, and accessory buildings or uses

The proposed project includes the construction of an airplane hangar, offices and an airplane hangar support area. These facilities are consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan. Therefore, the proposed project would not conflict with applicable the land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

In addition, the LAX Master Plan identified a proposed 121,000 square foot general aviation facility at the site currently occupied by Atlantic Aviation.[40] Implementation of the proposed project would be consistent with the improvements assumed in the LAX Master Plan and consistent with the Master Plan's primary goals and objectives to ensure safe and efficient operations at LAX.

Therefore, implementation of the proposed project would be consistent with the existing permitted uses. No impact or conflict with applicable land use plan, policy or regulation would occur with the implementation of the proposed project, and no mitigation is required.

[38] City of Los Angeles, LAX Plan, September 29, 2004, as amended.
[39] City of Los Angeles, Los Angeles International Airport Specific Plan, September 29, 2004, as amended.
[40] City of Los Angeles, Los Angeles International Airport Final Master Plan, Section 2.6, April 2004.

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

No Impact. The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located approximately 1.7 miles to the west of the project site, opposite Pershing Drive. The proposed project would be located within an urbanized airport area within and adjacent to existing airport uses and would not affect the Dunes Specific Plan Area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan or other natural community conservation plan that includes the project sites. Therefore, no impacts to or conflict with any habitat or natural community conservation plans would occur with the implementation of the proposed project, and no mitigation is required.

XI. MINERAL RESOURCES. *Would the project:*

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

No Impact. The State Mining and Geology Board classifies mineral resource zones throughout the State. The project site is contained within an MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.[41] The project site is within the boundaries of the airport and surrounded by airport-related uses. There are no actively-mined mineral or timber resources on the project site, nor is the site available for mineral resource extraction given the existing airport use. Therefore, no impacts related to the loss of availability of a known valued mineral resources would occur with the implementation of the proposed project, and no mitigation is required.

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 within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.[42] Furthermore, the project site is disturbed and in an area that is not available for mineral resource extraction due to the existing airport use. Therefore, no impacts related the availability of a locally-important mineral resource recovery site would occur with the implementation of the proposed project, and no mitigation is required.

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

[42] City of Los Angeles, Department of City Planning, Safety Element of the City of Los Angeles General Plan, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, May 1994.

XII. NOISE. *Would the project result in:*

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

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

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

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

a-d. Less Than Significant Impact. The proposed project involves construction and operation of general aviation facilities on a leasehold currently used for general aviation. The project site is within a public airport in an urban environment that operates 24 hours a day, seven days a week, and 365 days a year, with many existing sources of noise, including aviation noise and traffic noise. Construction of the proposed project, which would involve the use of various pieces of equipment, would result in a temporary increase in ambient noise levels immediately adjacent to the project site. Noise levels from outdoor construction activities, independent of background ambient noise levels, indicate that the noisiest phases of construction are typically during excavation and grading, and that noise levels from equipment with mufflers are typically 86 A-weighted decibels (dBA) in equivalent A-weighted sound level (L_{eq}) at 50 feet from the noise source. This type of sound typically dissipates at a rate of 4.5 dBA to 6.0 dBA for each doubling of distance. For the noise analysis of the proposed project, the more conservative attenuation rate of 4.5 dBA was used. As such, a sound level of 86 dBA at 50 feet from the noise source would be approximately 81.5 dBA at a distance of 100 feet, 77 dBA at a distance of 200 feet, and so on. That sound drop-off rate does not take into account any intervening shielding or barriers such as structures or hills between the noise source and noise receptor.

Development and operation of the proposed project would occur in an area generally removed from the communities near LAX. The nearest noise-sensitive land use is residential development approximately 660 feet to the south in El Segundo. Based on a noise attenuation rate of 4.5 dBA per doubling of distance, the noise levels from construction activities within the project site would be approximately 69.6 dBA L_{eq} at the closest residences in El Segundo. The existing daytime ambient noise level at these residential uses is approximately 65 dBA L_{eq},[43] with the nighttime ambient noise level being approximately 5 dBA lower. In accordance with the L.A. CEQA Thresholds Guide, construction activities are considered to have a significant impact relative to construction noise if construction activities lasting more than ten days in a three month period would exceed baseline ambient exterior noise levels by 5 dBA or more at a noise-sensitive use.[44] The noise level from construction activity within the project site would not exceed the existing daytime ambient noise level

[43] City of Los Angeles, Los Angeles World Airports, LAWA Noise Management, California State Airport Noise Standards Quarterly Report, Third Quarter 2012, and Noise Contour Map, Available: http://lawa.org/uploadedFiles/LAX/pdf/3Q12%20Quarterly%20Report.pdf, http://lawa.org/uploadedFiles/LAX/pdf/lax3q12%20noise%20contour%20map.pdf, accessed: May 23, 2011.

[44] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, 2006.

by 5 dBA. Construction activities would be limited to daytime hours (7:00 am to 7:00 pm) for the duration of the project.

With regard to roadway noise associated with construction traffic on area roads, 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 and 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). Given the limited scope of construction activities (a maximum additional 46 trips per day during peak of construction), only a minor amount of construction traffic would occur, and this would not result in a noise level increase that would exceed the threshold of significance.

As indicated previously, implementation of the proposed project would not result in an increase in activity within the leasehold, or an increase in aircraft operations. Therefore, operation of the proposed project would not generate any additional noise, nor would it increase the number of daily flights arriving and departing from LAX or the ambient growth in aviation activity at LAX that is projected to occur in the future. Implementation of the proposed project would not expose persons to, or result in the generation of, noise in levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies; expose people to, or result in the generation of, excessive groundborne vibration or groundborne noise levels; create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

In summary, impacts related to construction and operational noise would be less than significant with implementation of the proposed project, and no mitigation is required.

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

No Impact. Implementation of the proposed project involves the construction of an airplane hangar, offices and an airplane hangar support area. Although there would be a minor and temporary increase in ambient noise levels during construction, operation of the proposed project would not increase passenger or aircraft operations. As described above, the proposed project would slightly reduce aircraft operations at LAX. Therefore, no impacts would occur relative to the exposure of people residing or working in the project area to excessive noise from a project within two miles of a public airport with the implementation of the proposed project, and no mitigation is required.

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

No Impact. The project site is within a public airport and not located within the vicinity of a private airstrip. Therefore, no impact would occur relative to the exposure of people residing or working in the project area to excessive noise levels from a private airstrip with the implementation of the proposed project, and no mitigation is required.

XIII. POPULATION AND HOUSING. *Would the project:*

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

No Impact. The proposed project does not include residential development. The proposed improvements would not increase existing passenger capacity or aircraft parking capacity at LAX. The proposed project would marginally increase long-term fixed based operator-related employment opportunities at LAX. However, this increase in employment represents a relocation of jobs and employees from VNY to LAX. With no increase in long-term employment, no increase in passenger capacity, and no new homes proposed, the proposed project would not induce population growth. Furthermore, the project site is located within a developed airport, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed project would not directly or indirectly induce substantial population growth through extension of roads or other infrastructure, and no mitigation is required.

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

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

b-c. No Impact. There are no existing residential properties on the project site. Implementation of the proposed project would not displace housing. Therefore, no impacts on housing would occur with the implementation of the proposed project, and no mitigation is required.

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

a. Fire protection?

No Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection services to the project site. Three LAFD fire stations are located at LAX (Fire Station Nos. 80, 51, and 95). Fire Station No. 80, located at 6911 World Way West, is approximately 1.2 mile northwest of the project site; Fire Station No. 51, located at 10435 South Sepulveda Boulevard, is approximately 0.56 mile northeast of the project site; and Fire Station No. 95, located at 10010 International Road, is approximately 1.4 miles northeast of the project site. In addition, Fire Station #5, located at 8900 Emerson Avenue, approximately 1.6 miles north of the project site, also serves LAX.[45] Construction of the proposed project would not result in temporary closures or partial closures to local airport circulation roads. Access to the project site during construction would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations.

Fire service requirements are generally based on the size of the building and relationships to other structures and property lines. The project site is currently developed and the boundary of the

[45] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.26.1, April 2004.

proposed project would not extend beyond the current leasehold boundary. The proposed project would comply with all applicable city, state, and federal codes and ordinances, and architectural plans would be reviewed and approved by the LAFD prior to project implementation. Implementation of the proposed project would not result in an increase in demand for fire protection services that may result in the need for new or altered fire protection services, nor would it affect response times which could lead to a substantial adverse physical impact. Therefore, no impacts on fire protection services would occur with implementation of the proposed project, and no mitigation is required.

b. Police protection?

No Impact. Both the Los Angeles World Airports Police Division (LAWAPD) and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) provide police protection services to the project site. The LAWAPD station is located a north of the Central Terminal Area (CTA) and the LAPD LAX Detail station is located within the CTA. Demand for on-airport police protection services is typically determined by increases in aircraft activity and employees. Implementation of the proposed project involves the construction of an airplane hangar, offices and an airplane hangar support area. The proposed project would not alter activities or aircraft operations at the Atlantic Aviation leasehold, and would not increase long-term employment or result in indirect growth that would result in need for additional police protection. Therefore, no impacts on airport police protection services would occur with implementation of the proposed project, and no mitigation is required.

c. Schools?

No Impact. Implementation of the proposed project involves the construction of an airplane hangar, offices and an airplane hangar support area. The proposed project does not include residential development and would not increase existing passenger capacity or increase long-term employment such that indirect growth would result in enrollment increases that would adversely impact schools. Therefore, no impacts to, or need for, new school facilities would occur with implementation of the proposed project, and no mitigation is required.

d. Parks?

No Impact. Implementation of the proposed project involves the construction of an airplane hangar, offices and an airplane hangar support area. The proposed project does not include residential development and would not increase existing passenger capacity or increase long-term employment such that additional demand for parks would occur. Therefore, no impacts to, or need for, new parks would occur from implementation of the proposed project, and no mitigation is required.

e. Other governmental services (including roads)?

No Impact. Implementation of the proposed project would have no impacts on governmental services, including roads, and no mitigation is required.

XV. RECREATION.

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

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

a-b. No Impact. The proposed project does not include development of recreational facilities nor does it include residential development. The proposed project would not increase existing aircraft operations at LAX and would not increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, no impacts related to recreation facilities would occur with the implementation of the proposed project, and no mitigation is required.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*

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

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

a-b. Less Than Significant Impact. Construction of the proposed project would generate a minimal amount of traffic associated with workers traveling to and from the project site, truck haul/delivery trips, and miscellaneous construction-related travel. It is conservatively estimated that a maximum daily total of 46 trips would occur during the peak of construction. These vehicle trips would access the project site from Interstate 105/Imperial Highway via California Street. During the peak of construction, the estimated 46 trips per day would not be sufficient to result in noticeable traffic impacts on the local roadway system during the construction period. Construction of the proposed project would not result in long-term lane closures or roadway closures within the airport or on surrounding roads. All roadways would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. In addition, during project construction, the applicant would comply with the following LAWA approved LAX Master Plan commitments pertaining to construction traffic to further reduce the potential for impacts.

ST-9. Construction Deliveries.

Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.

ST-12. Designated Truck Delivery Hours.

Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.

ST-14. Construction Employee Shift Hours.

Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.

ST-18. Construction Traffic Management Plan.

A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.

ST-22. Designated Truck Routes.

For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

The proposed project would not increase existing passenger capacity or aircraft parking capacity at LAX, nor would it substantially increase the number of employees traveling to LAX each day**.** Operation of the proposed project would generate a minimal amount of traffic associated with employees and passengers traveling to and from the facility. As indicated in Section 5.0, Project Description, the majority of these trips currently occur at the leasehold, as three of the four aircraft that would be located within the proposed hangar are currently based at LAX. Only one of the four aircraft is currently based outside of LAX; the crew and maintenance personnel associated with this aircraft would represent new vehicle trips to the site. Many of the trips would not occur during peak hours but, rather, would be based on flight schedules. Therefore, operation of the proposed project would not substantially increase in traffic. Nevertheless, the applicant would be required to pay traffic impact assessment fees in accordance with the Coastal Transportation Corridor Specific Plan (CTCSP). The City of Los Angeles Department of Transportation (LADOT) has calculated project fees for a net peak hour trip increase of 10 trips, or $81,130. These calculations are based on an airport-wide trip generation rate, and do not necessarily reflect the expected number of peak hour trips associated with the proposed project as determined by the project's characteristics. These fees would offset the contribution of the proposed project to cumulative traffic in the CTCSP area.

With the implementation of construction-related traffic measures, and the payment of traffic impact assessment fees mandated by the CTCSP, the proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestions management program. Therefore, impacts associated with applicable transportation plans would be less than significant with implementation of the proposed project, and no mitigation is required.

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

No Impact. Implementation of the proposed project would have no effect on existing air traffic patterns or change the location of air traffic. As explained in Section 5.0, Project Description, by relocating one aircraft from its home base in VNY to LAX, total aircraft operations would slightly decrease. The location and design of the proposed facility would meet all applicable FAA requirements relative to airfield safety area surfaces, and aircraft taxiing and parking would occur within areas zoned for this purpose. Therefore, the proposed project would not result in a change in traffic patterns that would result in a substantial safety risk, and no mitigation is required.

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

No Impact. Construction and operation of the proposed project would not increase hazards due to design features or incompatible uses. Construction vehicles would use local roadways and would not create a safety hazard. In addition, no lane closures are anticipated that would cause or increase hazards. Design of the proposed project is such that it would not increase hazards by creating a source of light and glare, obstructing aircraft maneuvering, etc. The proposed project would be compatible with other uses on the Atlantic Aviation leasehold. Therefore, no impacts would occur with the implementation of the proposed project relative to increasing safety hazards or creating incompatible land uses, and no mitigation is required.

e. Result in inadequate emergency access?

No Impact. Construction of the proposed project would occur entirely on the current Atlantic Aviation leasehold. Emergency access to and from the site would be maintained at all times during construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code regulations. Following completion of construction, the proposed hangar, offices and hangar support area would not obstruct emergency access, nor would the project generate vehicular traffic that would obstruct access. Therefore, no impacts related to emergency access would occur with the implementation of the proposed project, and no mitigation is required.

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

No Impact. Implementation of the proposed project is within the LAX boundary and would not conflict with nor hinder performance of policies, plans, or programs regarding alternative forms of transportation. Therefore, no impact related to public transit, bicycle, or pedestrian facilities would occur with the implementation of the proposed project, and no mitigation is required.

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*

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

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

a-b. No Impact. Sanitary wastewater generated by activities on the Atlantic Aviation leasehold is treated at the Hyperion Treatment Plant. The City of Los Angeles has an approved plan to accommodate future and cumulative wastewater treatment capacity and is implementing the components that comprise its plan through the monitoring of triggers (i.e., population growth, regulatory changes, and other policy decisions) as part of their implementation strategy. Similarly, the City of Los Angeles Department of Water and Power (LADPW) has an adopted Urban Water Management Plan (UWMP) that indicates that water supplies in the city will be sufficient to meet projected demands through 2035.[46] The proposed improvements would not increase existing passenger capacity or aircraft operations at LAX. The proposed project would marginally increase long-term FBO-related employment opportunities at LAX. However, the potential increase in employment is not sufficient to result in any adverse impacts related to water demand or wastewater generation and would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, no impacts relating to water supply or wastewater treatment would occur with implementation of the proposed project, and no mitigation is required.

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

No Impact. The proposed project would not increase the amount of permeable surface areas on the project site, or affect drainage patterns or stormwater drainage systems. Therefore, no impacts on stormwater drainage facilities would occur with the implementation of the proposed project, and no mitigation is required.

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

No Impact. As noted in Response XV11.b above LADWP is the water purveyor for the project site. LADWP is responsible for supplying, treating, and distributing water within the City. According to LADWP, it has met the immediate needs of its customers and is well positioned to continue to do so in the future.[47] As discussed in Response XVII.a-b above, the proposed project would marginally increase employment but would not increase the passenger capacity at LAX or otherwise affect water demand. As such, no new or expanded water supply entitlements are needed. Therefore, no impacts on the city's water supply would occur with implementation of the proposed project, and no mitigation is required.

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[46] City of Los Angeles, Department of Water and Power, Urban Water Management Plan, July 2010.

[47] City of Los Angeles, Department of Water and Power, Urban Water Management Plan, July 2010.

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

No Impact. As discussed in Response XVII.a-b above, the proposed project would marginally increase employment but would not increase the passenger capacity at LAX or otherwise affect wastewater generation. Therefore, no impacts to wastewater treatment capacity would occur with the implementation of the proposed project, and no mitigation is required.

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

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

f-g. Less Than Significant Impact. As indicated in Section 5.0, Project Description, the proposed project has been designed to incorporate materials with recycled content, including a structural system that uses an average of 75 percent recycled content steel, and exterior building materials which also have an average recycled content of 75 percent. Construction of the proposed project would result in demolition of the existing concrete pavement on the project site, which would generate approximately 2,365 cubic yards of materials that would need to be exported from the site. As indicated in Section 5.0, Project Description, approximately 50 percent of the construction debris would be recycled offsite. Construction debris that cannot be recycled would be disposed of at facility permitted to accept inert solid waste (e.g., concrete and asphalt from construction and demolition activities). The total remaining permitted inert[48] (or unclassified landfill) waste capacity in Los Angeles County was estimated to be approximately 60.2 million tons in 2010. Based on the average countywide 2010 disposal rate of 400 tons per day (tpd), this capacity would be exhausted in 412 years.[49] Therefore, there is no anticipated shortfall in disposal capacity for inert waste within the Los Angeles County.

It is anticipated that all solid waste generated by the project would be taken to the Sunshine Canyon Landfill. The Sunshine Canyon Landfill is a Class III landfill located at 14747 San Fernando Road in Sylmar, California, approximately 82 miles from the project site. Sunshine Canyon Landfill is owned and operated by BFI, and has a maximum permitted throughput of 12,100 tons per day, with 5,500 tons per day allotted for City use and 6,600 for County use.[50] As of July 31, 2007, this facility had a remaining capacity of 112,300,000 cubic yards, and currently has an estimated closure date of 2037.[51] The waste types accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal.

As noted above, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with federal,

48 Inert waste is waste that does not undergo any significant physical, chemical, or biological transformations. Examples of inert waste include construction and demolition debris.

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

50 Sunshine Canyon Landfill website, Challenges, 2010, Available: http://www.sunshinecanyonlandfill.com/home/Future_Challenges.html, accessed: August 15, 2013.

51 California Integrated Waste Management Board (CIWMB)/CalRecycle, Solid Waste Information System, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), Available: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail/, accessed August 15, 2013.

state, and local statutes and regulations related to solid waste. Moreover, the proposed project would incorporate recycled building materials into construction and a portion of the construction debris would be recycled. As such, impacts related to solid waste disposal would be less than significant with the implementation of the proposed project, and no mitigation is required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Less Than Significant Impact. The proposed project is located on a disturbed site within a developed airport. There are no plants or animal species listed on any state or federal lists of endangered, threatened or special status species or riparian/wetland areas, trees, or wildlife movement corridors at the project site. Therefore, the proposed project would not have an impact on biological resources, and no mitigation is required.

There are no known cultural resources located on-site and the proposed project is located on a previously developed highly disturbed site. Further, it does not involve extensive excavation and thus would not result in destruction of archaeological or paleontological resources, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts to cultural resources would be less than significant, and no mitigation is required.

b. Does the project have impacts which 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).

Less Than Significant Impact. The environmental analysis in the sections above indicates that the proposed project would have no impact on agricultural and forest resources, biological resources, cultural resources, land use and planning, mineral resources, population and housing, public services, and recreation. In addition, the analysis above found that implementation of the proposed project will have less than significant impact on aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation/circulation, and utilities. By its very nature, climate change is a cumulative phenomenon and is not possible to link a single project to specific climatological changes; therefore the GHG emission analysis completed in Response VII, Greenhouse Gas Emissions, is a cumulative analysis.

To evaluate the proposed project's contribution to cumulative impacts, a list of applicable past, approved, and pending projects (known as "related projects") in the project vicinity were identified. Following is a list of the projects:

1. South Airfield Improvement Project
2. Runway 7L/25R East End Reconstruction
3. Runway 7L/25R West End Runway Safety Area (RSA) Improvements
4. Runway 6L/24R East End RSA Improvements
5. Runway 6R/24L East End RSA Improvements
6. Taxiway R
7. Taxilane S and Taxiway T
8. Midfield Satellite Concourse Taxiways
9. American Eagle Commuter Facility Improvements
10. West Aircraft Maintenance Area
11. LAX Bradley West Project
12. Midfield Satellite Concourse
13. North Terminals Improvements
14. South Terminals Improvements
15. New Passenger Processor
16. Manchester Square/Belford
17. Central Utility Plant Replacement Project
18. Coastal Dunes Improvements
19. LAX Northside
20. Westchester Golf Course 3-Hole Expansion
21. Metro Crenshaw/LAX Transit Corridor and Station
22. Metro Green Line to LAX Project
23. City of Los Angeles Bureau of Sanitation Stormwater Infiltration and Treatment Facility
24. United Airlines LAX Terminal 7 Improvement Project
25. LAX Specific Plan Amendment Study (SPAS) Development
26. Miscellaneous Terminal Improvements

Figure 5 illustrates the location of the above projects in relationship to the project site. LAX SPAS Development and Miscellaneous Terminal Improvements (such as ongoing maintenance activities/improvements within the CTA) are not on Figure 5 because they occur at multiple locations throughout the airport. The operation of the proposed project consists of construction of an airplane hangar, offices, and hangar support area. The proposed project would not expand or increase passenger or aircraft use of the facility; therefore, the project would not contribute to any cumulatively considerable impacts during project operation. It is anticipated (based on current project schedules) that construction of several of the related projects could overlap with the proposed project's construction, which is estimated to begin in June 2014 and is expected to take approximately 12 months to complete. Potential cumulative impacts could occur during construction due to the proximity of the related projects to the project site and overlap in the construction periods; therefore, the proposed project could contribute to cumulative impacts during construction. However, based on the nature and location of the proposed project and the limited construction-related impacts (as detailed in each resource analysis above, construction-related impacts associated with the proposed project would be less than significant), the proposed project's contribution to the potential for construction-related cumulative impacts would not be cumulatively considerable.[52] Therefore, the impact is less than significant and no mitigation is required.

[52] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003.

1. South Airfield Improvement Project
2. RWY 7L/25R East End Reconstruction
3. RWY 7L/25R West End RSA Improvements
4. RWY 6L/24R East End RSA Improvements
5. RWY 6R/24L East End RSA Improvements
6. Taxiway R
7. Taxilane S & Taxiway T
8. Midfield Satellite Concourse Taxiways
9. American Eagle Commuter Facility Imprv.
10. West Aircraft Maintenance Area
11. Bradley West Project
12. Midfield Satellite Concourse
13. North Terminals Improvements
14. South Terminals Improvements
15. New Passenger Processor
16. Manchester Square/Belford
17. Central Utility Plant Replacement
18. Coastal Dunes Improvement Project
19. LAX Northside
20. Westchester Golf Course 3-Hole Expansion
21. Metro Crenshaw/LAX Transit Corridor & Station
22. Metro Green Line to LAX Project
23. Stormwater Infiltration and Treatment Facility
24. United Airlines Terminal 7 Improvement Project

Note: Development projects not shown on map occur at multiple locations within airport, (e.g., LAX SPAS Development)

0 1,500 ft
Scale north

Source: Los Angeles World Airports 2011, CDM Smith, 2012.
Prepared by: CDM Smith, 2013.

