

California Environmental Quality Act

REVISED NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Subject: Revised Notice of Preparation of a Draft Environmental Impact Report

Project Title: Los Angeles International Airport Crossfield Taxiway Project (City Clerk No. AD-011-08)

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) as Lead Agency will prepare a focused Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Crossfield Taxiway Project ("Project") at Los Angeles International Airport (LAX). This LAX Crossfield Taxiway Project EIR will be tiered from the LAX Master Plan EIR (State Clearinghouse Number 1997061047) and will provide project-specific construction information on one of the Master Plan projects previously evaluated at a programmatic level. A Notice of Preparation for the LAX Crossfield Taxiway Project EIR was prepared on April 3, 2008 and made available for a 30-day review and comment period. In conjunction with the development and refinement of more detailed plans for the proposed Project, which are currently being prepared, certain modifications to the scope of the Project have been identified. This Revised Notice of Preparation (NOP) is being circulated to afford interested parties the opportunity to provide any additional comments on the proposed scope of the EIR analysis, in light of the Project modifications described herein.

LAWA is requesting input from interested government and quasi-government agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the LAX Crossfield Taxiway Project Draft EIR. In the future, public agencies receiving this notice may need to use the LAX Crossfield Taxiway Project EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the LAX Crossfield Taxiway Project EIR.
2. State whether they are a responsible or trustee agency for the Project, explain why and note the specific Project elements that are subject to their regulatory authority.

Revised Notice of Preparation (continued)

3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this Project.

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than September 8, 2008*.

Please send your response to Dennis Quilliam, City Planner, at the address shown above.

Signature:


Dennis Quilliam

Title: City Planner

Date: July 31, 2008

Telephone: (310) 646-7614

Revised Notice of Preparation (continued)

1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport. The proposed improvements that comprise the Project would occur within the central portion of the airfield at LAX, generally west of the Tom Bradley International Terminal and between the north runway complex and the south runway complex, as further described below.

2. PROJECT DESCRIPTION

The proposed LAX Crossfield Taxiway Project is intended and designed to provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 06L/24R and 06R/24L) and the south runway complex (i.e., Runways 07L/25R and 07R/25L). In particular, the proposed Project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road would be built. Construction of these proposed improvements would require demolition and potential relocation of certain ancillary and support facilities such as a hangar canopy, a flight kitchen, a maintenance building, the LAPD Bomb Squad building, a records retention building, and a ground service equipment maintenance facility. The current activities within these facilities would be moved to other existing buildings local to the area. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). The realignment of World Way West would require the demolition of the existing LAWA Records Retention building located at the intersection of World Way West and Coast Guard Road. The records retention function of this building is proposed to be permanently relocated to another existing building at LAX and construction of a new records building at the subject site would not be necessary. The reconfigured site, based on the realignment of World Way West, would instead be used for the construction of a new fire station/aircraft rescue and firefighting facility (ARFF). The new fire station/ARFF would replace the existing undersized Station No. 80/ARFF, located adjacent to Taxiway S. In addition to offering needed improvements, the site of the proposed new fire station offers convenient landside access to World Way West, via Coast Guard Road, and airside access via Taxiway C13 and the adjacent service road. Upon completion of construction of the new facility, personnel from the existing on-airport would be transferred to the new facility and the existing facility would be used for purposes such as storage. In addition to the above improvements, a utility corridor (Utilidor) would be constructed adjacent to the World Way West alignment. Finally, existing "remain overnight" (RON) aircraft parking currently located within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. The

Revised Notice of Preparation (continued)

future RON area would occur at the area currently used for vehicle parking by American Airlines employees. A replacement lot for vehicle parking would be established within an area approximately 2,000 feet west of the existing lot (i.e., the area southeast of World Way West and Taxiway AA, the western half of which would need to be paved). Figure 3 presents the basic components of the proposed Project that were identified in the original NOP. Figure 4 shows those components along with the proposed fire station/ARFF site and the replacement of the American Airlines employee parking. Also shown is the proposed construction staging area and associated access/haul route.

