4. AFFECTED ENVIRONMENT, CONSEQUENCES, AND MITIGATION MEASURES

Introduction

This chapter presents an assessment of the environmental impacts of the Draft LAX Master Plan, specifically the No Action/No Project Alternative and the three build alternatives (A, B and C) described in Chapter 3*, Alternatives (Including Proposed Action)*. This chapter describes the physical environment in the vicinity of LAX that may be affected by proposed airport development; the potential impacts to that physical environment; and the measures proposed to mitigate those impacts. Commitments proposed by LAWA as part of the Master Plan to reduce potential adverse impacts are provided, and cumulative impacts are discussed. The discussion of environmental impacts and Mitigation Measures has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The various environmental disciplines examined in this chapter (and listed in the Table of Contents) are consistent with those identified in guidance pertaining to NEPA, CEQA, or both. The contents of this chapter are summarized in the Executive Summary.

Organization of the Chapter

Each of the 27 environmental disciplines addressed in this chapter is discussed in a separate section using a common organization. Sections are numbered 4.1 through 4.27. Several sections are divided into subsections to simplify and clarify the discussion. Additionally, Section 4.20, *Construction Impacts,* summarizes the construction impacts for all environmental disciplines, although a complete discussion of construction impacts is provided in each subsection.

The following subjects are addressed in each section:

- The **Overview** summarizes the major findings of the section or subsection, and identifies the measures that would reduce or eliminate potential adverse impacts.
- The **Introduction** briefly describes the issues addressed in the analysis and identifies related topics.
- The **General Approach and Methodology** describes how the issue was approached, including explanations of any assumptions, equations, or calculations; identification of information sources used for the analysis; and delineation of the study area considered for each environmental discipline. Instead of limiting the entire environmental analysis to a single study area, discrete study areas were sometimes used depending upon the extent of potential impacts associated with each individual discipline. For many of the environmental disciplines, however, a common study area was appropriate. This study area, referred to as the "Master Plan boundaries," includes the current airport property, and a composite of the area to be acquired under the Aircraft Noise Mitigation Program (ANMP) and the three build alternatives, including the LAX Expressway alignments. The Master Plan boundaries are depicted in **Figure 4-1**, Master Plan Boundaries. Figures or descriptions identifying the study areas used by other disciplines are provided in the individual subsections, as appropriate.
- The **Affected Environment/Environmental Baseline** discusses the affected environment, or baseline conditions, for the environmental discipline in the study area, including relevant activities, facilities and regulations. The environmental baseline is described below under *Analytical Framework*.
- The **Thresholds of Significance** are quantitative or qualitative measures used to determine whether a significant environmental impact would occur as a result of the project. This subsection includes an explanation of the thresholds of significance and their origins. Where possible, validation of the choice of thresholds is provided by federal, state, and local guidelines, particularly the *Guidelines for California Environmental Quality Act* (State CEQA Guidelines)[27] and related guidance,[28] and the *Draft*

[27] State of California, Guidelines for California Environmental Quality Act (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387.

[28] Governor's Office of Planning and Research, THRESHOLDS OF SIGNIFICANCE: Criteria for Defining Environmental Significance, September 1994.

L.A. CEQA Thresholds Guide,[29] published by the City of Los Angeles Environmental Affairs Department. For environmental disciplines mandated solely by NEPA, thresholds of significance are not included, as they are not required by NEPA.[30] In lieu of federal thresholds, this section identifies federal standards that are relevant to the analysis. However, many of the environmental disciplines have no applicable federal standards.

- **Master Plan Commitments** are specific procedures, plans, policies, or activities proposed to be implemented by LAWA in conjunction with implementation of any of the three build alternatives. These commitments are in addition to proposed Mitigation Measures, and are intended to reduce or avoid potential adverse impacts of the LAX Master Plan build alternatives. A discussion of Master Plan commitments, and their relationship to proposed Mitigation Measures, is provided in *Analytical Framework* below.
- The **Environmental Consequences** Section presents the analysis of impacts for the No Action/No Project Alternative and the three build alternatives for horizon years 2005 and 2015. Potential impacts were compared to the thresholds of significance to determine whether they would be significant or less than significant. For purposes of determining significance, potential impacts were compared to Environmental Baseline or Adjusted Environmental Baseline conditions, in accordance with the *State CEQA Guidelines* and as previously described. Project impacts were also compared to impacts associated with the No Action/No Project Alternative for disclosure purposes. For sections mandated solely by NEPA, project impacts were compared to the No Action/No Project Alternative conditions.
- **Cumulative Impacts** are the impacts of the project in conjunction with past, present, and probable future projects in the area. The environmental impacts of the project may be individually minor, but collectively significant when considered in conjunction with other projects or other environmental effects of the project. In accordance with the *State CEQA Guidelines*, the project's contribution to cumulative impacts for each environmental discipline were evaluated to determine if they would be significant, less than significant, de minimus[31] or less than cumulatively considerable.[32] As discussed in Section 2.6, *Non-LAX Development Having Cumulative Impact*, the cumulative impacts analysis is based on applicable planning documents designed to evaluate regional and area-wide conditions, as