Atlantic Aviation FBO LAX Hangar Project

Related Projects

Figure **5**

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

Less Than Significant Impact. As discussed in the analysis above, implementation of the proposed project will result in a less than significant impact related to air quality and geology and soils, and no impact associated with biological resources. Therefore, no environmental effect which could cause substantial adverse effects on human beings, either directly or indirectly is associated with the proposed project. Therefore, the impact is less than significant and no mitigation is required.

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APPENDIX A

Air Quality Calculations

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Atlantic Aviation LAX FBO Improvement Project
Initial Study/Mitigated Negative Declaration

Criteria Pollutants Emissions Summary

	Maximum Daily Construction Emissions (lb/day)					
	CO	**NOx**	**ROG**	**SOx**	**PM10**	**PM2.5**
Demolition Total	22	34	4	0	4	2
Construction Equipment Exhaust	17	26	3	0	2	2
Onsite Fugitive Dust	0	0	0	0	1	0
Offsite Vehicles	6	8	1	0	1	0
Site Preparation Total	13	20	3	0	4	2
Construction Equipment	12	20	3	0	1	1
Onsite Fugitive Dust	0	0	0	0	3	1
Offsite Vehicles	1	0	0	0	1	0
Grading Total	33	55	6	0	7	4
Construction Equipment	10	17	2	0	1	1
Onsite Fugitive Dust	0	0	0	0	2	1
Offsite Vehicles	23	38	4	0	3	2
Building Construction Total	18	21	4	0	2	1
Construction Equipment Exhaust	15	19	4	0	1	1
Offsite Vehicles	3	2	0	0	1	0
Paving Total	9	11	2	0	1	1
Construction Equipment	8	11	2	0	1	1
Onsite Fugitive VOC	0	0	0	0	0	0
Offsite Vehicles	1	0	0	0	0	0
Architectural Coating Total	1	1	62	0	0	0
Construction Equipment	1	1	0	0	0	0
Onsite Fugitive VOC	0	0	62	0	0	0
Offsite Vehicles	0	0	0	0	0	0
Maximum Emissions	33	55	62	0	7	4
SCAQMD Thresholds	550	100	75	150	150	55
Exceeding Thresholds?	NO	NO	NO	NO	NO	NO

	Maximum Daily Onsite Construction Emissions (lb/day)					
	CO	**NOx**	**ROG**	**SOx**	**PM10**	**PM2.5**
Demolition Total	17	26	3	0	3	2
Site Preparation Total	12	20	3	0	4	2
Grading Total	10	17	2	0	3	2
Building Construction Total	15	19	4	0	1	1
Paving Total	8	11	2	0	1	1
Architectural Coating Total	1	1	62	0	0	0
Maximum Emissions	17	26	62	0	4	2
LST Thresholds	1,692	123	N/A	N/A	42	15
Exceeding Thresholds?	NO	NO	N/A	N/A	NO	NO

	Annual Construction Emissions (tpy)					
	CO	**NOx**	**ROG**	**SOx**	**PM10**	**PM2.5**
2014	1	2	0	0	0	0
2015	1	1	1	0	0	0
Total Construction	2	3	1	0	0	0

	Maximum Daily Operational Emissions (lb/day)					
	CO	**NOx**	**ROG**	**SOx**	**PM10**	**PM2.5**
Area	0	0	2	0	0	0
Energy	0	0	0	0	0	0
Mobile	0	0	0	0	0	0
Total	0	0	2	0	0	0
SCAQMD Thresholds	550	55	55	150	150	55
Exceeding Thresholds?	NO	NO	NO	NO	NO	NO
LST Thresholds	1,692	123	N/A	N/A	10.5	4
Exceeding Thresholds?	NO	NO	NO	NO	NO	NO

	Annual Operational Emissions (tpy)					
	CO	**NOx**	**ROG**	**SOx**	**PM10**	**PM2.5**
Area	0.0	0.0	0.3	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.1	0.0	0.0	0.0	0.0	0.0
Waste	0.0	0.0	0.0	0.0	0.0	0.0
Water	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.1	0.0	0.3	0.0	0.0	0.0

Greenhouse Gas Emissions Summary

	Annual GHG Emissions (metric tons/year)			Annual GHG Emissions (MTCO2e/year)			
	CO2	**CH4**	**N2O**	**CO2**	**CH4**	**N2O**	**Total**
Total Construction	321	0	0	321	1	0	322
Amortized Construction	11	0	0	11	0	0	11
Area	0	0	0	0	0	0	0
Energy	139	0	0	139	0	0	139
Mobile	13	0	0	13	0	0	13
Waste	85	5	0	85	106	0	191
Water	1,398	6	0	1,398	123	50	1,571
Total Operational	1,636	11	0	1,636	229	50	1,914
Total Project Emissions	1,646	11	0	1,646	229	50	1,925
SCAQMD Threshold							10,000
Exceeding Thresholds?							NO

Global Warming Potential

CO2	1
CH4	21
N2O	310

IPCC, 1996.

Project Lifetime

30 years

Assumptions used in the emissions calculations:

1. Construction emissions include dust control by watering 2 times a day during demolition, site preparation, and grading.
2. Construction phases do not overlap. Construction starts in June 2014 and lasts for 12 months.
3. Localized Significance Thresholds (LSTs) from published 1-acre LSTs for sites 150 meters from the receptor in Southwest Coastal LA County Source-Receptor Area.
4. Amortized construction emissions is the total construction emissions divided by 30 years.

Atlantic Aviation LAX FBO Improvement Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Unrefrigerated Warehouse-No Rail	38.55	1000sqft
General Office Building	4.9	1000sqft
Parking Lot	20.4	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11		2.2		
		Precipitation Freq (Days)			
			33		

1.3 User Entered Comments

Land Use - Hangar & hangar support = 38,550 sq ft. Office 4,900 sq ft. 25 parking spaces estimated to be approximately 20,400 sq ft. Atlantic LAX Concept Site Floor
Construction Phase - Default CalEEMod phase lengths starting in June 2014. Architectural coating phase extended to one month because of potentially large coating
Off-road Equipment - Default CalEEMod equipment list. Load factors updated with information provided by SJVAPCD.
Grading - 2,365 cy materials imported for base/AC.
Demolition - 2,365 cy base/AC demolished. Adjusted to tons based on number of haul trips.
Trips and VMT - Default worker trips rounded up to an even number. Water trucks added to demo, site prep, and grading phases.
Vehicle Trips - 8 more employees than existing.
Energy Use - Default CalEEMod
Water And Wastewater - Default CalEEMod
Solid Waste - Default CalEEMod
Construction Off-road Equipment Mitigation - Watering (x2 per day specified) is required by SCAQMD Rule 403 and is not mitigation.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	5.97	53.17	31.72	0.08	9.48	2.42	11.90	1.33	2.42	3.75	0.00	8,216.50	0.00	0.38	0.00	8,224.47
2015	61.81	19.31	17.02	0.03	0.49	1.26	1.75	0.02	1.26	1.28	0.00	2,841.54	0.00	0.34	0.00	2,848.60
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
Mobile	0.04	0.11	0.43	0.00	0.08	0.00	0.09	0.00	0.00	0.01		79.36		0.00		79.42
Total	**1.71**	**0.13**	**0.45**	**0.00**	**0.08**	**0.00**	**0.09**	**0.00**	**0.00**	**0.01**		**107.93**		**0.00**	**0.00**	**108.16**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.44	0.00	1.44	0.00	0.00	0.00						0.00
Off-Road	3.46	26.08	16.68	0.03		1.54	1.54		1.54	1.54	0.00	2,859.76		0.31		2,866.27
Total	**3.46**	**26.08**	**16.68**	**0.03**	**1.44**	**1.54**	**2.98**	**0.00**	**1.54**	**1.54**	**0.00**	**2,859.76**		**0.31**		**2,866.27**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.76	7.24	4.19	0.01	6.93	0.32	7.25	0.04	0.32	0.36		1,248.49		0.04		1,249.26
Vendor	0.03	0.31	0.20	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.46		0.00		55.49
Worker	0.09	0.08	1.01	0.00	0.21	0.01	0.22	0.01	0.01	0.02		176.97		0.01		177.18
Total	**0.88**	**7.63**	**5.40**	**0.01**	**7.16**	**0.34**	**7.50**	**0.05**	**0.34**	**0.39**		**1,480.92**		**0.05**		**1,481.93**

3.3 Site Preparation - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.61	0.00	2.61	1.30	0.00	1.30						0.00
Off-Road	2.54	20.05	12.12	0.02		0.99	0.99		0.99	0.99	0.00	2,197.75		0.23		2,202.52
Total	**2.54**	**20.05**	**12.12**	**0.02**	**2.61**	**0.99**	**3.60**	**1.30**	**0.99**	**2.29**	**0.00**	**2,197.75**		**0.23**		**2,202.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.03	0.31	0.20	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.46		0.00		55.49
Worker	0.05	0.05	0.57	0.00	0.12	0.00	0.13	0.00	0.00	0.01		101.13		0.01		101.25
Total	**0.08**	**0.36**	**0.77**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.02**		**156.59**		**0.01**		**156.74**

3.4 Grading - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.24	0.00	2.24	1.12	0.00	1.12						0.00
Off-Road	2.10	16.62	10.00	0.02		0.82	0.82		0.82	0.82	0.00	1,817.48		0.19		1,821.43
Total	**2.10**	**16.62**	**10.00**	**0.02**	**2.24**	**0.82**	**3.06**	**1.12**	**0.82**	**1.94**	**0.00**	**1,817.48**		**0.19**		**1,821.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.79	36.19	20.95	0.06	7.09	1.59	8.68	0.21	1.59	1.79		6,242.43		0.18		6,246.29
Vendor	0.03	0.31	0.20	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.46		0.00		55.49
Worker	0.05	0.05	0.57	0.00	0.12	0.00	0.13	0.00	0.00	0.01		101.13		0.01		101.25
Total	**3.87**	**36.55**	**21.72**	**0.06**	**7.23**	**1.60**	**8.84**	**0.21**	**1.60**	**1.81**		**6,399.02**		**0.19**		**6,403.03**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.83	19.14	14.69	0.02		1.33	1.33		1.33	1.33	0.00	2,241.48		0.34		2,248.71
Total	**3.83**	**19.14**	**14.69**	**0.02**		**1.33**	**1.33**		**1.33**	**1.33**	**0.00**	**2,241.48**		**0.34**		**2,248.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.15	1.54	0.99	0.00	0.09	0.05	0.15	0.01	0.05	0.06		277.30		0.01		277.46
Worker	0.16	0.16	1.87	0.00	0.40	0.01	0.41	0.01	0.01	0.03		328.66		0.02		329.06
Total	**0.31**	**1.70**	**2.86**	**0.00**	**0.49**	**0.06**	**0.56**	**0.02**	**0.06**	**0.09**		**605.96**		**0.03**		**606.52**

3.5 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	17.77	14.40	0.02		1.20	1.20		1.20	1.20	0.00	2,241.48		0.31		2,248.04
Total	**3.48**	**17.77**	**14.40**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**2,241.48**		**0.31**		**2,248.04**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.40	0.90	0.00	0.09	0.05	0.14	0.01	0.05	0.06		277.99		0.01		278.13
Worker	0.15	0.14	1.72	0.00	0.40	0.01	0.41	0.01	0.01	0.03		322.07		0.02		322.43
Total	**0.28**	**1.54**	**2.62**	**0.00**	**0.49**	**0.06**	**0.55**	**0.02**	**0.06**	**0.09**		**600.06**		**0.03**		**600.56**

3.6 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.79	11.18	8.12	0.01		0.91	0.91		0.91	0.91	0.00	1,171.78		0.16		1,175.15
Paving	0.12					0.00	0.00		0.00	0.00						0.00
Total	**1.91**	**11.18**	**8.12**	**0.01**		**0.91**	**0.91**		**0.91**	**0.91**	**0.00**	**1,171.78**		**0.16**		**1,175.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.93	0.00	0.21	0.01	0.22	0.01	0.01	0.02		173.42		0.01		173.62
Total	**0.08**	**0.08**	**0.93**	**0.00**	**0.21**	**0.01**	**0.22**	**0.01**	**0.01**	**0.02**		**173.42**		**0.01**		**173.62**

3.7 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.60					0.00	0.00		0.00	0.00						0.00
Off-Road	0.17	1.07	0.79	0.00		0.09	0.09		0.09	0.09	0.00	117.16		0.02		117.48
Total	**61.77**	**1.07**	**0.79**	**0.00**		**0.09**	**0.09**		**0.09**	**0.09**	**0.00**	**117.16**		**0.02**		**117.48**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.40	0.00	0.09	0.00	0.10	0.00	0.00	0.01		74.32		0.00		74.41
Total	**0.03**	**0.03**	**0.40**	**0.00**	**0.09**	**0.00**	**0.10**	**0.00**	**0.00**	**0.01**		**74.32**		**0.00**		**74.41**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.04	0.11	0.43	0.00	0.08	0.00	0.09	0.00	0.00	0.01		79.36		0.00		79.42
Unmitigated	0.04	0.11	0.43	0.00	0.08	0.00	0.09	0.00	0.00	0.01		79.36		0.00		79.42
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	8.00	8.00	8.00	25,549	25,549
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	8.00	8.00	8.00	25,549	25,549

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	8.90	13.30	7.40	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	146.732	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		17.26		0.00	0.00	17.37
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	96.111	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.31		0.00	0.00	11.38
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.57**		**0.00**	**0.00**	**28.75**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.41					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.26					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.67**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Atlantic Aviation LAX FBO Improvement Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Unrefrigerated Warehouse-No Rail	38.55	1000sqft
General Office Building	4.9	1000sqft
Parking Lot	20.4	1000sqft

1.2 Other Project Characteristics

		Utility Company	Los Angeles Department of Water & Power
Urbanization	Urban	**Wind Speed (m/s)**	
Climate Zone	11		2.2
		Precipitation Freq (Days)	
			33

1.3 User Entered Comments

Land Use - Hangar & hangar support = 38,550 sq ft. Office 4,900 sq ft. 25 parking spaces estimated to be approximately 20,400 sq ft. Atlantic LAX Concept Site Floor
Construction Phase - Default CalEEMod phase lengths starting in June 2014. Architectural coating phase extended to one month because of potentially large coating
Off-road Equipment - Default CalEEMod equipment list. Load factors updated with information provided by SJVAPCD.
Grading - 2,365 cy materials imported for base/AC.
Demolition - 2,365 cy base/AC demolished. Adjusted to tons based on number of haul trips.
Trips and VMT - Default worker trips rounded up to an even number. Water trucks added to demo, site prep, and grading phases.
Vehicle Trips - 8 more employees than existing.
Energy Use - Default CalEEMod
Water And Wastewater - Default CalEEMod
Solid Waste - Default CalEEMod
Construction Off-road Equipment Mitigation - Watering (x2 per day specified) is required by SCAQMD Rule 403 and is not mitigation.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	6.06	55.08	33.44	0.08	9.48	2.43	11.91	1.33	2.43	3.77	0.00	8,178.84	0.00	0.38	0.00	8,186.90
2015	61.81	19.39	17.05	0.03	0.49	1.26	1.75	0.02	1.26	1.28	0.00	2,815.74	0.00	0.34	0.00	2,822.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
Mobile	0.05	0.12	0.42	0.00	0.08	0.00	0.09	0.00	0.00	0.01		74.59		0.00		74.65
Total	**1.72**	**0.14**	**0.44**	**0.00**	**0.08**	**0.00**	**0.09**	**0.00**	**0.00**	**0.01**		**103.16**		**0.00**	**0.00**	**103.39**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.44	0.00	1.44	0.00	0.00	0.00						0.00
Off-Road	3.46	26.08	16.68	0.03		1.54	1.54		1.54	1.54	0.00	2,859.76		0.31		2,866.27
Total	**3.46**	**26.08**	**16.68**	**0.03**	**1.44**	**1.54**	**2.98**	**0.00**	**1.54**	**1.54**	**0.00**	**2,859.76**		**0.31**		**2,866.27**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.78	7.62	4.53	0.01	6.93	0.32	7.25	0.04	0.32	0.36		1,242.52		0.04		1,243.31
Vendor	0.03	0.32	0.23	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.06		0.00		55.09
Worker	0.09	0.10	0.95	0.00	0.21	0.01	0.22	0.01	0.01	0.02		163.95		0.01		164.15
Total	**0.90**	**8.04**	**5.71**	**0.01**	**7.16**	**0.34**	**7.50**	**0.05**	**0.34**	**0.39**		**1,461.53**		**0.05**		**1,462.55**

3.3 Site Preparation - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.61	0.00	2.61	1.30	0.00	1.30						0.00
Off-Road	2.54	20.05	12.12	0.02		0.99	0.99		0.99	0.99	0.00	2,197.75		0.23		2,202.52
Total	**2.54**	**20.05**	**12.12**	**0.02**	**2.61**	**0.99**	**3.60**	**1.30**	**0.99**	**2.29**	**0.00**	**2,197.75**		**0.23**		**2,202.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.03	0.32	0.23	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.06		0.00		55.09
Worker	0.05	0.06	0.54	0.00	0.12	0.00	0.13	0.00	0.00	0.01		93.69		0.01		93.80
Total	**0.08**	**0.38**	**0.77**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.02**		**148.75**		**0.01**		**148.89**

3.4 Grading - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.24	0.00	2.24	1.12	0.00	1.12						0.00
Off-Road	2.10	16.62	10.00	0.02		0.82	0.82		0.82	0.82	0.00	1,817.48		0.19		1,821.43
Total	**2.10**	**16.62**	**10.00**	**0.02**	**2.24**	**0.82**	**3.06**	**1.12**	**0.82**	**1.94**	**0.00**	**1,817.48**		**0.19**		**1,821.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.88	38.09	22.67	0.06	7.09	1.60	8.69	0.21	1.60	1.81		6,212.61		0.19		6,216.57
Vendor	0.03	0.32	0.23	0.00	0.02	0.01	0.03	0.00	0.01	0.01		55.06		0.00		55.09
Worker	0.05	0.06	0.54	0.00	0.12	0.00	0.13	0.00	0.00	0.01		93.69		0.01		93.80
Total	**3.96**	**38.47**	**23.44**	**0.06**	**7.23**	**1.61**	**8.85**	**0.21**	**1.61**	**1.83**		**6,361.36**		**0.20**		**6,365.46**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.83	19.14	14.69	0.02		1.33	1.33		1.33	1.33	0.00	2,241.48		0.34		2,248.71
Total	**3.83**	**19.14**	**14.69**	**0.02**		**1.33**	**1.33**		**1.33**	**1.33**	**0.00**	**2,241.48**		**0.34**		**2,248.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.16	1.61	1.13	0.00	0.09	0.06	0.15	0.01	0.06	0.06		275.29		0.01		275.45
Worker	0.18	0.18	1.77	0.00	0.40	0.01	0.41	0.01	0.01	0.03		304.48		0.02		304.86
Total	**0.34**	**1.79**	**2.90**	**0.00**	**0.49**	**0.07**	**0.56**	**0.02**	**0.07**	**0.09**		**579.77**		**0.03**		**580.31**

3.5 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	17.77	14.40	0.02		1.20	1.20		1.20	1.20	0.00	2,241.48		0.31		2,248.04
Total	**3.48**	**17.77**	**14.40**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**2,241.48**		**0.31**		**2,248.04**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.14	1.45	1.03	0.00	0.09	0.05	0.14	0.01	0.05	0.06		275.91		0.01		276.06
Worker	0.16	0.17	1.62	0.00	0.40	0.01	0.41	0.01	0.01	0.03		298.34		0.02		298.70
Total	**0.30**	**1.62**	**2.65**	**0.00**	**0.49**	**0.06**	**0.55**	**0.02**	**0.06**	**0.09**		**574.25**		**0.03**		**574.76**

3.6 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.79	11.18	8.12	0.01		0.91	0.91		0.91	0.91	0.00	1,171.78		0.16		1,175.15
Paving	0.12					0.00	0.00		0.00	0.00						0.00
Total	**1.91**	**11.18**	**8.12**	**0.01**		**0.91**	**0.91**		**0.91**	**0.91**	**0.00**	**1,171.78**		**0.16**		**1,175.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	0.87	0.00	0.21	0.01	0.22	0.01	0.01	0.02		160.65		0.01		160.84
Total	**0.09**	**0.09**	**0.87**	**0.00**	**0.21**	**0.01**	**0.22**	**0.01**	**0.01**	**0.02**		**160.65**		**0.01**		**160.84**

3.7 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.60					0.00	0.00		0.00	0.00						0.00
Off-Road	0.17	1.07	0.79	0.00		0.09	0.09		0.09	0.09	0.00	117.16		0.02		117.48
Total	**61.77**	**1.07**	**0.79**	**0.00**		**0.09**	**0.09**		**0.09**	**0.09**	**0.00**	**117.16**		**0.02**		**117.48**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.37	0.00	0.09	0.00	0.10	0.00	0.00	0.01		68.85		0.00		68.93
Total	**0.04**	**0.04**	**0.37**	**0.00**	**0.09**	**0.00**	**0.10**	**0.00**	**0.00**	**0.01**		**68.85**		**0.00**		**68.93**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.05	0.12	0.42	0.00	0.08	0.00	0.09	0.00	0.00	0.01		74.59		0.00		74.65
Unmitigated	0.05	0.12	0.42	0.00	0.08	0.00	0.09	0.00	0.00	0.01		74.59		0.00		74.65
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	8.00	8.00	8.00	25,549	25,549
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	8.00	8.00	8.00	25,549	25,549

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	8.90	13.30	7.40	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.57		0.00	0.00	28.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	146.732	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		17.26		0.00	0.00	17.37
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	96.111	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.31		0.00	0.00	11.38
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.57**		**0.00**	**0.00**	**28.75**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.67	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.41					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.26					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.67**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Atlantic Aviation LAX FBO Improvement Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Unrefrigerated Warehouse-No Rail	38.55	1000sqft
General Office Building	4.9	1000sqft
Parking Lot	20.4	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Hangar & hangar support = 38,550 sq ft. Office 4,900 sq ft. 25 parking spaces estimated to be approximately 20,400 sq ft. Atlantic LAX Concept Site Floor

Construction Phase - Default CalEEMod phase lengths starting in June 2014. Architectural coating phase extended to one month because of potentially large coating area.

Off-road Equipment - Default CalEEMod equipment list. Load factors updated with information provided by SJVAPCD.

Grading - 2,365 cy materials imported for base/AC.

Demolition - 2,365 cy base/AC demolished. Adjusted to tons based on number of haul trips.

Trips and VMT - Default worker trips rounded up to an even number. Water trucks added to demo, site prep, and grading phases.