Midfield access between the north runway complex and the south runway complex is currently provided via Taxiways Q and S, which provide one-way north and south aircraft access, respectively. The intersections at the end of Taxiways Q and S, near the TBIT concourses, currently lack sufficient spacing to allow for efficient movement of aircraft in this area. This congestion requires that some aircraft hold their positions while other aircraft are turning onto, or off of, Taxiway Q, particularly if there is an airplane at the gate nearest this intersection. This results in increased delay and aircraft taxi/idle time. In addition, Group VI aircraft, known as New Large Aircraft (NLA) and including the Airbus A380 and Boeing 747-8, cannot operate on Taxiway Q due to its close proximity to Tom Bradley International Terminal (TBIT).

The proposed Project would provide a new crossfield taxiway and other associated improvements to help relieve existing aircraft traffic congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways. The extension of Taxiway D would provide access to the new crossfield taxiway to and from the north terminal complex. Without the extension of Taxiway D, the only access to the new crossfield taxiway would be via Taxiway E. Taxiway E is the primary taxiway for arriving aircraft from the north runway complex and primarily operates in an easterly direction. An extension of Taxiway D is required to avoid congestion or traffic conflicts on Taxiway E and to provide efficient access to the crossfield taxiway from the north airfield.

The proposed taxiway improvements are proposed for immediate implementation, consistent with the design and provisions of the approved LAX Master Plan. The proposed improvements would be designed to accommodate the NLA, which are anticipated to begin commercial service at LAX within the next few years whether or not the proposed taxiway is constructed. As a result of the proposed Project, taxi/idle time and distance traveled for aircraft using the new system would be reduced along with air pollutant emissions and fuel use. While it would reduce delays associated with taxiing aircraft, the proposed Project would not increase the capacity of the airfield, as that capacity is currently constrained by other factors, such as the number and availability of gates.

Construction-related vehicle access and parking for the LAX Crossfield Taxiway Project would be similar to those of the LAX South Airfield Improvements Project (SAIP), which is currently underway but would be completed before start of the LAX Crossfield Taxiway Project. During the construction period for the proposed Project, ground traffic (cars, trucks, and construction equipment) would enter and exit the Project site from the existing construction staging area currently used for the SAIP, located to the west of the

Revised Notice of Preparation (continued)

Project site, at Pershing Drive and World Way West. The SAIP contractor parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the Project site, would be used for Project workers, with a shuttle to transport workers between the parking area and the job site. Similar to the SAIP, delivery and haul routes for the LAX Crossfield Taxiway Project would occur on the perimeter of the Airport, along Imperial Highway, Pershing Drive, Westchester Parkway, and Aviation Boulevard.

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

LAWA conducted a preliminary analysis of the proposed Project to determine whether the Project may result in any significant impacts on the environment that were not fully addressed in the LAX Master Plan EIR, warranting the preparation of a further, focused Environmental Impact Report. Based on the nature and characteristics of the proposed Project, potentially significant environmental effects are anticipated to result primarily from proposed construction activities. The existing operational characteristics of the airfield at LAX would not be substantially changed by the proposed improvements. Environmental topics of particular concern, which will be the primary focus of the EIR analysis, include the following:

Traffic - Construction of the Project would generate traffic associated with workers traveling to and from the construction employee parking area, and the associated shuttle trips between the parking area and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. The EIR will address such impacts and recommend mitigation measures for any significant traffic impacts. The EIR will also evaluate potential impacts, if any, resulting from the relocation of ancillary facilities, including those associated with the replacement of vehicle parking from the existing American Airlines employee parking lot, as well as those associated with construction worker traffic.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from construction equipment, workers commute, truck haul/delivery trips, surface paving, taxiway striping, and demolition/material crushing and grading activities (i.e., fugitive dust). Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_x and SO_x), volatile organic compounds/reactive organic gases (VOC/ROG), and particulate matter (PM). Additionally, construction activities would emit greenhouse gases, particularly carbon dioxide (CO₂), both directly, such as from construction equipment and activities, and indirectly, such as from electricity consumption. Greenhouse gas emissions would also be affected by changes in taxiway access characteristics. The air quality analysis will address vehicle emissions associated with each of the two options being considered for replacement of the existing American Airlines employee parking. The EIR will address the air quality impacts associated with the proposed Project and will delineate mitigation measures to reduce any significant impacts. In conjunction with the air quality impacts analysis, the EIR will address the potential carcinogenic, long-term, and acute human health risks associated with toxic air contaminants (TACs) from construction activities, such as diesel particulate matter.

Revised Notice of Preparation (continued)

Noise - Construction of the Project would result in noise generated by on-site equipment, including noise from mobile equipment such as tractors, excavators, dump trucks, etc. and stationary equipment such as a rock-crushing plant. Additionally, truck haul/delivery truck trips may result in off-site noise impacts. The EIR will address potential noise impacts to noise-sensitive uses, such as residential areas, schools, hospitals, etc., and provide mitigation measures for any significant noise impacts.

Surface Water Quality - Construction of the Project would result in the potential for short-term impacts to surface water (i.e., storm runoff) quality, due to grading and other temporary surface disturbance. Based on the existing developed nature of the Project area and no notable change in the basic use of the majority of the subject area, potential long-term surface water hydrology and water quality impacts are expected to be generally limited to those associated with the paving of undeveloped ground for use as replacement parking (i.e., one of the two options being considered for the replacement of American Airlines employee parking). The EIR will address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best Management Practices - "BMPs") that are proposed to address those impacts, and will address operations-related impacts associated with the aforementioned replacement parking option.

Hazardous Materials/Waste - Portions of the Project site have known or potential subsurface contamination, including as identified on lists enumerated under Section 65962.5 of the Government Code (sometimes referred to as the "Cortese List" of hazardous waste sites). This includes, but is not limited to, the site being considered for replacement parking southeast of World Way West and Taxiway AA, within which an existing groundwater remediation system occurs. The EIR will address the potential for construction activities to impact or be impacted by potential subsurface contamination, and will address the potential for operation of the existing groundwater remediation system to be impacted by the Project. Mitigation measures will be recommended if/as appropriate.

In addition to the topics described above, the Draft EIR for the Project will include a summary of other relevant environmental topics that were previously addressed in the LAX Master Plan EIR. The Draft EIR will also delineate all applicable Master Plan Commitments, Mitigation Measures, and other requirements set forth in the LAX Mitigation Monitoring and Reporting Program (MMRP).

New comments regarding the scope and content of the LAX Crossfield Taxiway Project Draft EIR will be accepted for 30 days from receipt of this notice, which will be added to the comments previously received by LAWA on the original NOP. The subject Draft EIR is anticipated to be completed by summer 2008, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

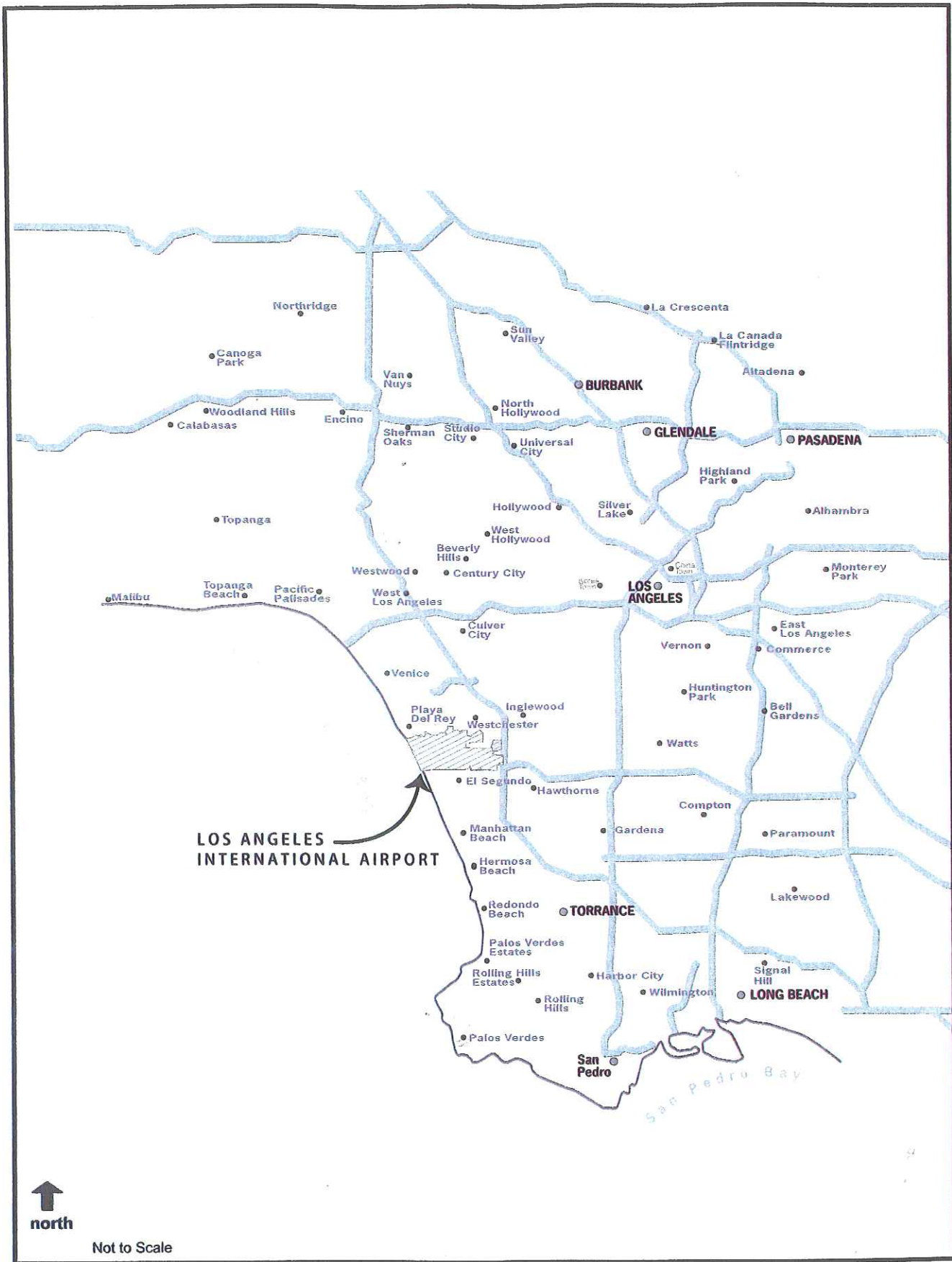
The City will prepare responses to comments received during the public review period regarding the adequacy of the LAX Crossfield Taxiway Draft EIR. The comments and responses, together with the LAX Crossfield Taxiway Draft EIR and its appendices, will

Revised Notice of Preparation (continued)

comprise the Final LAX Crossfield Taxiway Project EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under the California Environmental Quality Act.