Vehicle Trips - 8 more employees than existing.

Energy Use - Default CalEEMod

Water And Wastewater - Default CalEEMod

Solid Waste - Default CalEEMod

Construction Off-road Equipment Mitigation - Watering (x2 per day specified) is required by SCAQMD Rule 403 and is not mitigation.

2.0 Emissions Summary

2.1 Overall Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.32	1.79	1.42	0.00	0.13	0.11	0.24	0.01	0.11	0.12	0.00	219.24	219.24	0.03	0.00	219.77
2015	0.89	0.77	0.68	0.00	0.02	0.05	0.07	0.00	0.05	0.05	0.00	101.59	101.59	0.01	0.00	101.85
Total	**1.21**	**2.56**	**2.10**	**0.00**	**0.15**	**0.16**	**0.31**	**0.01**	**0.16**	**0.17**	**0.00**	**320.83**	**320.83**	**0.04**	**0.00**	**321.62**

2.2 Overall Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.30	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	139.15	139.15	0.00	0.00	139.62
Mobile	0.01	0.02	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	12.55	12.55	0.00	0.00	12.56
Waste						0.00	0.00		0.00	0.00	85.44	0.00	85.44	5.05	0.00	191.47
Water						0.00	0.00		0.00	0.00	0.00	1,398.38	1,398.38	5.85	0.16	1,569.66
Total	**0.31**	**0.02**	**0.08**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**85.44**	**1,550.08**	**1,635.52**	**10.90**	**0.16**	**1,913.31**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.26	0.17	0.00		0.02	0.02		0.02	0.02	0.00	25.94	25.94	0.00	0.00	26.00
Total	**0.03**	**0.26**	**0.17**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**25.94**	**25.94**	**0.00**	**0.00**	**26.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.07	0.04	0.00	0.06	0.00	0.06	0.00	0.00	0.00	0.00	11.30	11.30	0.00	0.00	11.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	1.52	0.00	0.00	1.52
Total	**0.01**	**0.07**	**0.05**	**0.00**	**0.06**	**0.00**	**0.06**	**0.00**	**0.00**	**0.00**	**0.00**	**13.32**	**13.32**	**0.00**	**0.00**	**13.33**

3.3 Site Preparation - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.99	1.99	0.00	0.00	2.00
Total	**0.00**	**0.02**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.99**	**1.99**	**0.00**	**0.00**	**2.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.00	0.00	0.05
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.14**	**0.14**	**0.00**	**0.00**	**0.14**

3.4 Grading - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.30	3.30	0.00	0.00	3.30
Total	**0.00**	**0.03**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.30**	**3.30**	**0.00**	**0.00**	**3.30**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.07	0.04	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	11.30	11.30	0.00	0.00	11.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.10
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.17
Total	**0.01**	**0.07**	**0.04**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**11.57**	**11.57**	**0.00**	**0.00**	**11.58**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.24	1.21	0.93	0.00		0.08	0.08		0.08	0.08	0.00	129.09	129.09	0.02	0.00	129.50
Total	**0.24**	**1.21**	**0.93**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**129.09**	**129.09**	**0.02**	**0.00**	**129.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	15.93	15.93	0.00	0.00	15.94
Worker	0.01	0.01	0.11	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.95	17.95	0.00	0.00	17.98
Total	**0.02**	**0.11**	**0.18**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**33.88**	**33.88**	**0.00**	**0.00**	**33.92**

3.5 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.65	0.53	0.00		0.04	0.04		0.04	0.04	0.00	74.20	74.20	0.01	0.00	74.42
Total	**0.13**	**0.65**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**74.20**	**74.20**	**0.01**	**0.00**	**74.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.18	9.18	0.00	0.00	9.18
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.11	10.11	0.00	0.00	10.12
Total	**0.02**	**0.06**	**0.10**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**19.29**	**19.29**	**0.00**	**0.00**	**19.30**

3.6 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.06	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.31	5.31	0.00	0.00	5.33
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.06**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.31**	**5.31**	**0.00**	**0.00**	**5.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**	**0.00**	**0.00**	**0.75**

3.7 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.74					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.74**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.00	0.77
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.77**	**0.77**	**0.00**	**0.00**	**0.77**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	0.01	0.02	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	12.55	12.55	0.00	0.00	12.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	8.00	8.00	8.00	25,549	25,549
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	8.00	8.00	8.00	25,549	25,549

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	8.90	13.30	7.40	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	134.42	134.42	0.00	0.00	134.86
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.73	4.73	0.00	0.00	4.76
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	53557	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.86	2.86	0.00	0.00	2.88
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	35080.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.87	1.87	0.00	0.00	1.88
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.73**	**4.73**	**0.00**	**0.00**	**4.76**

5.3 Energy by Land Use - Electricity

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	71197					40.00	0.00	0.00	40.13
Parking Lot	0					0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	168078					94.42	0.00	0.00	94.73
Total						**134.42**	**0.00**	**0.00**	**134.86**

6.0 Area Detail

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.870895 / 0.533775					9.71	0.03	0.00	10.51
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	189.548 / 0					1,388.67	5.82	0.16	1,559.15
Total						**1,398.38**	**5.85**	**0.16**	**1,569.66**

8.0 Waste Detail

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	4.56					0.93	0.05	0.00	2.07
Parking Lot	0					0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	416.34					84.51	4.99	0.00	189.40
Total						**85.44**	**5.04**	**0.00**	**191.47**

APPENDIX B

Initial Study/Proposed Negative Declaration

Mailing List

AGENCY/ORGANIZATION	TITLE	FIRST NAME	LAST NAME	ADDRESS	ADDRESS 2	CITY	STATE	ZIP	NOI	NOI/ND CD	NOI/ND Hard Copy	DELIVERY NOTES	TRACKING NUMBER	DATE SENT
Alliance for A Regional Solution to Airport Congestion (ARSAC)	President	Denny	Schneider	7929 Breen Avenue		Los Angeles	CA	90045			1	OnTrac	D10010613838452	09/11/13
Atlantic Aviation Services	Regional Director	Steve	Hirshfeld	19711 Campus Drive	Suite 100	Santa Ana	CA	92707-5203		2	2	OnTrac	D10010613839541	09/11/13
BOAC Office	Executive Assistant II	Sandy	Miller	1 World Way	1st Floor	Los Angeles	CA	90045		9	7	OnTrac	D10010613928146	09/11/13
BuchalterNemer	Ph.D.	Barbara	Lichman	18400 Von Karman Ave	Suite 800	Irvine	CA	92612		1		OnTrac	D10010613842685	09/11/13
Caltrans - District 7	IGR/CEQA Program Manager	Cheryl J.	Powell	100 S. Main Street	Transportation Planning Office, 1-1-C	Los Angeles	Ca	90012	1			USPS		09/11/13
Caltrans - Div. of Aeronautics		Sandy	Hesnard	1120 N. Street	Room 3300	Sacramento	CA	95814	1			USPS		09/11/13
Chatten-Brown & Carstens		Doug	Carstens	2200 Pacific Coast Hwy	Ste. 318	Hermosa Beach	CA	90254		1		OnTrac	D10010613843237	09/11/13
City of Los Angeles - City Clerk				200 N Spring Street	Room 360	Los Angeles	CA	90012	3	1	3	Hand Deliver		09/11/13
City of Culver City	City Attorney	Carol	Schwab	9770 Culver Blvd.	City Hall	Culver City	CA	90232			1	OnTrac	D10010613843807	09/11/13
City of El Segundo	Mayor	Bill	Fisher	350 Main Street		El Segundo	CA	90245		1		OnTrac	D10010613890717	09/11/13
City of El Segundo	City Manager	Greg	Carpenter	350 Main Street		El Segundo	CA	90245			1	OnTrac	D10010613890717	09/11/13
City of Inglewood	Mayor	James	Butts	1 Manchester Blvd.	9th Floor	Inglewood	CA	90301		1		OnTrac	D10010613901506	09/11/13
City of Inglewood	City Attorney	Cal	Saunders	1 Manchester Blvd.	Suite 860	Inglewood	CA	90231			1	OnTrac	D10010613901506	09/11/13
City of Los Angeles	Councilmember, 11th District	Mike	Bonin	200 N. Spring Street	Room 475	Los Angeles	CA	90012		1		OnTrac	D10010613897482	09/11/13
Los Angeles Council District 11	Chief of Staff	Chad	Molnar	200 N. Spring Street	Room 475	Los Angeles	CA	90012		1		OnTrac	D10010613897482	09/11/13
City of Los Angeles	Mayor	Eric	Garcetti	200 N. Spring Street	Suite 303	Los Angeles	CA	90012	1			USPS		09/11/13
City of Los Angeles	Mayors Office	Leon	Borja	200 N. Spring Street	Suite 370	Los Angeles	CA	90012	1			USPS		09/11/13
City of Los Angeles Dept of Building & Safety	General Manager			201 N. Figueroa Street		Los Angeles	CA	90012	1			USPS		09/11/13
City of Los Angeles Bureau of Engineering	Environmental Group			1149 South Broadway	6th Floor, Suite 600	Los Angeles	CA	90015	1			USPS		09/11/13
County of Los Angeles - County Clerk				12400 Imperial Hwy.		Norwalk	CA	90650	3		1	Hand Deliver		09/11/13
County of Los Angeles	County Counsel	Elaine	Lamke	648 Kenneth Hahn Hall of Administration	500 West Temple St.	Los Angeles	CA	90012-2713			1	OnTrac	D10010613848857	09/11/13
County of Los Angeles	Director of Regional Planning	Richard	Bruckner	320 W. Temple Street		Los Angeles	CA	90012		1		OnTrac	D10010613849219	09/11/13
Department of Neighborhood Empowerment (DONE)	General Manager	Bonghwan	Kim	334-B E. 2ND STREET		Los Angeles	CA	90012	1			USPS		09/11/13
Department of Water and Power	Supervisor of Environmental Assessment	Mr. Charles C.	Holloway	111 N. Hope St.	Room 1044	Los Angeles	CA	90012	1			USPS		09/11/13
Department of Water and Power	Power Systems	Jodean M.	Giese	111 N. Hope St.	Room 1121	Los Angeles	CA	90012	1			USPS		09/11/13
Embassy Suites - LAX South				1440 E. Imperial Ave.		El Segundo	CA	90245	1			USPS		09/11/13
FAA		Ruben	Cabalbag	15000 Aviation Blvd.	Suite 3024	Lawndale	CA	90261	1			USPS		09/11/13
LAFD Station #80	Fire Chief			6911 World Way West		Los Angeles	CA	90045	1			USPS		09/11/13
City of Los Angeles Fire Dept.	Construction Unit			200 N. Main St.		Los Angeles	CA	90012	1			USPS		09/11/13
Landmark Aviation				6201 W. Imperial Hwy		Los Angeles	CA	90045	1			USPS		09/11/13
LAX Area Advisory Committee	Principal Public Relations Rep.	Gabriel	Pacheco	6151 Century Blvd.	10th Floor	Los Angeles	CA	90045	1			USPS		09/11/13

Los Angeles Department of Transportation	West Los Angeles Development Review			7166 W. Manchester Avenue		Los Angeles	CA	90045		1		OnTrac	D10010613849938	09/11/13
Los Angeles Planning Department	Planning Director	Michael	LoGrande	200 N. Spring Street	5th Floor	Los Angeles	CA	90012		1		OnTrac	D10010613850240	09/11/13
Los Angeles Police Department Pacific Community Police Station	Crime Prevention Unit			12312 Culver Blvd.		Los Angeles	CA	90066	1			USPS		09/11/13
Los Angeles World Airports Police Department		Arif	Alikhan	1 World Way		Los Angeles	CA	90045		1		OnTrac	D10010613850612	09/11/13
Nippon Cargo Airlines				6501 W. Imperial Hwy		Los Angeles	CA	90045	1			USPS		09/11/13
Qantas Airways Freight Office				6555 W. Imperial Hwy		Los Angeles	CA	90045	1			USPS		09/11/13
Southern California Area Governments	Inter-governmental Review			818 W. 7th Street	12th Floor	Los Angeles	CA	90017	1			USPS		09/11/13
South Coast Air Quality Management District		Ian	MacMillan	21865 Copley Drive		Diamond Bar	CA	91765		1		OnTrac	D10010613851751	09/11/13
Shute, Mihaly & Weinberger LLP	Representing the City of El Segundo	Osa	Wolff	396 Hayes Street		San Francisco	CA	94102		1		OnTrac	D10010613904550	09/11/13
Shute, Mihaly & Weinberger LLP	Representing the City of El Segundo	Gabriel	Ross	396 Hayes Street		San Francisco	CA	94102		1		OnTrac	D10010613904550	09/11/13
Stakeholder Liaison Office	Stakeholder Liaison	Brenda	Martinez-Sidhom	1 World Way, Ste. 208		Los Angeles	CA	90045		1		OnTrac	D10010613870371	09/11/13
Thai Airways International Cargo Office				6501 W. Imperial Hwy		Los Angeles	CA	90045	1			USPS		09/11/13
Westchester-Loyola Village Branch Library	Librarian			7114 W. Manchester Avenue		Los Angeles	CA	90045			1	Hand Deliver		09/11/13
El Segundo Library	Librarian			111 W. Mariposa Avenue		El Segundo	CA	90245			1	Hand Deliver		09/11/13
Inglewood Library	Librarian			101 W. Manchester Blvd.		Inglewood	CA	90301			1	Hand Deliver		09/11/13

APPENDIX C

Initial Study/Proposed Negative Declaration

Mailing and Repository Confirmations

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:48 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613838452

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613838452 has been confirmed as delivered.

Delivery Name : ARSAC
POD Signature : denny
Delivery Time : 09/12/2013 09:33 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:49 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613839541

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613839541 has been confirmed as delivered.

Delivery Name : ATLANTIC AVIATION SERVICES POD Signature : k ellis Delivery Time : 09/12/2013 09:32 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:19 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613928146

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613928146 has been confirmed as delivered.

Delivery Name : BOAC
POD Signature : manny mail room
Delivery Time : 09/12/2013 08:08 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 7:47 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613842685

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613842685 has been confirmed as delivered.

Delivery Name : BUCHALTER NEMER
POD Signature : henry
Delivery Time : 09/12/2013 07:41 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 1:56 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613843237

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613843237 has been confirmed as delivered.

Delivery Name : CHATTEN-BROWN & CARSTENS POD Signature : kellman Delivery Time : 09/12/2013 01:54 PM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:52 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613843807

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613843807 has been confirmed as delivered.

Delivery Name : CITY OF CULVER CITY
POD Signature : David
Delivery Time : 09/12/2013 09:37 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 9:41 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613890717

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613890717 has been confirmed as delivered.

Delivery Name : CITY OF EL SEGUNDO
POD Signature : rojas
Delivery Time : 09/12/2013 09:09 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 1:14 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613901506

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613901506 has been confirmed as delivered.

Delivery Name : CITY OF INGLEWOOD
POD Signature : whealy
Delivery Time : 09/12/2013 10:22 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:36 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613897482

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613897482 has been confirmed as delivered.

Delivery Name : CITY OF LOS ANGELES, 11TH DIST POD Signature : jimenez Delivery Time : 09/12/2013 08:27 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:55 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613849219

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613849219 has been confirmed as delivered.

Delivery Name : COUNTY OF LOS ANGELES
POD Signature : guillermo g.
Delivery Time : 09/12/2013 10:03 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:55 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613848857

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613848857 has been confirmed as delivered.

Delivery Name : COUNTY OF LOS ANGELES
POD Signature : eva
Delivery Time : 09/12/2013 10:28 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 12:56 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613849938

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613849938 has been confirmed as delivered.

Delivery Name : LA DOT
POD Signature : ida b
Delivery Time : 09/12/2013 09:19 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:17 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613874414

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613874414 has been confirmed as delivered.

Delivery Name : LAWA
POD Signature : manny mail room
Delivery Time : 09/12/2013 08:10 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:45 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613850240

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613850240 has been confirmed as delivered.

Delivery Name : LOS ANGELES PLANNING DEPT.
POD Signature : L. quan
Delivery Time : 09/12/2013 08:30 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:17 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613850612

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613850612 has been confirmed as delivered.

Delivery Name : LOS ANGELES WORLD AIRPORTS POD Signature : manny mail room Delivery Time : 09/12/2013 08:08 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:59 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613851751

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613851751 has been confirmed as delivered.

Delivery Name : SCAQMD
POD Signature : avier
Delivery Time : 09/12/2013 08:46 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 3:24 PM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613904550

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613904550 has been confirmed as delivered.

Delivery Name : SHUTE, MIHALY & WINBERGER LLP POD Signature : abrums Delivery Time : 09/12/2013 03:23 PM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

From: webcustomerservice@ontrac.com
Sent: Thursday, September 12, 2013 8:17 AM
To: Ijams, Robin
Subject: OnTrac Package Delivery Confirmation: D10010613870371

Hello,
This is an automated email response from OnTrac. The package tracking number D10010613870371 has been confirmed as delivered.

Delivery Name : STAKEHOLDER LIAISON OFFICE POD Signature : manny mail room Delivery Time : 09/12/2013 08:08 AM
Status Code : DELIVERED
Reference : 135320-98822

For more information please visit us at our website at http://www.ontrac.com or call us at 800-334-5000.

Thank you for using OnTrac!

Atlantic Aviation LAX Hangar and Office Development Project – Initial Study/Proposed Negative Declaration Repository Signatures September 11, 2013

Westchester - Loyola Village Branch Library, 7114 W. Manchester Avenue Los Angeles, 90045

KATHY LINDEMANN

Print Name Signature

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

Irina Martirosian

Print Name Signature

El Segundo Public Library, 111 W. Mariposa Ave, El Segundo, CA 90245

ROSLYN M. TEMPLIN

Print Name Signature

Hand-Delivered By:

Drew Poulter, CDM Smith

Signature

APPENDIX D

Initial Study/Proposed Negative Declaration

Proof of Newspaper Notice

CDM Smith
111 Academy, Ste 150

Irvine, CA 92617

Classified Advertising

Jessica Winn _____ of said

County and State being duly sworn, says:

That he is and at all times herein mentioned was a citizen of the United States, over 21 years of age, and not a party to nor interested in the above entitled matter; that he is a principal clerk of the printers and publishers of the LOS ANGELES TIMES a newspaper printed and published daily in the said Los Angeles County; that the Legal Notice

in the above entitled matter of which the annexed is a printed copy, was published in said newspaper

LOS ANGELES TIMES
202 West First St. Los Angeles, CA. 90012

on the following days, to-wit:

Thursday; September 12, 2013

CITY CLERK CASE #NG-13-282-AD

LEAD AGENCY: Los Angeles World Airports (LAWA)

SUBJECT: Notice of Intent to Adopt a Negative Declaration

PROJECT TITLE: Atlantic Aviation Los Angeles International Airport (LAX) Hangar and Office Development Project

PROJECT LOCATION: The project is located on the western portion of Atlantic Aviation's leasehold, which is on the northwest corner of Sepulveda Boulevard and Imperial Highway at 6411 West Imperial Highway, Los Angeles, CA 90045.

PROJECT DESCRIPTION: LAWA has completed the following Initial Study for the proposed Atlantic Aviation Los Angeles International Airport (LAX) Hangar and Office Development Project in accordance with the California Environmental Quality Act (CEQA) (Section 21000 et seq., California Public Resources Code), implementing State CEQA Guidelines (Section 15000 et seq., Title 14, California Code of Regulations), and L.A. CEQA Thresholds Guide (2006). The Initial Study for the proposed project was prepared in accordance with the requirements set forth in Section 15063 of the State CEQA Guidelines. As determined in the Initial Study, there is no substantial evidence that the proposed project may have a significant effect on the environment. Therefore, in accordance with Section 15070 of the State CEQA Guidelines, a Negative Declaration is hereby proposed. Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at LAX. The project site is located on the western portion of Atlantic Aviation's leasehold, which is on the northwest corner of Sepulveda Boulevard and Imperial Highway at 6411 West Imperial Highway, Los Angeles,

Botox approve

that involved the plane's
complex computer software
system. Cost overruns, tech-
nical difficulties and re-
peated delays caused the
C-17 to become one of the
most controversial defense

State of California

County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this

13th day of September, 20 13 by

(1) Jessica Winn

proved to me on the basis of satisfactory evidence to be the person who appeared before me (.)

DEBORAH L. BEAVERS
COMM. #1870011
Notary Public - California
San Bernardino County
My Comm. Expires Nov. 1, 2013

Deborah L Beavers, Notary Public

ATTACHMENT 4

STAKEHOLDER LIAISON'S REPORT

LAX
Los Angeles
World Airports

STAKEHOLDER
LIAISON OFFICE

July 24, 2013

Cynthia Guidry, P.E., Chief of Airport Planning
Capital Programming and Planning Group
One World Way
Los Angeles, CA 90045

Attention: Evelyn Quintanilla

Dear Mrs. Guidry,

I am submitting this letter in response to your request to consult with Stakeholders on the Tenant Improvement Project Atlantic Aviation FBO -LAX, Executive Director's Review – Case Number 001-013LAXSP.

On May 2, 2013, the Stakeholder Liaison's Office (SLO) received a request, from the Capital Programming and Planning Division requesting an Executive Director's Review for the Atlantic Aviation FBO-LAX Project. With this request the SLO received a copy of the Specific Plan (Sec. 7.F.2.), a Project Description and the Site Plan. These documents were then made available online to stakeholders receiving a mailer/notification, and in the case of the Settlement Agreement Petitioners, a copy was included in the SLO's request for comments. The SLO's transmittal of the project description and other documents did not address review under the California Quality Environmental Act (CEQA) because this is not required by the SLO under the LAX Plan Compliance process, (Specific Plan, Sec. 7.F.2). We understand LAWA's Planning, Entitlements and Land Use section will be determining whether CEQA review is required, and the appropriate level of that review. The public review period officially began May 15, 2013, which gave the public the opportunity to provide comments, and identify concerns that may be considered by the Executive Director when making a recommendation on the proposed project. This report gives a summary of the comments received by the SLO during the public review period.

The SLO, via the United States Postal Service (USPS) notified over 5000 stakeholders of the proposed project through a mailer (Attachment 1). The SLO made every effort to ensure addresses were current by contracting with a data cleaning service, also required by the USPS, to validate addresses and ensure non-valid addresses were removed from the database prior to mailing. The SLO also sent written requests to the LAX Master

Plan Stipulated Settlement Agreement petitioners via electronic mail on May 16, 2013 and certified mail. The public review period officially ended June 7, 2013.

The proposed project was published online at www.ourlax.org, and allowed the stakeholder to submit a comment online. A total of one (1) was received online. The commenter submitted a solicitation, a comment not related to the proposed project.

Attached to this report is a copy of the comment received during the public review period. If you have questions and/or need additional information, please do not hesitate in contacting the Stakeholder Liaison's Office at (800)919-3766 or (424) 646-5185.

Sincerely,

Brenda Martinez-Sidhom
Stakeholder Liaison's Office

Attachment 1

LAX
Los Angeles World Airports

LAX STAKEHOLDER LIAISONS OFFICE

LAX PLAN COMPLIANCE REVIEW

The Stakeholder Liaison's Office is submitting for your review and comment the following proposed Project:

Project Name: Atlantic Aviation FBO Hangar & Office Development Project at Los Angeles International Airport

Project Description: Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at Los Angeles International Airport (LAX). The proposed project is located at 6411 West Imperial Highway, Los Angeles, CA 90045. The proposed hangar is 36,550 SF with an adjoining 4,900 SF one story office building and a 2,000 SF one story hangar support building

Detailed project information, including the project site plan can be found on our website at www.ourlax.org

Prior to issuing any grading, building or use of land permit on the a proposed Project, the Los Angeles City Council must grant an LAX Plan Compliance approval pursuant to the LAX Specific Plan. This approval will be based on recommendations from LAWA's Executive Director and the Board of Airport Commissioners. The Executive Director's recommendation will be included in a written report, which will include the results of LAWA's consultation with the LAX Master Plan Stakeholder Liaison. This public review period provides an opportunity for stakeholders to provide comments and identify concerns that will be considered by the Executive Director in making this recommendation. Your comments to the LAX Stakeholder Liaison can be submitted via email to: LAXStakeholderLiaison@lawa.org or to the following address:

Los Angeles World Airports
Stakeholder Liaison Office (SLO)
Attention: Brenda Martinez-Sidhom
One World Way, Suite 219
Los Angeles, CA 90045

Comments to the Stakeholder Liaison must be received by the SLO no later than:
5:00 p.m., Pacific Time, Friday, June 7, 2013.

ATTACHMENT 5

TRAFFIC GENERATION REPORT

TRAFFIC GENERATION REPORT

[Los Angeles International Airport / August 2013]

Los Angeles World Airports

Prepared by Capital Programming & Planning Group / December 2013

Executive Summary:

Per Section G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare an annual Traffic Generation Report. This traffic report shall identify "the current number of Trips being generated by LAX, the number of Trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, the Trips proposed to be generated following the implementation of the Master Plan as informed by current and Project-based Trip counts, and the number of Trips anticipated to be generated by on-going Master Plan construction activities."

This study is the ninth Traffic Generation Report to be completed since the Los Angeles City Council's approval of the LAX Master Program in December 2004.

The Environmental Impact Report (EIR) for the LAX Master Plan forecasted 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures.

The typical design day used for the LAX Master Plan is a Friday in August. The total number of trips for the airport peak hour of 11 am to noon is as follows:

1996 Airport Peak Hour Volume (Base Year)	**17,725 trips**
2013 Airport Peak Hour Volume	**14,403 trips**
2015 Airport Peak Hour Volume (Projected)	**26,011 trips**

These volumes show that the August 2013 airport peak-hour volume does not exceed 8,236 additional trips above the base-year total of 17,725 trips and is in fact 3,322 trips less than the 1996 base year volumes.

The results of the August 2013 traffic volume study also reveal that there were 10,425 trips recorded at LAX during the 8 am to 9 am peak hour and 12,218 trips in the 5 pm to 6 pm peak hour. This represents 1,553 fewer trips during the morning peak hour in August 2013 than during the same hour in the 1996 base year, and 669 fewer evening peak hour trips in August 2013 than during the 1996 base year.

Methodology:

The following methodology was used in calculating the overall traffic volumes accessing and egressing LAX. The Land Use and Development Section of the Los Angeles Department of Transportation (LADOT) approved this methodology, which has been used consistently for the LAX Traffic Generation reports annually since 2005.

LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by LAWA's Traffic and Automated Vehicle Identification System (TRAVIS), which include electro-magnetic loop detectors imbedded in each travel lane of the roadways. Vehicle type is not distinguished by these loops; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A "trip" is defined as the entrance or exit of a vehicle from the airport or airport-related property as studied in the LAX Master Plan Final EIR. Traffic information is continuously recorded on a computer database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts.

Counts for the LAX Master Plan design day (a Friday in August) were retrieved from the database and averaged for the morning (8 am to 9 am), airport (11 am to noon) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak periods studied during each Friday in August 2013, along with the average number of trips.

LAX Central Terminal Area - Traffic Volumes by Direction

	Inbound			Outbound		
Date	**8-9 AM**	**11AM- Noon**	**5-6 PM**	**8-9 AM**	**11AM- Noon**	**5-6 PM**
8/02/13	3,395	4,372	3,536	2,623	3,847	3,846
8/09/13	3,263	4,557	3,546	2,581	4,691	4,134
8/16/13	3,337	4,595	3,365	3,003	4,634	4,047
8/23/13	3,282	4,565	3,473	2,952	4,670	3,995
8/30/13	3,448	4,664	3,709	2,984	4,579	4,160
Average	**3,345**	**4,551**	**3,526**	**2,829**	**4,484**	**4,036**

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2013, along with their averages, is summarized in **Table 2**.

LAX Central Terminal Area - Total Traffic Volumes

	Total		
Date	**8-9 AM**	**11AM- Noon**	**5-6 PM**
8/02/13	6,018	8,219	7,382
8/09/13	5,844	9,248	7,680
8/16/13	6,340	9,229	7,412
8/23/13	6,234	9,235	7,468
8/30/13	6,432	9,243	7,869
Average	**6,174**	**9,035**	**7,562**

Table 2

World Way West:

All traffic eastbound and westbound on World Way West east of Pershing Drive was recorded through the use of automated traffic counters temporarily installed by the Los Angeles Department of Transportation at the LAWA's request. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX.

Driveways

Traffic during the three peak hours was counted at over 60 driveways by Metro Traffic Data Inc., a privately owned and operated traffic data collection company under contract by LAWA. Individual counts were required at these locations because traffic volumes are not recorded by the automated, loop-detector system. See **Figure 1** for a map of the facilities at which driveway counts were recorded. Traffic entering and exiting a roadway or driveway was counted in three separate vehicular categories – cars, trucks and shuttles.

Metro Traffic Data Inc. recorded traffic at the following cargo facility driveways on Friday, August 16, 2013:

Cargo/Ancillary Facilities:

Aviation Blvd (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Blvd (south leg of intersection) locations:

- Avion Drive
- Airport Blvd
- Postal Road
- International Road

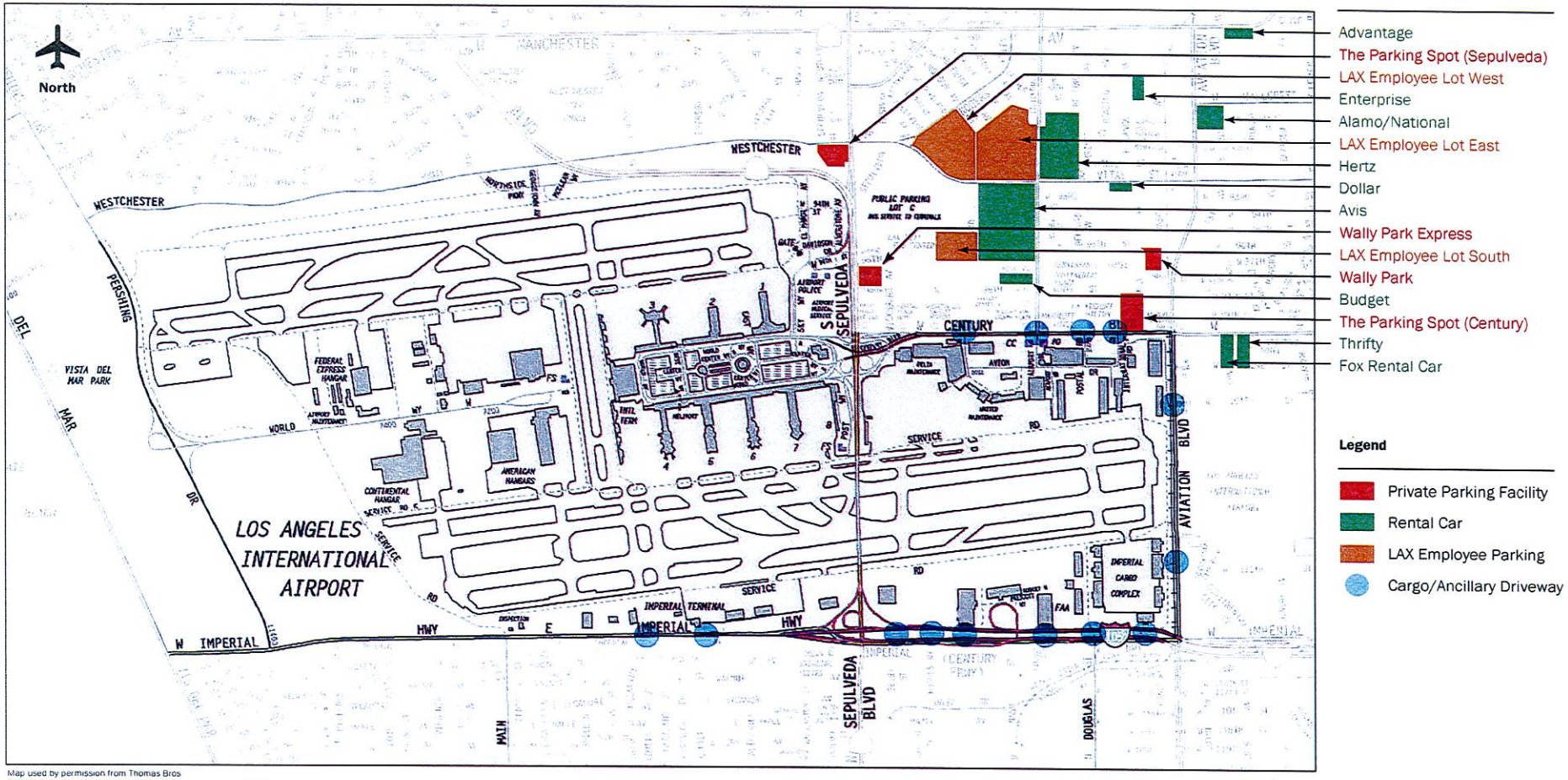
Imperial Highway (north leg of intersection) locations:

- Imperial Terminal
- California Street
- Hughes Way
- Unsignalized driveway east of Hughes Way
- Kilroy Center Drive
- Douglas Street
- Unsignalized driveway between Kilroy Center Drive and Aviation Blvd

Five driveways along the north side of Imperial Highway and one driveway along the south side of Century Blvd have very limited traffic volumes throughout the day. For the

LAX
Los Angeles World Airports

Traffic Count Location Map



Map used by permission from Thomas Bros

Figure 1

purposes of this study, a total of 50 vehicles was added to the cargo/ancillary traffic volumes recorded for each peak hour to account for the traffic using these six driveways. Because traffic entering and exiting these minor driveways is infrequent, this estimate represents a conservatively high volume of traffic for these six driveways.

Airport Operated Public Parking Lots

Traffic counts were conducted at the following airport-operated Parking Lot C driveways:

- Two entrance driveways on 96th Street west of Vicksburg Avenue
- Exit driveway on Jenny Avenue
- Entrance driveway on Westchester Parkway

Airport Operated Employee Parking Lots

- Employee Lot West Entrance/Exit Driveway on Westchester Parkway
- Employee Lot East Entrance/Exit Driveway on Jenny Ave n/o Westchester Pkwy
- Employee Lot South Entrance/Exit Driveway on Jenny Ave s/o Westchester Pky
- Airport Police – Two driveways on 96th Street west of Alverstone Avenue

Rental Car Locations:

There are ten car rental companies that are allowed to provide shuttle service between the LAX CTA and their facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations:

Advantage Rent a Car – Manchester Blvd between Isis Ave and Hindry Ave

- Driveway on Manchester Blvd east of Isis Ave
- Car return driveway on Isis Ave south of Manchester Blvd

Alamo and National – Aviation Blvd and Hillcrest Blvd, SE corner:

- Three driveways on Aviation Blvd south of Hillcrest Blvd
- Car return driveway on Hillcrest Blvd east of Aviation Blvd

Avis – Airport Blvd/Westchester Pkwy/Jenny Ave:

- Driveway on Airport Blvd south of Westchester Parkway
- Three driveways on Jenny Ave

Budget – Airport Blvd and 98th Street, NW corner:

- Two driveways on Airport Blvd
- Two driveways on 96th Place
- Driveway on 98th Street

Dollar – Arbor Vitae Street, south side, west of Bellanca Ave:

- Three driveways on Arbor Vitae Street
- Car return driveway on Bellanca Ave south of Arbor Vitae Street

Enterprise – Bellanca Ave between Manchester Ave and Arbor Vitae St:

- Four driveways on Bellanca Ave

Fox/Payless – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway at 5500 West Century Blvd

Hertz – Airport Blvd between Interceptor Street and Arbor Vitae Street:

- Shuttle entrance driveway on Airport Blvd north of Arbor Vitae Street
- Driveway on Interceptor Street east of Airport Blvd
- Two exit driveways on Arbor Vitae Street

Thrifty – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway on Century Blvd
- Driveway on Concourse Way south of Century Blvd

Off-Airport Rental Car Companies/ Cell Phone Waiting Lot:

Off-airport car rental companies are not permitted to drop off or pickup customers in the CTA. Unlike the on-airport car rental companies, no off-airport car rental driveways were included in the traffic count. The official pickup and drop-off location for these companies is located within a portion of Lot C, on the north side of 96th Street immediately west of Vicksburg Avenue. However, this facility is rarely used by off-airport rental car companies and no additional traffic was included in the trip totals.

This location performs a separate duty as the LAX Cell Phone Waiting Lot. Drivers in private vehicles are permitted to wait in this lot before coming into the CTA to pick up passengers. Vehicles were not counted when they entered and exited the Cell Phone Waiting Lot since they were counted when they entered and exited the CTA to pick up their party at the terminal.

Private Airport Parking Facilities:

Traffic was recorded at the following private parking facility driveways. These facilities are exclusively used for parking and are not affiliated with a hotel or office building. It was conservatively assumed that all traffic entering or exiting these facilities is airport related. Since in reality these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated.

Park One[1] – Sepulveda Blvd from Century Blvd to 96th Street:

- Driveway on 96th Street west of Alverstone Ave (this is a joint use driveway with the airport police parking lot)
- Driveway on "Little" Century Blvd

The Parking Spot – Bellanca Ave from Century Blvd to 98th Street:

- Driveways on Bellanca Ave
- Driveway on 98th Street
- Car entrance driveway on Century Blvd

Valet AirPark – Sepulveda Blvd and 96th Street, SE corner:

- Driveway on 96th Street east of Sepulveda Blvd
- Driveway on Vicksburg Ave south of 96th Street

Wally Park – Bellanca Ave, east side, north of 98th Street:

- Two driveways on Bellanca Ave

Westchester Parking Spot – Sepulveda Blvd/Westchester Pkwy/Sepulveda Eastway:

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

Other Private Airport Parking Facilities:

Like the private parking facilities referenced above, other off-airport, private parking operators also provide shuttle service for their customers to and from LAX terminals. However, these parking operators also cater to customers who park in their facilities but who are not going to the airport. Therefore, the following methodology was established to estimate the volume of airport trips at these joint-use parking facilities where manual traffic counts were not conducted.

Using the volume of car trips and the volume of shuttle trips manually recorded at large parking facilities such as Wally Park and The Parking Spot, the following trip generation factors were calculated:

[1] The Park One property was purchased by LAWA in July 2009. However, a private parking operator continues to conduct business on this site.

Private Parking Car Trips per Inbound Shuttle

AM 163 trips/ 49 shuttles = 3.33 trips/shuttle

AP 112 trips/ 39 shuttles = 2.87 trips/shuttle

PM 84 trips/ 61 shuttles = 1.38 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM 38 trips/ 68 shuttles = 0.56 trips/shuttle

AP 129 trips/ 61 shuttles = 2.11 trips/shuttle

PM 182 trips/ 64 shuttles = 2.84 trips/shuttle

The number of shuttles recorded in the LAX CTA on five Fridays in August 2013 by the joint-use parking businesses was obtained from the TRAVIS database. It is assumed that the same number of car trips per shuttle trip made by facilities such as Wally Park or The Parking Spot would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour on Fridays in August 2013 by the joint-use, off-airport parking facilities is shown in **Table 3.**

Shuttle Trips by Other Off-Airport Parking Facilities - Inbound to Lot

	Peak Hour		
Date	AM	AP	PM
8/02/2013	36	38	40
8/09/2013	32	32	48
8/16/2013	32	37	46
8/23/2013	47	41	44
8/30/2013	49	37	38
Rounded Average	**39**	**37**	**43**

Shuttle Trips by Other Off-Airport Parking Facilities - Outbound From Lot

	Peak Hour		
Date	AM	AP	PM
8/02/2013	53	46	44
8/09/2013	49	34	49
8/16/2013	46	40	41
8/23/2013	52	39	45
8/30/2013	60	48	48
Rounded Average	**52**	**42**	**46**

Table 3

Multiplying the calculated trips-per-shuttle ratios with the average number of shuttle trips attributable to the off-airport private parking facilities where driveways were not manually recorded results in the totals shown in **Table 4**. This provides an estimate of the number of inbound and outbound car trips generated at the remaining parking facilities that is related to LAX.

Inbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	3.33	X	39	=	130
Airport	2.87	X	37	=	106
PM	1.38	X	43	=	60

Outbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	0.56	X	52	=	29
Airport	2.11	X	42	=	89
PM	2.84	X	46	=	131

Table 4

To be consistent with the methodology used in the Environmental Impact Report for the LAX Master Plan and avoid "double counting," shuttle trips from private and public parking lots and from rental car facilities are only counted as they enter and exit the Central Terminal Area. For example, a shuttle bus that exits the Avis rental car facility and enters the CTA is counted as a single trip. The shuttle makes another trip once it exits the CTA; but not when it enters the Avis driveway.

LAX Master Plan Projects Currently Under Construction:

The Bradley West Project includes construction of new north and south concourses at Tom Bradley International Terminal (TBIT) just west of the existing concourses (which will be demolished), construction of nine aircraft gates and their associated loading bridges and apron areas, relocation and consolidation of existing aircraft gates along the east side of TBIT, renovation, improvement and enlargement of the existing concessions areas, U.S. Customs and Border Protection areas, office and operations areas.

Section 7G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan states that the annual Traffic Generation Report is to identify "the number of Trips anticipated to be generated at the completion of any Master Plan Project in development at the time of the report." **Table 5**[2] below shows the estimated increase in the number of trips associated with the Tom Bradley International Terminal. The trip estimates are considered conservatively high in that they assume all of the growth in TBIT-related vehicle trips between 2008 (base year) and 2013 (start of operation for Bradley West) is attributable to the Bradley West project. Even if these trips forecasted for the full build-out of TBIT were to be added to the existing peak-hour traffic volumes recorded at LAX, the totals would remain far below the number of peak-hour trips projected in the LAX Master Plan.

Tom Bradley International Terminal Trip Generation

	Future (2013) With Project Minus Existing (2008) Conditions		
Peak Hour/ Location	In	Out	Total
8 - 9 AM			
CTA	522	685	1,207
Airport Parking	6	13	19
Employee Parking	158	47	205
Rental Car	30	195	225
Off-Airport Parking	8	26	34
TOTAL	**724**	**966**	**1,690**
11 AM - Noon			
CTA	713	804	1,517
Airport Parking	12	13	25
Employee Parking	61	33	94
Rental Car	102	159	261
Off-Airport Parking	21	18	39
TOTAL	**909**	**1,027**	**1,936**
5- 6 PM			
CTA	593	470	1,063
Airport Parking	31	2	33
Employee Parking	87	122	209
Rental Car	202	11	213
Off-Airport Parking	35	3	38
TOTAL	**948**	**608**	**1,556**

Table 5

[2] Table 4.2-3 of the Environmental Impact Report for the Bradley West Project.

Other LAWA Projects:

Other stand-alone LAWA projects that are not part of the LAX Master Plan were completed this year or are currently under construction. While these projects contribute to construction-related traffic, these trips are often during off-peak hours and are temporary in nature. These projects include:

- **Employee Lot East (Completed)**

  This project created 2,100 employee parking spaces in LAWA-owned property between Airport Boulevard and Jenny Avenue, north of Westchester Parkway. This parking lot opened in July 2013. Airport employees who had been parking in Lot E, located on the north side of 111th Street between Aviation and La Cienega Boulevards, were relocated to Employee Lot East and Employee Lot South (see below). While a small portion of Lot E remains open for recreational vehicle parking for LAX-employees, its traffic generation is miniscule.

- **Employee Lot South (Completed)**

  This employee "spillover" lot was carved out of the southeastern portion of public parking Lot C and contains approximately 1,000 parking stalls. The parking lot was opened to employees in July 2013.

- **Central Utility Plant (Under construction)**

  This project will replace the existing Central Utility Plant (CUP) which provides heating and cooling to the LAX Central Terminal Area. The project includes replacement of the CUP, the maintenance shop building, boilers and electrical co-generation equipment and the cooling tower system. A thermal energy storage tank will be constructed at the site of the existing CUP. The project also includes replacement of the direct buried chilled water and hot water service lines in the CTA. This project, currently under construction, is scheduled for completion in the second half of 2014.

- **Escalator/Elevator Upgrades (Under construction)**

  This project, currently under construction, is upgrading the escalators and elevators in the Central Terminal Area.

Summary of Peak Hour Counts:

Subsection C, *Project Trip Generation*, of Section 12, *Transportation Regulations*, of the Los Angeles International Airport Specific Plan uses the airport peak hour as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume under the LAX Master Plan EIR.

A summary of the final traffic datum is presented in **Table 6** (AM Peak), **Table 7** (Airport Peak) and **Table 8** (PM Peak). The Los Angeles International Airport Specific Plan uses the Airport Peak Hour (11 AM to Noon) as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume with the full build-out of the LAX Master Plan. For 2013, the total volume of traffic is 14,403 vehicle trips in the Airport Peak Hour on a Friday in August. This total is 3,322 lower than the 17,725 vehicles for the 1996 base year of the LAX Master Plan Environmental Impact Report. The Airport Peak Hour traffic volumes for the last nine years, along with the traffic volume projected in the LAX Master Plan EIR for 2015, are shown on **Figure 2.**

As expected, the Airport Peak Hour traffic count total is higher than the counts recorded for the AM and PM peak hours. The August 2013 AM peak hour volume is 10,425 (compared with 11,978 vehicles in 1996) and the August 2013 PM peak hour volume is 12,218 (compared with 12,887 vehicles in 1996).

FlyAway Program:

LAWA has implemented various trip reduction programs since City Council approved the LAX Master Plan in December 2004. The LAX FlyAway, a low-cost shuttle service operating between a remote parking facility and LAX, has been operating from Van Nuys Airport since 1975. The FlyAway program was expanded in March 2006 to include Union Station in downtown Los Angeles, in June 2007 to serve Westwood/UCLA, and in November 2009 to serve the Irvine Transportation Center. The Irvine FlyAway service was terminated in Summer 2012 due to contractual issues with the bus operator and low ridership. A new FlyAway service at the Expo Light Rail Line at the LaBrea Avenue station began operation in Spring 2013. Additional planned sites are Santa Monica, Hollywood, Torrance, and a connection with the Orange Line in the San Fernando Valley at the Woodley Avenue station. The ridership totals for the month of August during the last nine years are shown in **Figure 3**. Overall, FlyAway ridership increased over 170% from August 2005 to August 2013. The FlyAway program has helped to reduce the number of private vehicles into and out of the LAX Central Terminal Area.

TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	6,989	6,437	7,750	6,771	6,383	6,229	6,274	6,295	6,388	6,174	1,204
GTC	0	0	0	0	0	0	0	0	0	0	5,466
ITC	0	0	0	0	0	0	0	0	0	0	2,793
RAC/Rental Car Facilities	775	1,195	1,342	1,261	1,239	956	1,011	1,038	1,273	1,042	716
LAX Public Parking Lots	114	185	149	145	165	145	100	87	68	84	115
Employee Parking	269	448	493	534	524	446	393	387	417	436	853
Private Parking (1)	275	230	389	427	388	359	331	294	285	360	243
World Way West	525	536	649	580	648	598	503	490	559	544	1,688
Cargo and Ancillary (2)	3,031	1,953	1,891	2,036	1,971	1,641	1,733	2,031	1,914	1,765	3,412
LAX Northside (3)	0	0	0	0	20	20	20	20	20	20	3,922
Manchester Square (misc)	0	0	0	0	0	0	0	0	0	0	212
Trip Reduction Adjustment	0	0	0	0	0	0	0	0	0	0	-2,150
TOTAL	**11,978**	**10,984**	**12,663**	**11,754**	**11,338**	**10,394**	**10,365**	**10,642**	**10,924**	**10,425**	**18,474**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count
(2) 50 vehicle trips were added to the 2005 through 2012 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(3) 20 vehicle trips were added to the 2008 through 2012 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 6

TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	11,439	9,995	9,841	9,346	9,419	9,021	9,312	9,000	9,046	9,035	48
GTC	0	0	0	0	0	0	0	0	0	0	12,061
ITC	0	0	0	0	0	0	0	0	0	0	5,837
RAC/Rental Car Facilities	1,493	1,891	1,890	1,829	1,727	1,559	1,605	1,781	1,761	1,886	1,697
LAX Public Parking Lots	183	171	177	226	172	172	122	68	77	72	216
Employee Parking	285	398	394	384	548	508	409	862	480	511	467
Private Parking (1)	755	411	294	461	405	373	449	520	314	436	398
World Way West	1,000	682	668	737	833	628	607	648	708	578	1,241
Cargo and Ancillary (2)	2,570	2,194	1,993	2,094	1,983	1,636	1,739	1,802	1,875	1,865	2,956
LAX Northside (3)	0	0	0	0	20	20	20	20	20	20	2,098
Manchester Square (misc)	0	0	0	0	0	0	0	0	0	0	162
Trip Reduction Adjustment	0	0	0	0	0	0	0	0	0		-1170
TOTAL	**17,725**	**15,742**	**15,257**	**15,077**	**15,107**	**13,917**	**14,263**	**14,701**	**14,281**	**14,403**	**26,011**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count
(2) 50 vehicles were added to the 2005 through 2013 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(3) 20 vehicle trips were added to the 2008 through 2013 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 7

TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	7,755	8,329	8,714	8,120	8,052	7,300	7,431	7,478	7,153	7,562	1,330
GTC	0	0	0	0	0	0	0	0	0	0	5,978
ITC	0	0	0	0	0	0	0	0	0	0	3,033
RAC/Rental Car Facilities	827	1,216	1,242	1,172	1,120	938	981	1,319	1,478	1,263	776
LAX Public Parking Lots	148	199	180	257	206	220	164	108	92	112	122
Employee Parking	521	605	548	591	637	633	612	597	613	533	1,025
Private Parking (1)	384	358	395	601	423	424	483	562	439	457	256
World Way West	400	420	451	373	506	356	307	284	327	306	1,539
Cargo and Ancillary (2)	2,852	2,429	2,359	2,411	2,128	2,152	2,137	2,029	2,339	1,965	3,061
LAX Northside (3)	0	0	0	0	20	20	20	20	20	20	4,421
Manchester Square (misc)	0	0	0	0	0	0	0	0	0	0	233
Trip Reduction Adjustment	0	0	0	0	0	0	0	0	0	0	-1,973
TOTAL	**12,887**	**13,556**	**13,889**	**13,525**	**13,092**	**12,043**	**12,135**	**12,397**	**12,461**	**12,218**	**19,801**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count
(2) 50 vehicles were added to the 2005 through 2012 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(3) 20 vehicle trips were added to the 2008 through 2012 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 8

Airport Peak Hour (11 AM - Noon) Traffic Volumes

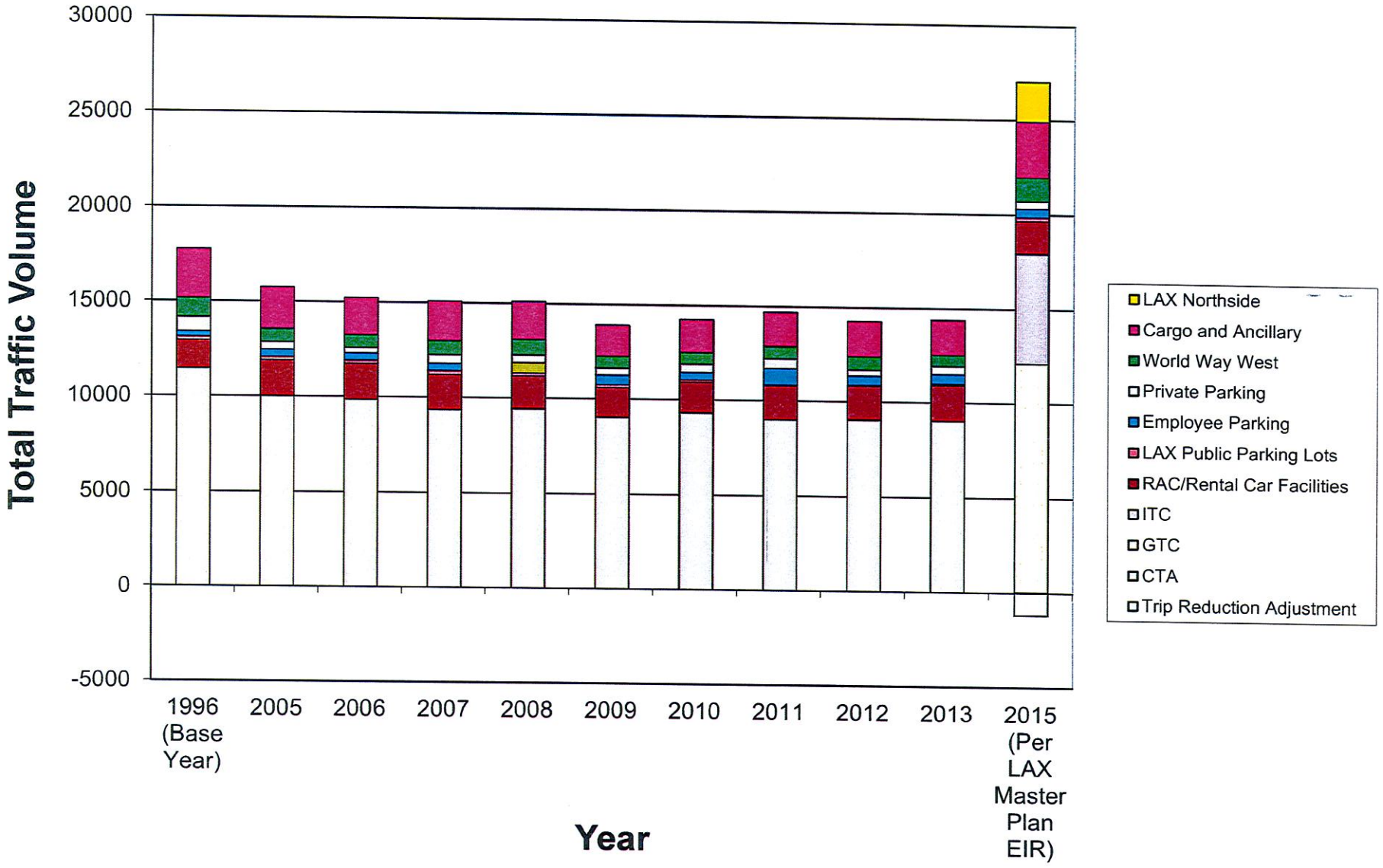


Figure 2

LAX FlyAway Ridership

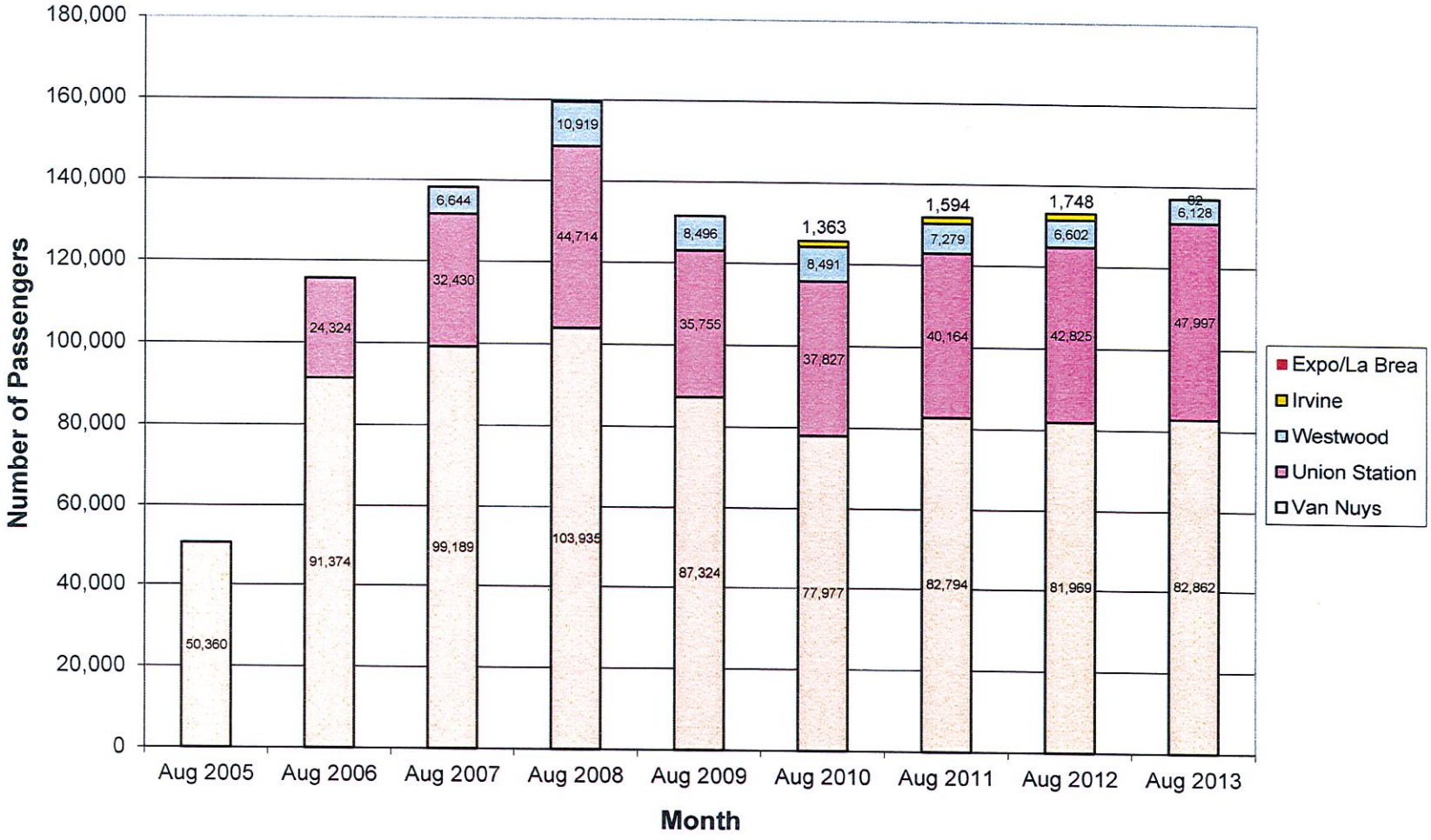


Figure 3

2013 LAX Trip Generation Table

LOCATION	Date Recorded	Day	Traffic Volumes Inbound												Traffic Volumes Outbound											
			AM (8 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)				AM (8 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)			
			Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total
Airport Public Parking Lots																										
Lot C - 96th Street public entrance	8/9/2013	FRI	56	1	0	57	39	0	0	39	48	0	0	48	1	0	0	1	1	0	0	1	0	0	0	0
Lot C - 96th Street shuttle entrance	8/9/2013	FRI	0	0	13	13	0	0	16	16	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
Lot C - exit driveway on Jenny Street	8/9/2013	FRI	0	0	1	1	0	0	0	0	0	0	0	0	13	0	0	13	20	0	0	20	53	0	0	53
Lot C - entrance driveway on Westchester Parkway	8/2/2013	FRI	12	1	0	13	11	0	0	11	11	0	0	11	0	0	0	0	1	0	0	1	0	0	0	0
Subtotal			68	2	14	84	50	0	16	66	59	0	14	73	14	0	0	14	22	0	0	22	53	0	0	53
Airport Employee Parking																										
Employee Lot East - Main Entry/Exit on Jenny Avenue (east side) n/o Westchester	8/9/2013	FRI	192	0	0	192	163	0	0	163	123	0	0	123	26	0	0	26	83	0	0	83	172	0	0	172
Employee Lot South - Entry/Exit on Jenny Avenue (west side) n/o 96th St	8/9/2013	FRI	42	1	2	45	43	2	0	45	31	0	0	31	9	0	0	9	30	4	0	34	54	0	0	54
Airport Police - 2 driveways on 96th Street w/o Alverstone Avenue	8/9/2013	FRI	54	0	15	69	45	0	11	56	29	0	13	42	19	0	0	19	16	0	0	16	16	0	0	16
Employee Lot West - Entry/Exit on Westchester Parkway	8/2/2013	FRI	67	0	0	67	63	0	0	63	56	0	0	56	25	1	0	26	62	0	0	62	52	0	0	52
World Way West	8/9/2013	FRI	311	0	0	311	269	0	0	269	95	0	0	95	233	0	0	233	309	0	0	309	211	0	0	211
Subtotal			666	1	17	684	583	2	11	596	334	0	13	347	312	1	0	313	500	4	0	504	505	0	0	505
Cargo Facilities																										
Aviation Boulevard and 104th Street (west leg)	8/16/2013	FRI	50	30	0	80	47	22	0	69	50	48	0	98	50	30	0	80	57	29	0	86	100	44	1	145
Aviation Boulevard and 111th Street (west leg)	8/16/2013	FRI	92	54	0	146	62	70	0	132	61	46	0	107	50	55	0	105	67	56	0	123	87	49	0	136
Century Boulevard and Avion Drive (south leg)	8/16/2013	FRI	130	14	41	185	61	11	44	116	76	13	39	128	71	12	33	116	86	12	56	154	109	11	46	166
Century Boulevard and Airport Boulevard (south leg)	8/16/2013	FRI	79	17	4	100	91	13	3	107	48	21	1	70	71	17	4	92	111	21	1	133	68	16	0	84
Century Boulevard and Postal Road (south leg)	8/16/2013	FRI	32	14	0	46	43	5	0	48	42	13	1	56	29	8	0	37	39	7	1	47	25	7	0	32
Century Boulevard and International Road (south leg)	8/16/2013	FRI	46	6	0	52	44	15	0	59	41	10	0	51	31	8	0	39	43	8	0	51	30	5	0	35
Imperial Highway and Imperial Terminal (north leg)	8/16/2013	FRI	85	16	0	101	71	14	0	85	42	22	0	64	32	10	0	42	72	22	0	94	78	15	0	93
Imperial Highway and California Street (north leg)	8/16/2013	FRI	47	6	0	53	54	5	0	59	34	1	0	35	21	2	0	23	33	9	1	43	48	2	1	51
Imperial Highway and Hughes Way (north leg)	8/16/2013	FRI	64	15	0	79	56	18	0	74	54	25	0	79	48	16	0	64	57	18	0	75	68	26	0	94
Imperial Highway and unsignalized driveway e/o Hughes Way (north leg)	8/16/2013	FRI	28	8	0	36	26	11	0	37	108	21	0	129	27	2	0	29	16	4	0	20	14	6	0	20
Imperial Highway and Kilroy Center Drive (north leg)	8/16/2013	FRI	7	0	0	7	1	2	0	3	9	2	0	11	5	0	0	5	6	0	0	6	9	0	0	9
Imperial Highway and Douglas Street (north leg)	8/16/2013	FRI	89	10	0	99	50	27	0	77	53	21	0	74	31	14	0	45	50	25	0	75	74	29	0	103
Imperial Highway and unsignalized driveway w/o Aviation Blvd. (north leg)	8/16/2013	FRI	30	9	0	39	17	7	0	24	10	8	0	18	8	7	0	15	13	5	0	18	20	7	0	27
Subtotal			779	199	45	1023	623	220	47	890	628	251	41	920	474	181	37	692	650	216	59	925	730	217	48	995
Rental Car Facilities																										
Advantage - driveway on Isis Ave and driveway on Manchester Blvd e/o Isis Ave	8/2/2013	FRI	16	0	5	21	24	0	9	33	17	0	7	24	8	0	7	15	39	0	9	48	11	1	7	19
Alamo/National - 3 driveways on Aviation Boulevard s/o Hillcrest Boulvevard	8/2/2013	FRI	38	1	19	58	43	0	19	62	29	0	19	48	66	0	19	85	134	0	17	151	102	0	16	118
Alamo/National - entry driveway on Hillcrest Boulevard e/o Aviation Boulevard	8/2/2013	FRI	102	0	0	102	177	0	0	177	93	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0
Avis - driveway on Airport Boulevard s/o Westchester Parkway	8/9/2013	FRI	96	0	0	96	171	0	0	171	83	0	0	83	22	0	0	22	67	0	0	67	72	0	0	72
Avis - three driveways on Jenny Street	8/9/2013	FRI	24	1	17	42	19	1	18	38	13	0	18	31	40	0	15	55	73	1	17	91	40	0	19	59
Budget - 2 driveways on Airport Boulevard between 96th Place and 98th Street	8/9/2013	FRI	51	0	0	51	55	0	1	56	29	0	0	29	0	0	10	10	0	0	16	16	0	0	10	10
Budget - two driveways on 96th Place w/o Airport Boulevard	8/9/2013	FRI	0	0	9	9	0	0	15	15	8	0	13	21	34	0	0	34	81	0	0	81	32	0	3	35
Budget - driveway on 98th Street w/o Airport Boulevard	8/9/2013	FRI	5	0	0	5	16	0	0	16	11	0	0	11	5	0	0	5	15	0	0	15	10	0	0	10
Dollar - three driveways on Arbor Vitae Street	8/2/2013	FRI	4	0	9	13	4	0	13	17	2	0	12	14	29	0	10	39	73	0	13	86	67	0	12	79
Dollar - driveway on Bellanca Avenue s/o Arbor Vitae Street	8/2/2013	FRI	57	0	0	57	116	0	0	116	75	0	0	75	10	0	0	10	33	0	0	33	15	0	0	15
Enterprise - four driveways on Bellanca Avenue s/o Manchester Boulevard	8/2/2013	FRI	52	0	14	66	83	3	20	106	21	0	32	53	34	0	13	47	79	0	19	98	117	0	5	122
Fox/Payless - Century Boulevard e/o Aviation Boulevard	8/16/2013	FRI	38	0	0	38	49	1	0	50	28	0	0	28	0	0	0	0	0	1	0	1	0	0	0	0
Hertz - three driveways on Airport Boulevard and Arbor Vitae Street	8/2/2013	FRI	0	0	15	15	0	0	21	21	0	0	20	20	50	0	14	64	180	0	20	200	135	0	18	153
Hertz - driveway on Interceptor Street off of Airport Boulevard	8/2/2013	FRI	150	1	2	153	217	1	4	222	116	1	1	118	18	0	1	19	40	2	7	49	41	0	0	41
Thrifty - driveways on Century Boulevard and on Concourse Way	8/9/2013	FRI	49	0	0	49	58	0	0	58	56	0	0	56	41	0	0	41	30	0	0	30	38	0	0	38
Thrifty - Shuttle driveway (taken from Automated Vehicle Identification data)	8/9/2103	FRI	0	0	7	7	0	0	10	10	0	0	10	10	0	0	5	5	0	0	12	12	0	0	7	7
Subtotal			682	3	97	782	1032	6	130	1168	581	1	132	714	357	0	94	451	844	4	130	978	680	1	97	778
Off Airport Parking Facilities																										
The Parking Spot - driveways on Bellanca Avenue s/o 98th Street	8/9/2013	FRI	8	0	0	8	2	0	0	2	0	0	0	0	7	0	0	7	36	0	0	36	41	0	0	41
The Parking Spot - driveway on 98th Street w/o Bellanca Avenue	8/9/2013	FRI	1	0	13	14	5	0	9	14	5	0	20	25	2	0	14	16	1	0	10	11	1	0	14	15
The Parking Spot - driveway on Century Boulevard w/o Bellanca Avenue	8/16/2013	FRI	28	0	0	28	11	0	0	11	11	0	0	11	2	0	0	2	0	0	0	0	1	0	0	1
Park One - driveway on 96th street west of Alverstone Avenue (police parking lot)	8/9/2013	FRI	1	0	0	1	0	0	0	0	0	0	0	0	13	0	16	29	29	0	14	43	57	0	15	72
Park One - driveway on "Little" Century Boulevard w/o Sepulveda Blvd	8/16/2013	FRI	35	0	1	36	29	0	0	29	22	0	1	23	1	0	0	1	2	0	0	2	0	0	0	0
Valet Air/Park - driveway on 96th Street e/o Sepulveda Boulevard	8/9/2013	FRI	2	0	0	2	7	0	0	7	0	0	0	0	4	0	4	8	2	0	2	4	9	0	4	13
Valet Air/Park - driveway on Sepulveda Boulevard s/o 96th Street	8/9/2013	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	10	10	0	0	5	5
Valet Air/Park - driveway on Vickburg Avenue s/o 96th Street	8/16/2013	FRI	14	0	6	20	10	0	4	14	1	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0
Wally Park - two driveways on Bellanca Avenue near 98th Street	8/9/2013	FRI	31	0	16	47	23	0	15	38	16	0	16	32	6	0	13	19	26	0	14	40	37	0	15	52
Westchester Parking Spot - driveway on Sepulveda West Way s/o Westchester Parkway	8/2/2013	FRI	20	0	0	20	16	0	2	18	23	0	2	25	2	0	0	2	16	0	2	18	19	0	1	20
Westchester Parking Spot - Westchester Parkway w/o Sepulveda Boulevard	8/2/2013	FRI	23	0	13	36	9	0	9	18	6	0	10	16	1	0	16	17	17	0	9	26	17	0	10	27
Subtotal			163	0	49	212	112	0	39	151	84	0	61	145	38	0	68	106	129	0	61	190	182	0	64	246

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: September 29, 2013

To: Cynthia Guidry, Chief of Airport Planning
Los Angeles World Airports

From: Jaime de la Vega, General Manager
Department of Transportation

SUBJECT: **LAX TRAFFIC VOLUMES REPORT FOR 2013**

The Department of Transportation (LADOT) has completed its review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2013. This report is the ninth of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan last December 2004. Pursuant to Section G of the LAX Specific Plan, LAWA is required to submit a traffic generation report that identifies the current number of vehicle trips generated by LAX-related land uses.