Revised Notice of Preparation (continued)

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Not to Scale

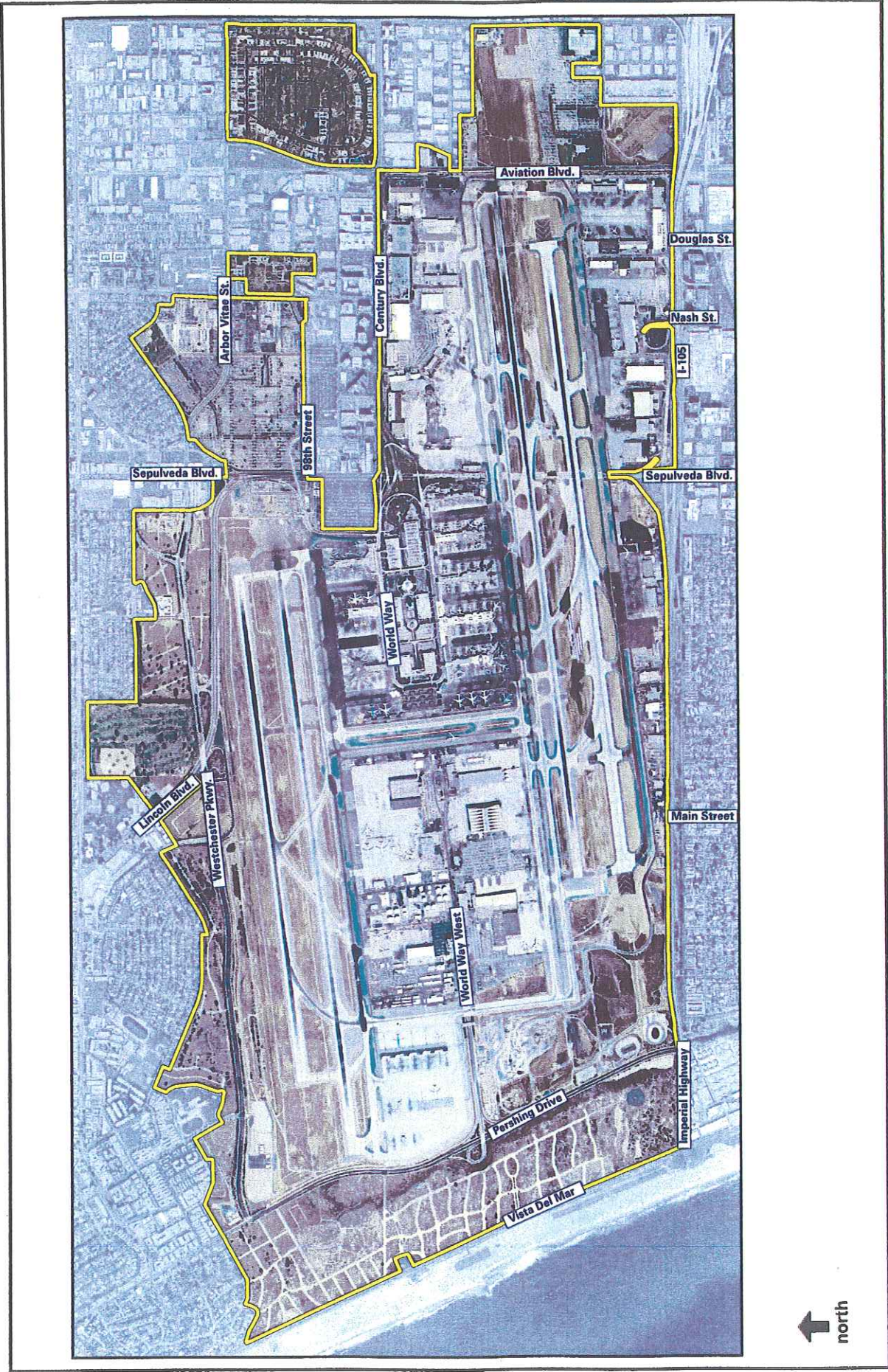