As required by the Specific Plan, the monitoring of the airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August - the peak travel month. The LAX Specific Plan requires LADOT approval of the annual report before submittal to the Department of City Planning, to the Board of Airport Commissioners and to the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses will be 26,011 during the airport peak hour (projected build-out year 2015). This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,775. If the annual traffic volume report reveals that the development of the LAX Master Plan is likely to increase airport trips by more that 8,236 trips, LAWA shall be responsible for completing a Specific Plan Amendment Study pursuant to Section 7H of the LAX Specific Plan.

The results of the survey indicate that LAX-related uses generated 14,403 vehicle trips during the airport peak hour for August 2013, which is less than 1.0% higher than the 14,281 airport peak hour trips generated for the same period in 2012.

The total airport trip generation of 14,403 for survey year 2013 is well below the projected Master Plan build-out total of 26,011 airport peak hour trips. Although traffic from the LAX Master Plan Bradley West project, currently under construction, has been taken into account (included in the World Way West data), these results are not unexpected. The 2013 traffic counts do not include traffic from any other LAX Master Plan projects since none of these proposed projects have yet been constructed. The attached table summarizes the results of the 2013 survey.

LADOT agrees that the LAX Traffic Volume Report for 2013 adequately identifies the trip generation for all LAX-related uses. Since the total 2013 trip generation of 14,403 represents a nominal increase when compared to the previous year, and is well below the estimated trip generation projected for LAX after build-out of the Master Plan, a Specific Plan Amendment Study is not required at this time. If you have any questions, please call Eddie Guerrero, of the LADOT Planning and Development Review, West L.A. / Coastal Section, at (310) 642-1625.

JTV:EG

Attachment

c: Steve Martin, LAWA
Pat Tomcheck, LAWA
Jay Kim, LADOT
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LAX TRAFFIC VOLUME SUMMARY
SURVEY YEAR 2013

Year	Peak Hour Volumes		
	AM	PM	AP
1996 - LAX Master Plan Study Base Year	**11,978**	**12,887**	**17,725**
2005 - First Survey Year	10,984	13,556	15,742
2006 - Second Survey Year	12,663	13,889	15,257
2007 - Third Survey Year	11,754	13,525	15,077
2008 - Fourth Survey Year	11,338	13,092	15,107
2009 - Fifth Survey Year	10,394	12,043	13,917
2010 - Sixth Survey Year	10,365	12,135	14,263
2011 - Seventh Survey Year	10,642	12,397	14,701
2012 - Eighth Survey Year	10,924	12,461	14,281
2013 – Ninth Survey Year	**10,425**	**12,218**	**14,403**
2015 - LAX Master Plan Projected Build-Out Year	18,474	19,801	26,011

Notes:

AM = a.m. peak hour of 8 to 9 a.m.
PM = p.m. peak hour of 5 to 6 p.m.
AP = airport peak hour of 11 a.m. to noon

Los Angeles
World Airports

LAX SPECIFIC PLAN AVIATION ACTIVITY ANALYSIS REPORT

CY 2012

Submitted April 2013

Los Angeles International Airport Specific Plan
LAX Specific Plan Compliance Review
Aviation Activity Analysis
January - December 2012

Purpose of This Study

Per Section 7 Subsection G.1(b), Monitoring and Reporting, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare and submit an annual Aviation Activity Analysis Report to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation, and the City Council. This report is to include an "analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX". The report is also to "compile aviation activity statistics for other airports in the Los Angeles region for monitoring and reporting purposes." This Aviation Activity Analysis Report has been updated for the calendar year 2012.

Summary and Conclusions

An analysis of LAX and regional air traffic activity for January through December 2012 led to the following conclusions:

- Passenger volume at LAX totaled 63.68 Million Annual Passengers (MAP) in 2012, a 2.95% increase compared to the previous year. Cargo volume at LAX totaled 1.96 million tons in 2012, a 5% increase compared to 2011.

- Commercial aircraft operations (landings and takeoffs) at LAX increased about 0.33% in 2012 to 597,944 from 595,989 operations in 2011.

- LAX handled 74.19% of the regional passenger traffic in 2012. There was no substantial change in the distribution of passengers among the regional airports as compared to the previous year. The share of passenger traffic handled by other regional airports has increased by 4.49% during the 10-year period of 2003 to 2012.

- LAX was the sixth busiest airport in the world and the third busiest in the United States for passenger traffic in calendar year 2011.

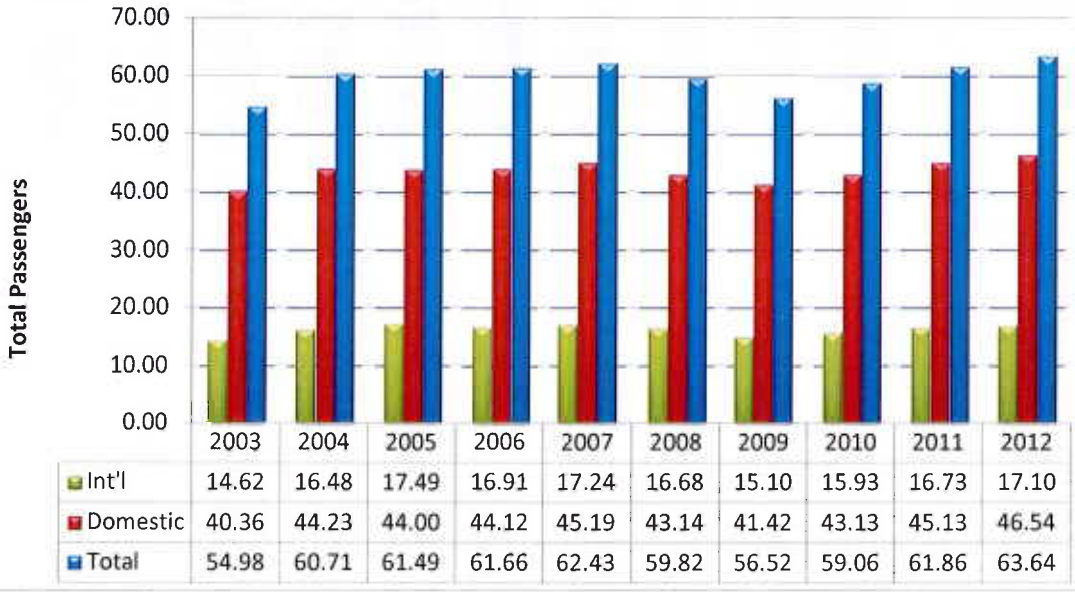
LAX Air Traffic Activity

LAWA reports air traffic activity on a monthly basis throughout the year. Reports are posted each month on the LAWA web site (www.lawa.org). The attached reports entitled "Traffic Comparison Report (TCOM)" and "Volume of Air Traffic (VOAT)" provide passenger, cargo and aircraft operations activity statistics for Los Angeles International Airport for the Calendar Year 2012.

LAX Passenger Volume

As shown in the attached reports, passenger volume totaled 63.7 Million Annual Passengers (MAP) in 2012, a 2.95% increase compared to the previous year. LAX passenger volume reached its peak in 2000 at 67.3 MAP. LAX passenger levels in 2012 remained about 3.61 MAP below peak 2000 levels.

FIGURE 1
LAX Annual Passengers in Millions
2003-2012



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Int'l	14.62	16.48	17.49	16.91	17.24	16.68	15.10	15.93	16.73	17.10
Domestic	40.36	44.23	44.00	44.12	45.19	43.14	41.42	43.13	45.13	46.54
Total	54.98	60.71	61.49	61.66	62.43	59.82	56.52	59.06	61.86	63.64

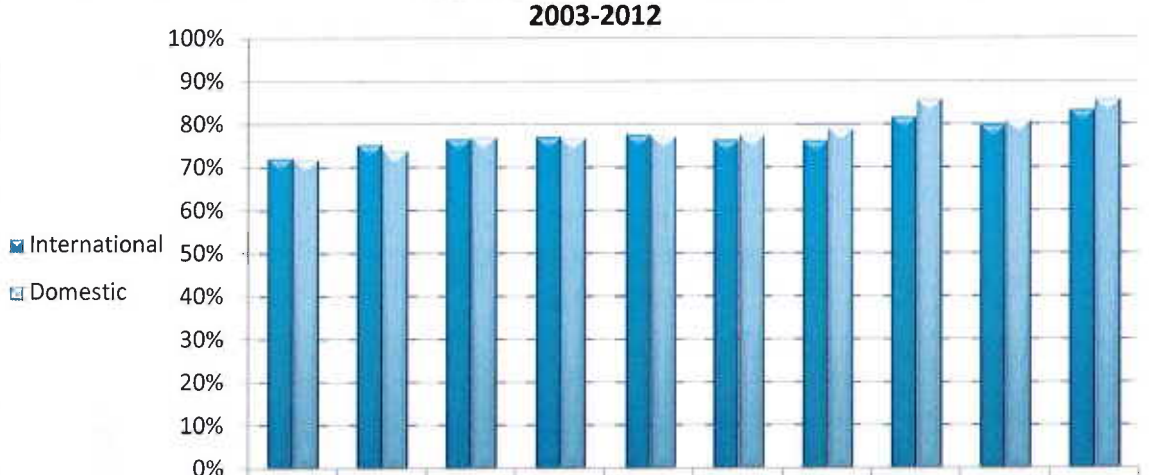
Data Source: RAMS

In 2012, international passengers increased to approximately 17.15 MAP, a 2.46% increase over the previous year 2011. The percentage share of international passengers has increased slightly over the last 10 years from about 26.37% in 2003 to about 26.93% in 2012.

LAX Load Factor

Load factor is the percentage of seats filled per aircraft. Figure 2 - *"LAX Load Factors 2003-2012,"* below shows the change in load factors at LAX since 2003. Load factors increased to an average of 85% in 2012.

FIGURE 2
LAX Load Factors
Percentage (%) Of Seats Filled
2003-2012



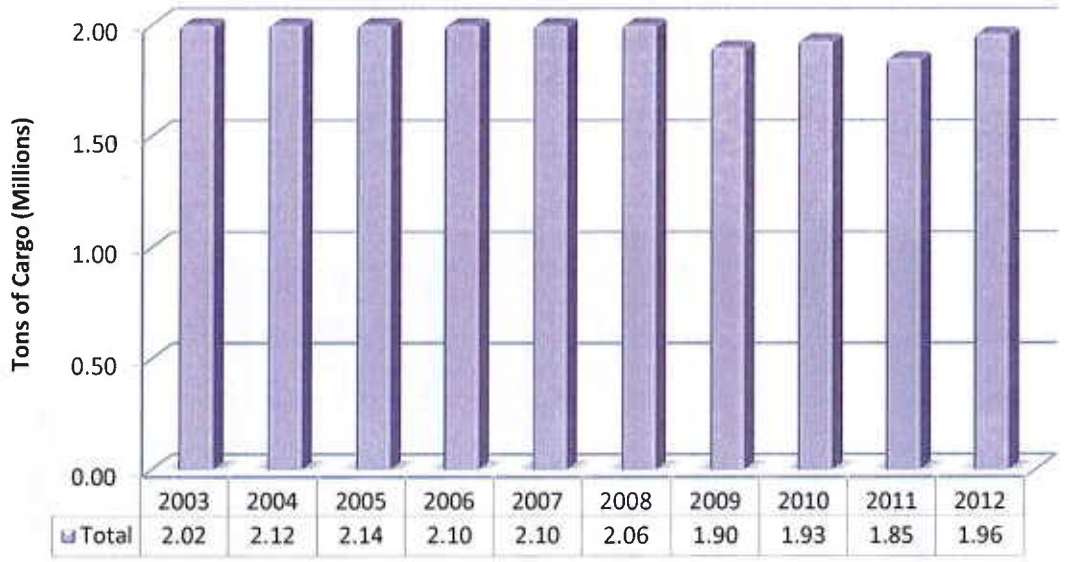
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
International	72%	76%	77%	77%	78%	77%	76%	82%	80%	84%
Domestic	72%	74%	77%	77%	77%	78%	79%	86%	81%	86%

Data Source: T-100 DOT Reports

LAX Cargo Volume

As shown on the attached TCOM and VOAT reports, total cargo volume in Calendar Year 2012 totaled 1.96 Million Annual Tons, a 5% increase from the previous year 2011. International cargo accounted for approximately 32.40% of total cargo volume. Figure 3 – "*LAX Annual Cargo Tonnage 2003-2012*" shows historical cargo volumes for LAX between 2003 and 2012.

FIGURE 3
LAX Annual Cargo Tonnage
2003-2012



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total	2.02	2.12	2.14	2.10	2.10	2.06	1.90	1.93	1.85	1.96

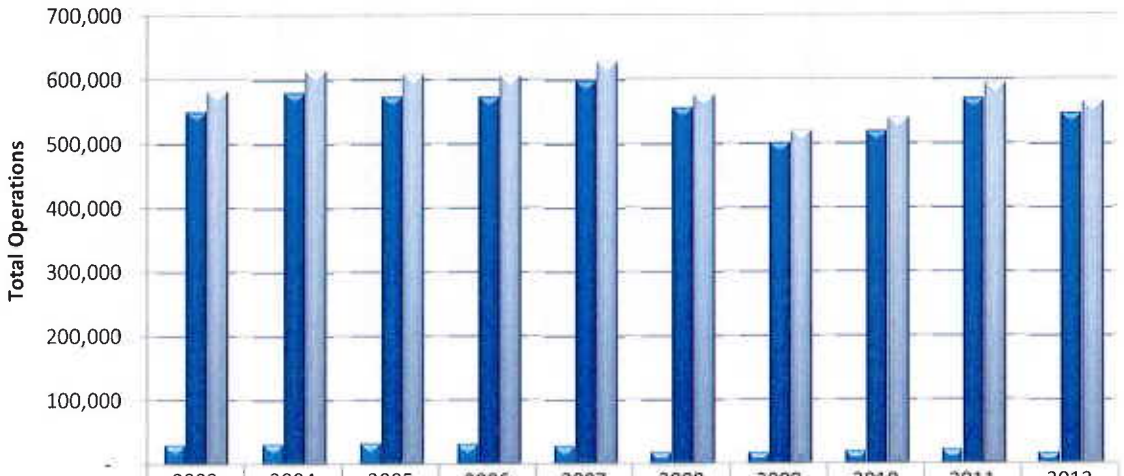
Data Source: RAMS

LAX Commercial Aircraft Operations

The number of commercial aircraft operations (landings and takeoffs). Commercial operations totaled 597,944 in 2012, slightly higher than the 595,989 commercial operations in 2011. The number of aircraft operations in 2012 was .33% higher than in 2011.

Passenger operations over the last ten years since 2003 have decreased 2.6% compared to a 13.34% increase in passenger volume. The difference is best explained by the increasing load factors that have occurred at LAX and industry wide. The average number of passengers per passenger operation at LAX decreased from 108 in 2011 to 107 in 2012. *Figure 4 - "LAX Annual Operations 2003-2012"* shows the change in operations at LAX between 2003 and 2012.

FIGURE 4
LAX Annual Operations
2003-2012



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Cargo	31,936	33,854	34,486	33,247	30,511	20,583	18,936	21,133	23,840	18,023
PAX	552,091	582,584	576,142	575,222	600,666	558,405	503,007	520,719	572,149	549,892
Total	584,027	616,438	610,628	608,469	631,177	578,988	521,943	541,852	595,989	567,915

Data Source: RAMS

LAX Fleet Mix

The fleet mix or types of aircraft used at LAX changes as airlines seek to match aircraft size to markets and lower operating costs over their route system. As shown on *Figure 5 - "LAX – Passenger Operations Fleet Mix Percentage 2003-2012"*, the percentage of regional jets in the fleet increased dramatically from 2003 through 2012 with regional jets comprising less than 1% of scheduled operations at LAX in 2000 and 28% in 2012. The share of turboprop aircraft has continued to decline significantly since 2003. In 2003, nearly 25% of LAX passenger operations were turboprop aircraft compared to about 3% in 2012.

The share of wide body and jumbo jet passenger operations of all passenger operations at LAX increased between 2000 and 2002, reaching a peak at nearly 17%. The share has since slightly decreased to approximately 16% of the total in 2012. The share of narrow body aircraft operations in 2012 was slightly lower than in 2011: approximately 53.92% in 2012 compared to 53.16% in 2011. Narrow body aircraft continue to dominate the fleet at LAX. "*Table 1 – LAX Fleet Mix Jet Types*" defines each jet type in the LAX fleet.

FIGURE 5
LAX Passenger Operations Fleet Mix Percentage
2003-2012

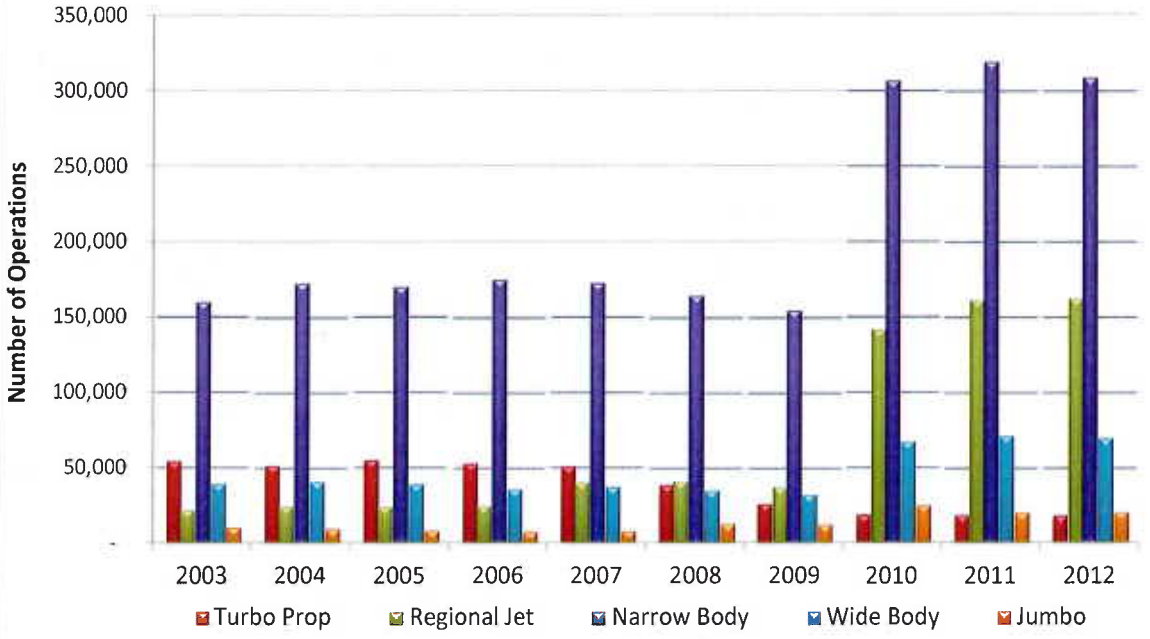


TABLE 1
LAX Fleet Mix Jet Types

Turbo Prop	aircraft powered by turbine engines that utilize propellers to fly
Regional Jet	aircraft configured with 30 to 90 seats powered by jet turbofan engines
Narrowbody Jet	aircraft configured with 91 to 225 seats powered by jet turbofan engines
Widebody Jet	aircraft configured with 226 seats to 322 seats powered by jet turbofan engines
Jumbo Jet	aircraft configured with 323 seats and higher powered by jet turbofan engines

Aviation Activity in the Los Angeles Region

There are six primary commercial airports in the six-county Southern California region. These airports served approximately 85.84 Million Annual Passengers and approximately 2.2 Million Annual Tons of air cargo in 2012. They generated about 1.29 million take-offs and landings of commercial and private aircraft

The Southern California Association of Governments (SCAG) collects and reports passenger, cargo and operations activity for commercial airports within the SCAG five county area. The latest reports are attached. In 2012, regional passenger volume increased 2.3% compared to 2011. *Table 2 "Aviation Activity SCAG Region Air Carrier Airports"* below summarizes the 2012 passenger, cargo and operations totals by airport.

TABLE 2
Aviation Activity
SCAG Region Air Carrier Airports
2012

Airport	Passengers	Cargo (Tons)	Air Carrier	Total Operations
Bob Hope	4,056,416	51,862	52,352	135,138
John Wayne	8,857,944	15,569	79,658	252,943
LAX	63,688,121	1,663,855	438,059	544,833
Long Beach	3,205,907	24,471	27,510	254,663
Ontario	4,305,426	454,880	54,315	45,106
Palm Springs	1,727,122	119,202	11,856	58,098
Total	**85,840,936**	**2,210,637**	**663,750**	**1,290,781**

Table 3 "Aviation Activity Percentage Share SCAG Region Air Carrier Airport" shows the percentage share of total regional aviation activity handled by each airport in 2012 in terms of operations, cargo and passengers.

TABLE 3
Aviation Activity Percentage Share
SCAG Region Air Carrier Airports
2012

Airport	Passengers	Cargo	Air Carrier	Total Operations
Bob Hope	4.73%	2.35%	7.89%	10.47%
John Wayne	10.32%	0.70%	12.00%	19.60%
LAX	74.19%	75.27%	66.00%	42.21%
Long Beach	3.73%	1.11%	4.14%	19.73%
Ontario	5.02%	20.58%	8.18%	3.49%
Palm Springs	2.01%	5.12%	1.79%	4.50%
Total	100.00%	100.00%	100.00%	100.00%

Table 4 - "Airport Share of Regional Passenger Traffic SCAG Region Air Carrier Airports 1996-2012" shows the airport share of regional passenger traffic.

TABLE 4
Airport Share of Regional Passenger Traffic
SCAG Region Air Carrier Airports
1996-2012

	Los Angeles (LAX)	Ontario (ONT)	Long Beach (LGB)	John Wayne (SNA)	Burbank (BUR)	Palm Springs (PSP)	Regional Total
1996	74.40%	8.00%	0.60%	9.40%	6.20%	1.40%	100.00%
1997	74.60%	7.80%	0.80%	9.60%	5.80%	1.50%	100.00%
1998	74.90%	7.90%	0.80%	9.10%	5.80%	1.50%	100.00%
1999	75.40%	7.70%	1.00%	8.80%	5.60%	1.50%	100.00%
2000	76.10%	7.60%	0.70%	8.80%	5.30%	1.40%	100.00%
2001	75.20%	8.20%	0.70%	8.90%	5.50%	1.40%	100.00%
2002	72.20%	8.40%	1.90%	10.20%	5.90%	1.40%	100.00%
2003	69.70%	8.30%	3.60%	10.80%	6.00%	1.60%	100.00%
2004	70.50%	8.10%	3.40%	10.80%	5.70%	1.60%	100.00%
2005	69.60%	8.20%	3.40%	10.90%	6.20%	1.60%	100.00%
2006	69.60%	8.00%	3.10%	11.00%	6.50%	1.70%	100.00%
2007	69.30%	8.00%	3.20%	11.10%	6.60%	1.80%	100.00%
2008	70.50%	7.30%	3.40%	10.60%	6.30%	1.80%	100.00%
2009	71.47%	6.18%	3.68%	11.01%	5.80%	1.85%	100.00%
2010	71.61%	6.10%	3.77%	10.98%	5.65%	1.89%	100.00%
2011	71.90%	5.79%	3.96%	10.95%	5.47%	1.92%	100.00%
2012	71.84%	5.47%	4.07%	11.26%	5.16%	2.20%	100.00%

Los Angeles World Airports (LAWA)
Traffic Comparison (TCOM)
Los Angeles International Airport
Calendar YTD January to December

	Dec-2012	Dec-2011	% Change	Jan-2012 to Dec-2012	Jan-2011 to Dec-2011	% Change
Passenger Traffic Totals						
Domestic	3,863,784	3,638,344	6.20 %	46,535,207	45,130,728	3.11 %
International	1,414,729	1,390,300	1.76 %	17,152,914	16,731,324	2.52 %
Total	5,278,513	5,028,644	4.97 %	63,688,121	61,862,052	2.95 %
Domestic Passengers						
Scheduled Carriers	3,616,388	3,284,686	10.10 %	41,915,348	39,935,050	4.96 %
Commuter Carriers	243,445	348,923	-30.23 %	4,597,334	5,175,693	-11.17 %
Charter Carriers	3,951	4,735	-16.56 %	22,525	19,985	12.71 %
Total	3,863,784	3,638,344	6.20 %	46,535,207	45,130,728	3.11 %
International Passengers						
Tom Bradley Intl	680,111	686,089	-0.87 %	8,587,838	8,564,341	0.27 %
Terminal 2	365,565	378,756	-3.48 %	4,612,636	4,579,516	0.72 %
Terminal 7	129,561	67,260	92.63 %	1,137,801	754,101	50.88 %
Terminal 6	89,288	30,898	188.98 %	950,189	414,035	129.49 %
Terminal 5	70,051	64,455	8.68 %	686,665	487,639	40.81 %
All Other Terminals	80,153	162,842	-50.78 %	1,177,785	1,931,692	-39.03 %
Total	1,414,729	1,390,300	1.76 %	17,152,914	16,731,324	2.52 %
US Customs Arrivals by Terminal						
Tom Bradley Intl	383,247	414,980	-7.65 %	5,004,371	5,322,245	-5.97 %
Terminal 2	139,995	144,215	-2.93 %	1,766,655	1,750,859	0.90 %
Terminal 7	93,838	43,923	113.64 %	863,905	591,741	45.99 %
Terminal 5	44,167	40,996	7.73 %	492,948	195,321	152.38 %
Terminal 4	19,469	15,095	28.98 %	164,344	176,861	-7.08 %
All Other Terminals	0	0	0.00 %	0	0	0.00 %
Total	680,716	659,209	3.26 %	8,292,223	8,037,027	3.18 %
Air Cargo (Tons)						
Mail	8,157	9,105	-10.41 %	96,779	80,442	20.31 %
Freight	160,415	154,642	3.73 %	1,866,432	1,789,204	4.32 %
Total	168,572	163,748	2.95 %	1,963,210	1,869,646	5.00 %
FAA Aircraft Movement						
Air Carrier	39,722	39,800	-0.20 %	481,338	473,282	1.70 %
Air Taxi	8,034	9,387	-14.41 %	103,159	109,885	-6.12 %
General Aviation	1,478	1,496	-1.20 %	18,334	18,355	-0.11 %
Military	163	195	-16.41 %	2,649	2,390	10.84 %
Total	49,397	50,878	-2.91 %	605,480	603,912	0.26 %

Los Angeles World Airports (LAWA)
Volume of Air Traffic (VOAT)
Los Angeles International Airport

	December 2012			Calendar YTD January to December 2012		
	Domestic	***International***	***Total***	***Domestic***	***International***	***Total***
Passenger Traffic Totals						
Scheduled Carriers						
Departures	1,814,161	719,627	2,533,788	20,976,260	8,568,881	29,545,141
Arrivals	1,802,227	689,758	2,491,985	20,939,088	8,534,245	29,473,333
Total	3,616,388	1,409,385	5,025,773	41,915,348	17,103,126	59,018,474
Scheduled Commuters						
Departures	121,010	2,489	123,499	2,274,392	22,315	2,296,707
Arrivals	122,435	2,257	124,692	2,322,942	21,621	2,344,563
Total	243,445	4,746	248,191	4,597,334	43,936	4,641,270
Charter						
Departures	1,344	66	1,410	12,554	2,733	15,287
Arrivals	2,607	532	3,139	9,971	3,119	13,090
Total	3,951	598	4,549	22,525	5,852	28,377
Grand Total	***3,863,784***	***1,414,729***	***5,278,513***	***46,535,207***	***17,152,914***	***63,688,121***
Air Cargo (Tons)	Cargo figures may not add up due to rounding					
Freight						
Departure	37,423	38,330	75,753	403,404	487,958	891,362
Arrival	34,854	49,808	84,662	365,955	609,114	975,070
Total	72,277	88,138	160,415	769,359	1,097,072	1,866,432
Mail						
Departure	1,618	2,022	3,641	32,632	25,913	58,545
Arrival	1,197	3,319	4,516	25,414	12,820	38,234
Total	2,815	5,342	8,157	58,046	38,733	96,779
Grand Total	***75,092***	***93,480***	***168,572***	***827,405***	***1,135,805***	***1,963,210***
Flight Operations (excludes cargo operations)						
Scheduled						
Departures	15,208	3,690	18,898	168,507	44,337	212,844
Arrivals	15,167	3,702	18,869	168,622	44,309	212,931
Total	30,375	7,392	37,767	337,129	88,646	425,775
Commuter						
Departures	3,450	41	3,491	61,358	376	61,734
Arrivals	3,450	41	3,491	61,354	376	61,730
Total	6,900	82	6,982	122,712	752	123,464
Charter						
Departures	28	4	32	295	44	339
Arrivals	31	8	39	252	62	314
Total	59	12	71	547	106	653
Grand Total	***37,334***	***7,486***	***44,820***	***460,388***	***89,504***	***549,892***

Los Angeles World Airports (LAWA)
Passenger Traffic Comparison by Terminal
Los Angeles International Airport

	December 2012			Calendar YTD January to December 2012		
	Domestic	International	Total	Domestic	International	Total
Imperial Terminal						
Departure	0	0	0	658	230	888
Arrival	159	0	159	159	0	159
Total	**159**	**0**	**159**	**817**	**230**	**1,047**
Terminal 1						
Departure	381,086	0	381,086	4,702,110	0	4,702,110
Arrival	388,094	0	388,094	4,733,444	0	4,733,444
Total	**769,180**	**0**	**769,180**	**9,435,554**	**0**	**9,435,554**
Terminal 2						
Departure	31,177	187,853	219,030	337,232	2,344,386	2,681,618
Arrival	30,594	177,712	208,306	343,493	2,268,250	2,611,743
Total	**61,771**	**365,565**	**427,336**	**680,725**	**4,612,636**	**5,293,361**
Terminal 3						
Departure	176,627	19,740	196,367	2,326,457	381,990	2,708,447
Arrival	174,198	0	174,198	2,304,306	40,570	2,344,876
Total	**350,825**	**19,740**	**370,565**	**4,630,763**	**422,560**	**5,053,323**
Terminal 4						
Departure	375,478	34,930	410,408	5,089,059	462,178	5,551,237
Arrival	376,023	20,730	396,753	5,113,134	204,766	5,317,900
Total	**751,501**	**55,660**	**807,161**	**10,202,193**	**666,944**	**10,869,137**
Terminal 5						
Departure	232,067	30,456	262,523	3,062,134	268,775	3,330,909
Arrival	243,040	39,595	282,635	3,063,914	417,890	3,481,804
Total	**475,107**	**70,051**	**545,158**	**6,126,048**	**686,665**	**6,812,713**
Terminal 6						
Departure	304,804	70,970	375,774	3,617,108	724,784	4,341,892
Arrival	302,395	18,318	320,713	3,698,113	225,405	3,923,518
Total	**607,199**	**89,288**	**696,487**	**7,315,221**	**950,189**	**8,265,410**
Terminal 7						
Departure	245,171	47,842	293,013	2,290,900	421,333	2,712,233
Arrival	220,914	81,719	302,633	2,175,869	716,468	2,892,337
Total	**466,085**	**129,561**	**595,646**	**4,466,769**	**1,137,801**	**5,604,570**
Terminal 8						
Departure	131,603	2,489	134,092	1,672,783	65,776	1,738,559
Arrival	131,821	2,257	134,078	1,697,255	21,621	1,718,876
Total	**263,424**	**4,746**	**268,170**	**3,370,038**	**87,397**	**3,457,435**
Misc. Terminal						
Departure	49,949	0	49,949	79,691	209	79,900
Arrival	52,361	7	52,368	82,522	445	82,967
Total	**102,310**	**7**	**102,317**	**162,213**	**654**	**162,867**
Tom Bradley Intl						
Departure	8,553	327,902	336,455	85,074	3,924,268	4,009,342
Arrival	7,670	352,209	359,879	59,792	4,663,570	4,723,362
Total	**16,223**	**680,111**	**696,334**	**144,866**	**8,587,838**	**8,732,704**
Grand Total	***3,863,784***	***1,414,729***	***5,278,513***	***46,535,207***	***17,152,914***	***63,688,121***

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

SCAG Region

YEAR	PASSENGERS*	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS**	CHANGE (%)
2000	88,501		2,870,401		1,963,067	
2001	81,883	-7.48%	2,512,672	-12.46%	1,888,822	-3.78%
2002	77,828	-4.95%	2,627,239	4.56%	1,780,612	-5.73%
2003	78,919	1.40%	2,712,971	3.26%	1,727,869	-2.96%
2004	86,124	9.13%	2,847,463	4.96%	1,762,086	1.98%
2005	88,296	2.52%	2,845,292	-0.08%	1,725,312	-2.09%
2006	87,681	-0.70%	2,779,131	-2.33%	1,735,827	0.61%
2007	90,063	2.72%	2,738,128	-1.48%	1,766,667	1.78%
2008	84,826	-5.81%	2,384,399	-12.92%	1,545,360	-12.53%
2009	79,076	-6.78%	2,149,218	-9.86%	1,338,650	-13.38%

Does not include Palmdale
*In Thousands
**Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	825,707		302,111		799,865		5,384		1,933,067	
2001	778,939	-5.66%	292,092	-3.32%	811,157	1.41%	4,315	-24.77%	1,886,503	-2.41%
2002	709,274	-8.94%	270,854	-7.27%	796,059	-1.86%	4,425	2.49%	1,780,612	-5.61%
2003	703,631	-0.80%	273,114	0.83%	745,936	-6.30%	5,188	14.71%	1,727,869	-2.96%
2004	735,603	4.54%	283,039	3.63%	735,888	-1.35%	5,392	3.78%	1,759,922	1.86%
2005	738,641	0.41%	275,945	-2.51%	706,035	-4.06%	4,691	-14.94%	1,725,312	-1.97%
2006	748,178	1.29%	272,501	-1.25%	710,056	0.57%	5,092	7.88%	1,735,827	0.61%
2007	756,946	1.17%	300,174	10.16%	704,401	-0.80%	5,146	1.05%	1,766,667	1.78%
2008	722,109	-4.60%	238,997	-20.38%	579,805	-17.69%	4,449	-15.67%	1,545,360	-12.53%
2009	691,375	-4.26%	155,318	-35.01%	486,101	-16.16%	5,856	24.03%	1,338,649	-13.38%

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
67,303,182	4.70%	2,249,152	5.19%	783,433	0.55%
61,606,253	-8.46%	1,941,694	-13.67%	738,433	-5.74%
56,223,843	-8.74%	1,962,354	1.06%	645,424	-12.60%
54,982,838	-2.21%	2,022,076	3.04%	622,378	-3.57%
60,704,568	10.41%	2,115,313	4.61%	655,097	5.26%
61,489,523	1.29%	2,137,188	1.03%	650,629	-0.68%
61,041,066	-0.73%	2,103,082	-1.60%	656,842	0.95%
62,438,583	2.29%	2,077,527	-1.22%	680,954	3.67%
59,815,646	-4.20%	1,796,543	-13.52%	622,506	-8.58%
56,520,843	-5.51%	1,663,855	-7.39%	544,833	-12.48%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	565,805	4.38%	198,306	-8.14%	17,018	-8.19%	2,304	-12.93%	783,433	-17.74%
2001	524,014	-7.39%	193,892	-2.23%	16,156	-5.07%	2,052	-12.28%	736,114	-6.04%
2002	449,712	-14.18%	177,123	-8.65%	16,474	1.97%	2,115	2.98%	645,424	-12.32%
2003	433,370	-3.63%	171,199	-3.34%	15,248	-7.44%	2,561	17.42%	622,378	-3.57%
2004	458,774	5.86%	179,262	4.71%	14,059	-7.80%	3,002	14.69%	655,097	5.26%
2005	454,934	-0.84%	178,017	-0.69%	15,071	7.20%	2,607	-15.15%	650,629	-0.68%
2006	463,341	1.85%	174,745	-1.84%	16,142	7.11%	2,614	0.27%	656,842	0.95%
2007	467,193	0.83%	193,930	10.98%	17,217	6.66%	2,614	0.00%	680,954	3.67%
2008	453,232	-2.99%	150,561	-22.36%	16,397	-4.76%	2,316	-12.87%	622,506	-8.58%
2009	438,059	-3.35%	86,919	-42.27%	16,797	2.44%	3,058	24.26%	544,833	-12.48%

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

BOB HOPE AIRPORT (BUR)

YEAR	PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
2000	4,748,742	0.27%	37,036	-11.53%	160,769	-8.12%
2001	4,487,335	-5.50%	34,368	-7.20%	159,705	-0.66%
2002	4,620,683	2.97%	43,089	25.38%	162,211	1.57%
2003	4,729,936	2.36%	47,634	10.55%	178,079	9.78%
2004	4,916,800	3.95%	49,633	4.20%	165,131	-7.27%
2005	5,512,619	12.12%	52,867	6.52%	135,630	-17.87%
2006	5,689,291	3.20%	57,577	8.91%	131,214	-3.26%
2007	5,921,336	4.08%	53,735	-6.67%	123,521	-5.86%
2008	5,331,404	-9.96%	42,900	-20.16%	119,685	-3.11%
2009	4,588,433	-13.94%	44,392	3.48%	109,420	-8.58%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	57,612		29,484		43,303		370		130,769	
2001	56,391	-2.12%	28,835	-2.20%	74,111	71.15%	368	-0.54%	159,706	22.13%
2002	56,794	0.71%	28,679	-0.54%	76,385	3.07%	353	-4.25%	162,211	1.57%
2003	58,854	3.63%	27,351	-4.63%	91,571	19.88%	303	-16.50%	178,079	9.78%
2004	59,648	1.35%	27,309	-0.15%	77,874	-14.96%	300	-1.00%	165,131	-7.27%
2005	65,541	9.88%	25,846	-5.36%	44,007	-43.49%	236	-27.12%	135,630	-17.87%
2006	68,642	4.73%	21,275	-17.69%	40,960	-6.92%	337	29.97%	131,214	-3.26%
2007	71,949	4.82%	17,623	-17.17%	33,678	-17.78%	271	-24.35%	123,521	-5.86%
2008	70,682	-1.76%	13,280	-24.64%	35,511	5.44%	212	-27.83%	119,685	-3.11%
2009	65,502	-7.33%	8,907	-32.93%	34,828	-1.92%	183	-15.85%	109,420	-8.58%

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Data Statistics

JOHN WAYNE AIRPORT (SNA)

YEAR	PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
2000	7,772,801	4.05%	18,119	-0.92%	387,862	-7.15%
2001	7,324,557	-5.77%	16,146	-10.89%	378,903	-2.31%
2002	7,903,066	7.90%	15,646	-3.10%	368,627	-2.71%
2003	8,535,130	8.00%	15,406	-1.53%	349,124	-5.29%
2004	9,272,394	8.64%	20,152	30.81%	354,597	1.57%
2005	9,627,172	3.83%	24,073	19.46%	349,940	-1.31%
2006	9,613,540	-0.14%	23,903	-0.71%	347,194	-0.78%
2007	9,979,699	3.81%	22,330	-6.58%	331,452	-4.53%
2008	8,989,603	-9.92%	17,383	-22.15%	267,751	-19.22%
2009	8,705,199	-3.16%	15,152	-12.83%	218,157	-18.52%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	85,200	1.15%	13,776	58.44%	288,653	-23.77%	233	124.04%	387,862	-17.74%
2001	84,766	-0.51%	9,984	-27.53%	284,019	-1.61%	134	-73.88%	378,903	-2.31%
2002	84,597	-0.20%	9,265	-7.20%	274,603	-3.32%	162	17.28%	368,627	-2.71%
2003	83,927	-0.79%	15,485	67.13%	249,551	-9.12%	161	-0.62%	349,125	-5.29%
2004	87,130	3.82%	16,255	4.97%	248,910	-0.26%	138	-16.67%	352,433	0.95%
2005	87,134	0.00%	15,729	-3.24%	246,920	-0.80%	157	12.10%	349,940	-0.71%
2006	88,157	1.17%	15,847	0.75%	243,061	-1.56%	129	-21.71%	347,194	-0.78%
2007	91,368	3.64%	14,023	-11.51%	225,938	-7.04%	123	-4.88%	331,452	-4.53%
2008	84,090	-7.97%	10,786	-23.08%	172,822	-23.51%	53	-132.08%	267,750	-19.22%
2009	83,527	-0.67%	10,721	-0.60%	123,865	-28.33%	44	-20.45%	218,157	-18.52%

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

LONG BEACH AIRPORT LGB)

YEAR	PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
2000	637,853		54,192		379,399	
2001	587,473	-7.90%	58,357	7.69%	358,508	-5.51%
2002	1,453,551	147.42%	58,607	0.43%	350,603	-2.20%
2003	2,875,703	97.84%	55,850	-4.70%	338,807	-3.36%
2004	2,926,450	1.76%	57,050	2.15%	339,222	0.12%
2005	3,034,032	3.68%	54,298	-4.82%	353,011	4.06%
2006	2,758,362	-9.09%	49,947	-8.01%	369,738	4.74%
2007	2,906,556	5.37%	51,652	3.41%	398,433	7.76%
2008	2,913,926	0.25%	46,263	-10.43%	338,300	-15.09%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	12,140		6,111		360,135		1,013		379,399	
2001	9,488	-21.85%	7,378	20.73%	340,897	-5.34%	745	-35.97%	358,508	-5.51%
2002	16,134	70.05%	8,349	13.16%	325,313	-4.57%	807	7.68%	350,604	-2.20%
2003	28,410	76.09%	7,347	-12.00%	302,075	-7.14%	975	17.23%	338,808	-3.36%
2004	28,093	-1.12%	7,383	0.49%	302,938	0.29%	808	-20.67%	339,222	0.12%
2005	28,939	3.01%	6,951	-5.85%	316,503	4.48%	618	-30.74%	353,011	4.06%
2006	25,833	-10.73%	9,431	35.68%	333,824	5.47%	650	4.92%	369,738	4.74%
2007	26,636	3.11%	11,546	22.43%	359,580	7.72%	671	3.13%	398,433	7.76%
2008	27,367	2.74%	12,836	11.17%	297,515	-17.26%	582	-15.29%	338,300	-15.09%

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Data Statistics

LOS ANGELES/ONTARIO INTERNATIONAL AIRPORT (ONT)

PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
6,757,398		511,758		155,501	
6,702,400	-0.81%	462,006	-9.72%	154,715	-0.51%
6,516,858	-2.77%	547,461	18.50%	149,292	-3.51%
6,547,877	0.48%	571,892	4.46%	146,413	-1.93%
6,935,713	5.92%	605,211	5.83%	152,870	4.41%
7,213,528	4.01%	576,791	-4.70%	143,249	-6.29%
7,049,904	-2.27%	544,600	-5.58%	136,261	-4.88%
7,207,150	2.23%	532,865	-2.15%	147,678	8.38%
6,232,761	-13.52%	481,284	-9.68%	124,242	-15.87%
4,886,695	-21.60%	390,932	-18.77%	98,332	-20.85%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	95,370		28,228		31,469		434		155,501	
2001	96,035	0.70%	24,008	-14.95%	34,386	9.27%	286	-51.75%	154,715	-0.51%
2002	92,977	-3.18%	23,920	-0.37%	32,273	-6.14%	122	-134.43%	149,292	-3.51%
2003	90,809	-2.33%	25,665	7.30%	29,728	-7.89%	211	42.18%	146,413	-1.93%
2004	93,197	2.63%	27,403	6.77%	32,023	7.72%	247	14.57%	152,870	4.41%
2005	92,327	-0.93%	26,090	-4.79%	24,714	-22.82%	118	-109.32%	143,249	-6.29%
2006	91,918	-0.44%	26,244	0.59%	17,996	-27.18%	103	-14.56%	136,261	-4.88%
2007	88,280	-3.96%	38,681	47.39%	20,560	14.25%	157	34.39%	147,679	8.38%
2008	75,407	-14.58%	33,581	-13.18%	15,195	-26.09%	59	-166.10%	124,241	-15.87%
2009	62,668	-16.89%	21,448	-36.13%	14,038	-7.61%	178	66.85%	98,332	-20.85%

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

LOS ANGELES/PALMDALE REGIONAL AIRPORT (PMD)

YEAR	PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
2000	-		-		45,121	
2001	-		-		40,053	-11.23%
2002	-		-		33,352	-16.73%
2003	-		-		30,737	-7.84%
2004	-		-		31,108	1.21%
2005	4,877		-		35,238	13.28%
2006	59	-98.79%	-		32,484	-7.82%
2007	12,022	20276.27%	-		34,550	6.36%
2008	21,805	81.38%	-		27,881	-19.30%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	294		391		15,671		28,765		45,121	
2001	366	24.49%	404	3.32%	10,554	-32.65%	28,729	-0.13%	40,053	-11.23%
2002	242	-33.88%	246	-39.11%	8,474	-19.71%	24,390	-17.79%	33,351	-16.73%
2003	179	-26.03%	252	2.44%	8,127	-4.09%	22,179	-9.97%	30,737	-7.84%
2004	209	16.76%	353	40.08%	8,288	1.98%	22,258	0.35%	31,109	1.21%
2005	241	15.31%	1,120	217.28%	12,570	51.67%	21,307	-4.46%	35,241	13.28%
2006	125	-48.13%	301	-73.13%	13,406	6.65%	18,652	-14.23%	32,483	-7.83%
2007	86	-31.20%	1,052	249.50%	13,942	4.00%	19,470	4.20%	34,552	6.37%
2008	64	-25.58%	1,590	51.14%	10,830	-22.32%	15,397	-26.45%	27,881	-19.31%

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Data Statistics

PALM SPRINGS INTERNATIONAL AIRPORT (PSP)

YEAR	PASSENGERS	CHANGE (%)	CARGO (TONS)	CHANGE (%)	OPERATIONS*	CHANGE (%)
2000	1,281,000		144		96,103	
2001	1,175,000	-8.27%	101	-29.86%	98,558	2.55%
2002	1,110,118	-5.52%	82	-18.81%	104,455	5.98%
2003	1,247,743	12.40%	113	37.80%	93,068	-10.90%
2004	1,367,804	9.62%	104	-7.96%	95,169	2.26%
2005	1,419,087	3.75%	75	-27.88%	92,853	-2.43%
2006	1,529,005	7.75%	22	-70.67%	94,578	1.86%
2007	1,609,428	5.26%	19	-13.64%	84,629	-10.52%
2008	1,542,925	-4.13%	26	36.84%	72,876	-13.89%
2009	1,465,751	-5.00%	27	3.08%	70,670	-3.03%

*Provided Below

OPERATIONS

YEAR	AIR CARRIER	CHANGE (%)	AIR TAXI	CHANGE (%)	GENERAL AVIATION	CHANGE (%)	MILITARY	CHANGE (%)	TOTAL	CHANGE (%)
2000	9,580		26,206		59,287		1,030		96,103	
2001	8,245	-13.94%	27,995	6.83%	61,588	3.88%	730	-41.10%	98,558	2.55%
2002	9,060	9.88%	23,518	-15.99%	71,011	15.30%	866	15.70%	104,455	5.98%
2003	8,261	-8.82%	26,067	10.84%	57,763	-18.66%	977	11.36%	93,068	-10.90%
2004	8,761	6.05%	25,427	-2.46%	60,084	4.02%	897	-8.92%	95,169	2.26%
2005	9,766	11.47%	23,312	-8.32%	58,820	-2.10%	955	6.07%	92,853	-2.43%
2006	10,287	5.33%	24,959	7.07%	58,073	-1.27%	1,259	24.15%	94,578	1.86%
2007	11,520	11.99%	24,371	-2.36%	47,428	-18.33%	1,310	3.89%	84,629	-10.52%
2008	11,331	-1.64%	21,137	-13.27%	39,181	-17.39%	1,227	-6.76%	72,876	-13.89%
2009	11,276	-0.49%	19,696	-6.82%	38,231	-2.42%	1,467	16.36%	70,670	-3.03%

ATTACHMENT 7

LOS ANGELES CITY
DEPARTMENT OF TRANSPORTATION

RESPONSE LETTER

CITY OF LOS ANGELES
CALIFORNIA

Jaime de la Vega
GENERAL MANAGER

ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

July 11, 2013

Richard M. Janisse
President
RMJ & Associates
439 Grand Avenue, #224
Bigfork, Montana 59911

Subject: **LAX, Atlantic Aviation FBO Hangar & Office Development – Determination of Applicable Land Use Trip Rate**

Dear Mr. Janisse:

After reviewing the additional information that you provided to LADOT on July 2, 2013, regarding the operation of the proposed subject project, LADOT has determined that the hangar and hangar support building land-uses, as described in your letter, can be removed from the trip generation evaluation however, the office building evaluation would have to remain unchanged.