Figure 2

Existing Airport

LAX Crossfield Taxiway Project EIR

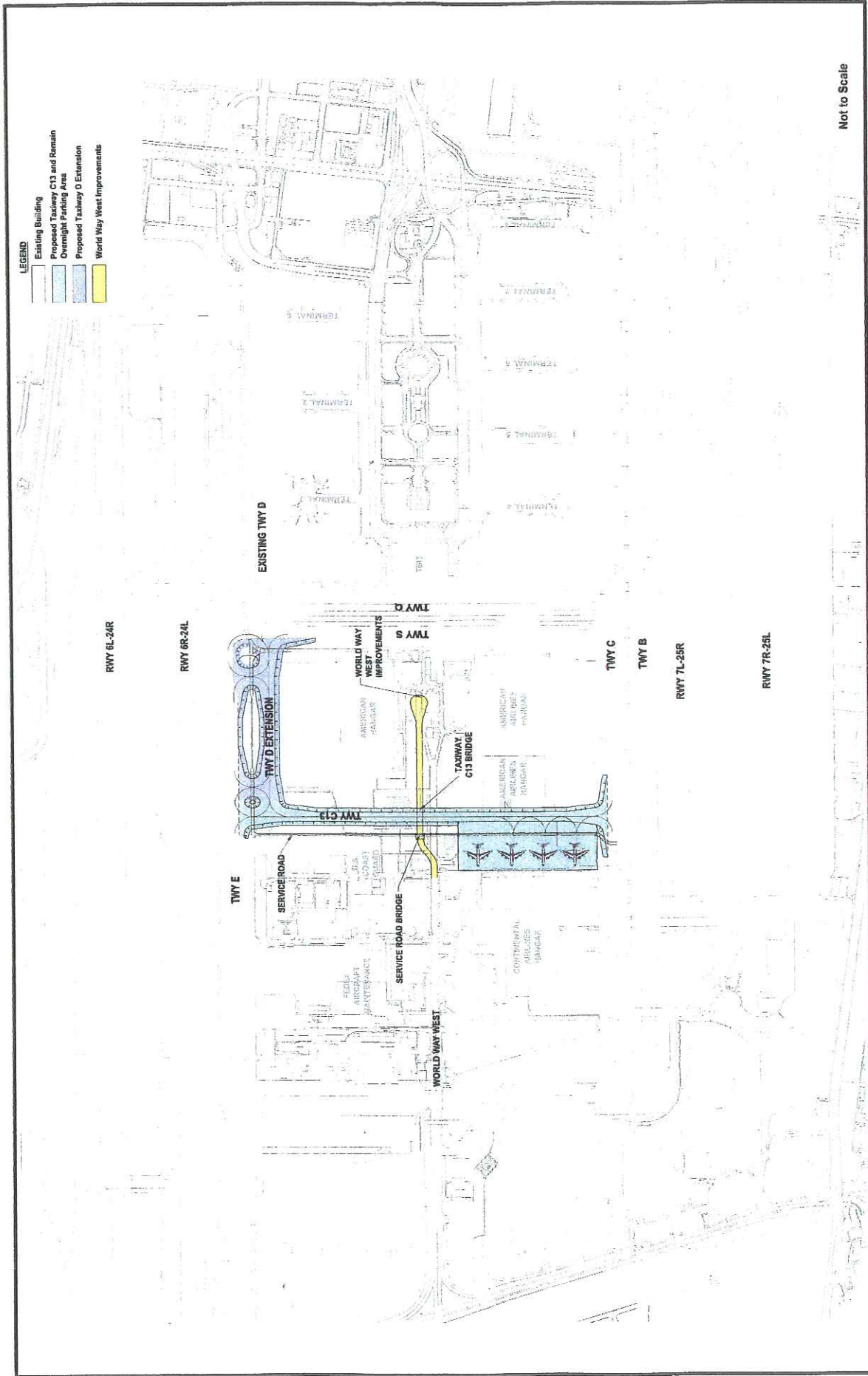
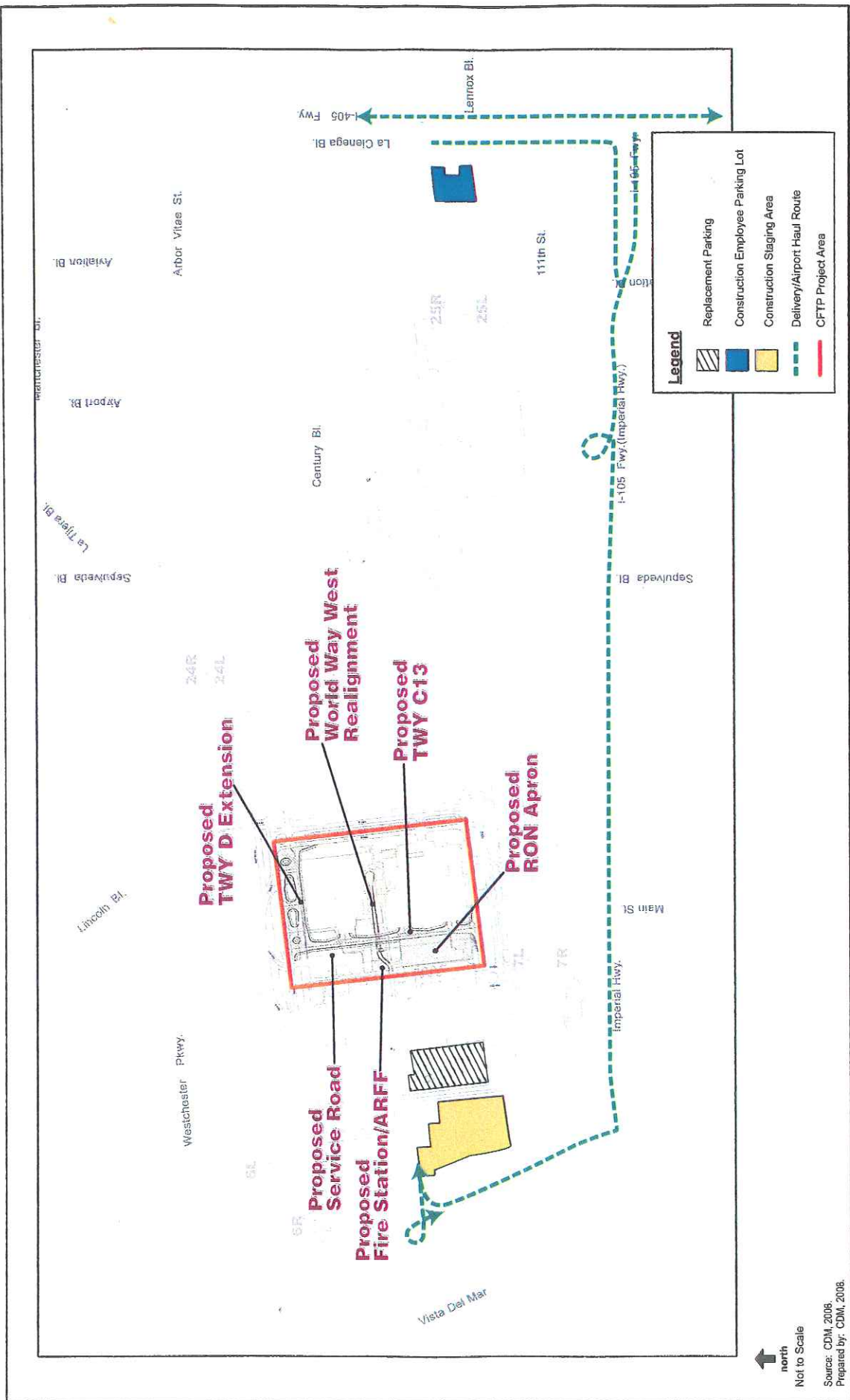


Figure 3

Proposed Crossfield Taxiway Project Improvements

LAX Crossfield Taxiway Project EIR



LAX Crossfield Taxiway Project

Project Description

Figure 4