The determination to maintain the office space review as previously described, is based on the following justifications:

1) Although the proposed new office space would be a separate building from the existing office space, it still serves as an extension of the existing office operation and thus is subject to the same land-use definition as the existing building and,

2) The Mercury Air project that previously operated at this same location is of a similar use to the proposed project and thus the General Aviation trip rate that was applied to the Mercury Air project has been applied here as well.

With respect to this revised determination, the traffic impact assessment (TIA) fee has been recalculated to reflect consideration of the additional office square footage only, which equates to a net peak hour trip increase of 10 trips and an adjusted TIA fee due in the amount of $81,130 dollars. The TIA fee calculation table that was attached to the previous LADOT assessment, dated May 14, 2013, has been revised to reflect this adjustment and is attached for reference. The Coastal Transportation Corridor Specific

Plan (CTCSP) application fee and covenant & agreement requirements noted in the original May 14 review would remain unchanged.

If you have any questions regarding this determination, please contact Pedro Ayala at the LADOT West L.A. / Coastal Planning Office, (213) 485-1062.

Sincerely,

Edward Guerrero Jr.
Transportation Engineer

Attachment

c: Jay Kim, Sean Haeri, LADOT
Pat Tomcheck, LAWA

ATLANTIC AVIATION (Formerly Mercury Air)
Project Review

			2006 Activity			2013 Activity		
	Trip Rate	Square Footage	Initial Review	Final Review	Square Footage	Initial Review	Trip Rate	Final Review
Proposed								
General Aviation	2.04	10,059	21	21	4900	10		10
Air Cargo Facility (Atlantic)	0.8				36550	29	0.0 C	0
Air Cargo Facility, Support (Atlantic)	0.8				2000	2	0.0 C	0
			21	21		41		10
Previous Use								
Air Cargo Facility (Airborne Express)	0.8	12,400	10	10		0		0
Air Cargo Facility (Aeroground)	0.8	30,000	24	0 [1]		0		0
General Storage (LAX Lost & Found)	0.3	16,387	5	5		0		0
			39	15		0		0
		Net Trips	-18	6 A		41 B		10 D
		TIA Fee		$40,200		$332,633		**$81,130**

A: Applicable 2006 TIA Fee, 6 X 6700 = $40,200; Coastal Corridor Covenant & Agreement executed 10/4/06

B: Applicable 2013 TIA Fee, 41 X 8113 = $332,633

C: LADOT accepted rate adjustment in accordance with correspondence received from applicant on July 2, 2013

D: Applicable Revised 2013 TIA Fee, 10 X 8113 = $81,130

[1] According to LAWA Real Estate,Aeroground Lease expired in 2001
therefore, previous-use credit for this square footage was removed.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: May 14, 2013

To: Cynthia Guidry, Chief of Airport Planning II
Los Angeles World Airports

From: Jaime de la Vega, General Manager
Department of Transportation

Subject: LAX, ATLANTIC AVIATION FBO PROJECT – LADOT REVIEW

The Los Angeles Department of Transportation (LADOT) has completed its review of the Atlantic Aviation Fixed Base Operator (FBO) Project, to be located at 6411 West Imperial Highway and, in accordance with LADOT's Traffic Study Policies and Procedures the project would not be required to conduct a traffic study. However, because the project is located within the Coastal Transportation Corridor Specific Plan (Ordinance No. 168999) area, it is subject to the directives of the CTCSP and the following applicable provisions:

1) Application Fee: $400.
2) Traffic Impact Assessment Fee: $332,633.
3) Covenant & Agreement: documenting property uses, to be filed with the Los Angeles County Recorder's Office.

BACKGROUND

At the time of the Mercury Air Group ownership (2004-2007), LADOT made the following assessment:

- The project would remove the existing Airborne Express Facility (12,400 square feet), the existing Aeroground Facility (30,000 square feet), and a general storage area for LAX Lost & Found (16,387 square feet).
- Because the lease for the Aeroground Facility expired in 2001, the square footage identified with the removal of this facility did not qualify for a previous use trip credit (CTCSP Section 7.A.1) at the time of project application in 2006.
- Final net trip increase identified for the project was 6. When applied to the 2006 CTCSP trip fee rate ($6,700/trip), the total calculated traffic impact assessment (TIA) fee was $40,200.

On October 4, 2006, the Mercury Group filed a Covenant & Agreement with the Los Angeles County Recorder in accordance with these findings and submitted payment for the TIA fee.

DISCUSSION AND FINDING

The Atlantic Aviation project proposes the creation of a new 36,550 square foot hanger with an additional 2,000 square foot hanger support building and a 4,900 square foot office building.

In comparing the raw square footage of the property's building space removed against building space constructed (existing and planned), there is a net reduction in overall square footage. However, this manner of assessment is not applicable because it only considers the raw square footage data and does not consider the timing limitations associated with project processing and the directives of the CTCSP.

As discussed previously, the CTCSP only allows a property to qualify for previous use credit if it has been active within the previous 4 years of the new projects application date. In a letter from Julia Mo (LAWA Senior Real Estate Officer) to Mr. Fred Allega (Executive General Manager, Mercury Air Center), dated July 26, 2006, Ms. Mo confirmed that the 30,000 square feet leased to Aeroground, Inc., had been vacant since June 1, 2001 thereby setting the deadline for credit eligibility at June 1, 2005. Therefore, in accordance with the stipulations of the CTCSP, the Mercury Project did not receive a "previous use" trip credit for this portion of their project.

Under this new proposal, all that the Atlantic Aviation Project could claim credit for is the existing Mercury FBO building, if it was to be removed. However, since this is not the case the construction of a new 36,550 square foot hangar with an additional 2,000 square foot hangar support building, and a 4,900 square foot office building are all considered to be new facilities and are therefore, subject to all applicable CTCSP provisions.

The following attachments have been provided for reference:

- LAWA letter (cover only), dated May 2, 2013, requesting LADOT review of the Atlantic Aviation FBO project proposal.
- CTCSP Declaration of Covenant & Agreement, filed October 4, 2006, for Mercury Air Project.
- Initial Traffic Assessment with associated TIA Fee Calculation for the Mercury Air Project.
- Copy of letter from Julia Mo (LAWA) to Fred Allega (Mercury Air) regarding property leasing activity.
- Draft Initial Traffic Assessment with associated TIA Fee Calculation for the proposed Atlantic Aviation Project.

If you should have any questions, please contact Eddie Guerrero, of our West L.A. / Coastal Planning office, at (213) 485-1062.

JTV:EG

Attachments

c: Jay Kim, Sean Haeri, LADOT
Steve Martin, Lisa Trifiletti, Evelyn Quintanilla, LAWA

#13-0459

Los Angeles
World Airports

TM

May 2, 2013

Jaime de la Vega, General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Re: Transmittal for Review of LAX Tenant Improvement Project
Atlantic Aviation FBO - LAX
Executive Director's Review – Case #001-013LAXSP

Dear Mr. de la Vega:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan for the LAX Master Plan, Atlantic Aviation Fixed Base Operator (FBO) – LAX is a tenant improvement project that requires your review and comment. We are hereby transmitting for your review the following items:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. Los Angeles Ordinance #176345 establishes a response time by your department of fifteen (15) working days from the date the documents are received by your department. As such, we request a written response from your department by May 24, 2013.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning II
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Steve Martin
Lisa Trifiletti
Evelyn Quintanilla

This page is part of your document - DO NOT DISCARD

06 2214421

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA

10/04/06 AT 10:21AM

TITLE(S) : COVENANT AND AGREEMENT

LEAD SHEET

FEE

Code 01 - 10.00
Code 20 - 02.00
Code 19 - 06.00

Code C034 - 001

D.T.T.

CODE
20

CODE
19

CODE
9

Grand Total = $18.00

Page Count = 2

Assessor's Identification Number (AIN)
To be completed by Examiner OR Title Company in black ink.

Number of AIN's Shown

THIS FORM IS NOT TO BE DUPLICATED

RECORDING REQUESTED BY:

WHEN RECORDED, MAIL TO:

City of Los Angeles
Department of Transportation
7166 West Manchester Avenue
Los Angeles, CA 90045
Attn: Transportation Engineer

2

06 2214421

Space Above This Line For Recorder's Use

DECLARATION OF COVENANTS AND AGREEMENTS
COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
(ORDINANCE NO. 168,999)

The undersigned hereby certify that we are the owners of the hereinafter legally described real property located within the Coastal Transportation Corridor Specific Plan area located in the City of Los Angeles, State of California.

Project Address: 6411 Imperial Hwy. (SEE EXHIBIT-A) ATTACHED
Legal Description: Lot:_____ Block:_____ Tract:_____
As recorded in Book _____, Page _____, Records of Los Angeles County.
Project Description: 10,059 sq. ft. general aviation facility
Floor Area (Calculated pursuant to Ordinance No.168,999):_____
P.M. Peak Hour Trips Generated: +6 net trips

In consideration of the issuance of a building/grading/foundation permit for the project, Declarant declares that the project be held, transferred, encumbered, used, sold, conveyed, leased, and occupied subject to the covenants and agreements hereinafter set forth below:

1. Declarant acknowledges that the real property is located in the City of Los Angeles within the Coastal Transportation Corridor Specific Plan boundary and is subject to the City of Los Angeles Coastal Transportation Corridor Specific Plan (Los Angeles City Ordinance No. 168,999) and any amendments thereto and the issuance of building/grading/foundation permits or other use permission for the property are subject to the provisions of the Plan.

2. Declarant covenants and agrees that the Declarant will abide by the Transportation Demand Management (TDM) requirements of the Specific Plan pursuant to section 5G.

3. Declarant covenants and agrees to complete, prior to the issuance of any certificate of occupancy, the following transportation improvements: None required.

4. Additional requirements by the City of Los Angeles, Department of Transportation: Payment of $40,200 TIA fee as required by the Specific Plan.

The covenants and agreements imposed by this Declaration shall run with the above described land, and shall be binding upon ourselves and future owners, encumbrances, their successors, heirs or assigns in ownership or interest in the parcel, shall inure to the benefit of the City of Los Angeles, and shall be effective upon recordation.

The enforcement of the provisions of this Declaration shall be by proceedings at law or in equity against any persons violating or attempting to violate any of the covenants and agreements imposed hereby, either to restrain any such violation or to recover damages.

Owner's Name: _____ (Please type or print)

Signature of Owner: _____ (Sign)

(Two Officer's Signatures Required for Corporation) _____ (Sign)

Signature Must Be Notarized

SHARON KOVATS
Notary Public, State of Ohio
My Commission Expires: 10/31/10
Recorded in Geauga County

Sharon Kovats

Name of Corporation: CORPORATE WINES, INC.

Dated this 27 day of September 2006.

FOR CITY DEPARTMENT USE ONLY

Must be approved by the Departments of City Planning (for legal description/owner verification) and Transportation prior to recording

Approved by: _____ Date: 10-02-06 District Map: 087 B 165
Dept. of City Planning (Stations 17-19)
201 N. Figueroa St., 3rd Floor

Approved by: _____ Date: 9/19/06 LADOT Case No.: CTC 05-115
Dept. of Transportation

EXHIBIT-A

06 2214421

Tract:	RANCHO SAUSAL REDONDO
Map Reference:	PAT 1-507/508 SEC 1 T3S R15W
Block:	None
Lot:	PT LT 37
Arb (Lot Cut Reference):	1

Property description and
owner verification - OK
Date: 10-02-2006
Initials: SdM

INITIAL TRAFFIC ASSESSMENT

PRELIMINARY TRIP GENERATION

LAND USE			TRIP GENERATION
Proposed Use	Trip Rate	Size	PM Peak Hour
General Aviation (Mercury Air)	2.04/KSF	10,059 sq. ft.	20.5
		TOTAL	20.5

Previous Use	Trip Rate	Size	PM Peak Hour
Air Cargo Facility (Airborne Express)	0.8/KSF	12,400 sq. ft.	9.9
General Storage (LAX Lost & Found)	0.3/KSF	16,387 sq. ft.	4.9
		TOTAL	14.8
Net trips are rounded to nearest whole number.		NET TRIPS	+6

FROM EIR

ACCESS AND CIRCULATION REQUIREMENTS: Access to be taken via access road along Imperial Highway only; no access from Sepulveda Blvd.

DEDICATION AND WIDENING REQUIREMENTS *: None

* (The Bureau of Engineering should be consulted for any additional street dedication or widening requirements.

TIA FEE CALCULATIONS (Based on PM Peak Hour)

I.	New Trips (See Note I)	-	Trip Credits (See Note 2)	X	Current Trip Cost Factor (See Note 3)	=	TIA Fee
	21	-	15	X	$6,700	=	$40,200

Note I: Number of trips generated after allowing for exemptions (local serving, residential, freestanding office less than 20 ksf, etc.) pursuant to Section 6.F.1 of the CTCSP.
Note 2: Number of trip credits allowed pursuant to Section 7.A of the CTCSP.
Note 3: Trip Cost Factor is adjusted January 1 of each year. Final TIA Fee will depend on date of payment.

ADDITIONAL COMMENTS: General Aviation trip rate based on LAX Master Plan EIR (2000).
TIA FEES PAID TO LAWA; LAWA TRANSFERRED TO DOT, PER SUE CHEN IN ACCOUNTING.

LAX
Los Angeles World Airports

July 26, 2006

Mr. Fred Allega
Executive General Manager
Mercury Air Center (LAX)
6411 W. Imperial Hwy
Los Angeles, CA 90045

RE: Occupancy Information of Former B-4 Hangar at Los Angeles International Airport

Dear Mr. Allega:

In response to your above-referenced inquiry, we confirm the followings:

- Lease with Aeroground, Inc. for 30,000 SF of B-4 hangar space ended 6-1-2001.
- Lease with ABX, Inc. (Airborne Express) for 10,703 SF of B-4 hangar space and approx. 5 acres of associated aircraft paving ended 11-30-2003.
- Lease No. LAA-8190 with Mercury Air Center covering entire site of B-4 hangar and beyond commenced 1-1-2005.

Please call me at (310) 348-4303 if you have any questions.

Yours truly,

Julia Mo
Sr. Real Estate Officer

JM:ms

::ODMA\PCDOCS\LAWA\236195\1

1 World Way P.O. Box 92216 Los Angeles California 90009-2216 Telephone 310 646 5252 Facsimile 310 646 0523 Internet www.lawa.org

ATLANTIC AVIATION (Formerly Mercury Air)
Project Review

	Trip Rate	2006 Activity Square Footage	Initial Review	Final Review	2013 Activity Square Footage	Initial Review	Final Review
Proposed							
General Aviation	2.04	10,059	21	21	4900	10	
Air Cargo Facility	0.8				36550	29	
Air Cargo Facility, Support	0.8				2000	2	
			21	21		41	
Previous Use							
Air Cargo Facility (Airborne Express)	0.8	12,400	10	10		0	
Air Cargo Facility (Aeroground)	0.8	30,000	24	0 [1]		0	
General Storage (LAX Lost & Found)	0.3	16,387	5	5		0	
			39	15		0	
		Net Trips	-18	6 A		41 B	
		TIA Fee		$40,200		$332,633	

A: Applicable 2006 TIA Fee, 6 X 6700 = $40,200; Coastal Corridor Covenant & Agreement executed 10/4/06
B: Applicable 2013 TIA Fee, 41 X 8113 = $332,633

[1] According to LAWA Real Estate,Aeroground Lease expired in 2001
therefore, previous-use credit for this square footage was removed.

ATTACHMENT 8

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

RESPONSE LETTER

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

May 16, 2013

Cynthia Guidry, P.E.
Chief of Airport planning II
Los Angeles Word Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

SUBJECT: Tenant Improvement Project : Atlantic Aviation Fixed Base Operator
Project Title: Executive Director's Review – Case #001-013LAXSP

This correspondence is with respect to your request for a review of your proposed work within the property located northwest of the intersection of Sepulveda Boulevard and the Century Freeway.

The West Los Angeles Bureau of Engineering District office personnel have reviewed your proposed work within the subject property. This office does not have any recommendations with respect to 'parking, driveways, access, circulation, and infrastructure improvements' as noted on page 9, Item 2. Executive Director's review, of the received document.

Should you have any questions, please contact Anthony Muñoz at (310) 575-8530.

Sincerely,

Michael Patonai, District Engineer
West Los Angeles District

MP/ABM/abm

ATTACHMENT 9

TRANSMITTAL LETTERS REQUESTING COMMENTS

Los Angeles
World Airports

May 2, 2013

Gary Lee Moore, City Engineer
Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

Re: Transmittal for Review of LAX Tenant Improvement Project
Atlantic Aviation FBO - LAX
Executive Director's Review – Case #001-013LAXSP

Dear Mr. Moore:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan for the LAX Master Plan, Atlantic Aviation Fixed Base Operator (FBO) – LAX is a tenant improvement project that requires your review and comment. We are hereby transmitting for your review the following:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. Los Angeles Ordinance #176345 establishes a response time by your department of fifteen (15) working days from the date the documents are received by your department. As such, we request a written response from your department by May 24, 2013.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning II
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Steve Martin
Lisa Trifiletti
Evelyn Quintanilla

Los Angeles
World Airports

May 2, 2013

Jaime de la Vega, General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Re: Transmittal for Review of LAX Tenant Improvement Project
Atlantic Aviation FBO - LAX
Executive Director's Review – Case #001-013LAXSP

Dear Mr. de la Vega:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan for the LAX Master Plan, Atlantic Aviation Fixed Base Operator (FBO) – LAX is a tenant improvement project that requires your review and comment. We are hereby transmitting for your review the following items:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. Los Angeles Ordinance #176345 establishes a response time by your department of fifteen (15) working days from the date the documents are received by your department. As such, we request a written response from your department by May 24, 2013.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning II
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Steve Martin
Lisa Trifiletti
Evelyn Quintanilla

Los Angeles
World Airports

May 2, 2013

The Honorable Bill Rosendahl
City of Los Angeles, Council District 11
c/o Chad Molnar
LAX Community Liaison
7166 W. Manchester Ave.
Los Angeles, CA 90045

Re: Transmittal of LAX Tenant Improvement Project
Atlantic Aviation FBO - LAX
Executive Director's Review – Case #001-013LAXSP

Dear Mr. Rosendahl:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan for the LAX Master Plan, we are hereby transmitting to you the Atlantic Aviation Fixed Base Operator (FBO) - LAX Tenant Improvement Project. Enclosed you will find the following items:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you the enclosed information during the Executive Director's Review Process prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. Los Angeles Ordinance #176345 establishes that Los Angeles World Airports' Executive Director transmit a copy of the written description of the project and appropriate documents to the Councilmember of the district in which the Specific Plan Area is located.

Should you have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning II
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Steve Martin
Lisa Trifiletti
Evelyn Quintanilla

Los Angeles
World Airports

May 2, 2013

Brenda Martinez-Sidhom
Stakeholder Liaison's Office
1 World Way
Los Angeles, CA 90045

Re: Transmittal for Review of LAX Tenant Improvement Project
Atlantic Aviation FBO - LAX
Executive Director's Review – Case #001-013LAXSP

Dear Ms. Martinez-Sidhom:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan for the LAX Master Plan, we are hereby transmitting to you for your review and comment the Atlantic Aviation Fixed Base Operator (FBO) – LAX Tenant Improvement Project. Enclosed you will find the following items:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. Los Angeles Ordinance #176345 establishes that Los Angeles World Airports' Executive Director communicate with the LAX Master Plan Stakeholder Liaison's Office and consider the comments and concerns of the stakeholders as early in the process as possible. As such, the Executive Director's Report will include the results of the consultation made with the stakeholders and will need a written response from your office by June 7, 2013.

Should you have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning II
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Steve Martin
Lisa Trifiletti
Evelyn Quintanilla