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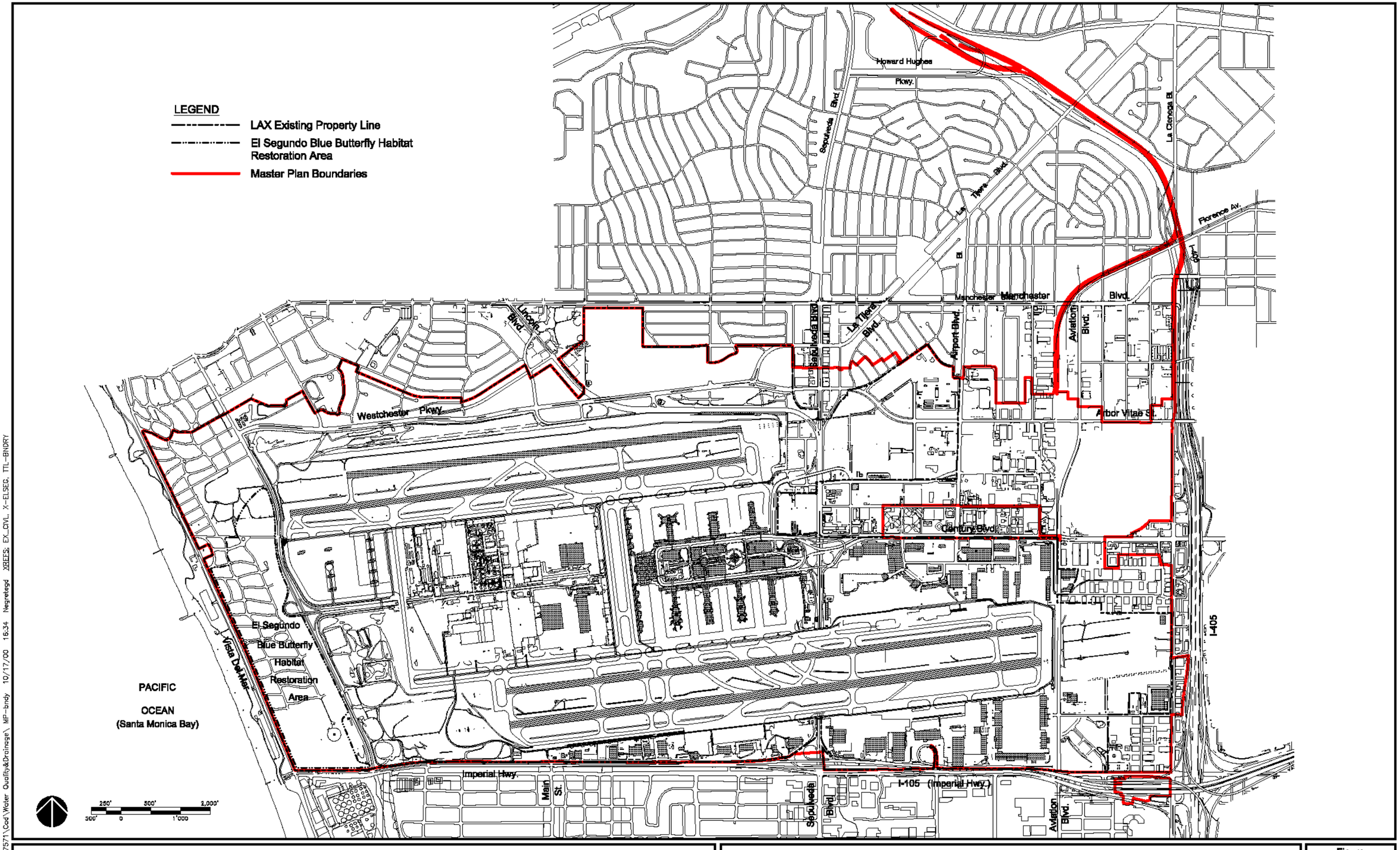
[29] City of Los Angeles, Environmental Affairs Department, Draft L.A. CEQA Thresholds Guide, May 14, 1998. Although not required by CEQA, the Draft L.A. CEQA Thresholds Guide was prepared by the City of Los Angeles to provide standards for the preparation of EIRs within the city. Although not formally adopted at the time of this writing, the recommended thresholds contained in the document represent a valid approach, and were used as a basis for establishing CEQA thresholds of significance for this Draft EIS/EIR.

[30] FAA Order 5050.4A establishes thresholds for conditions or impacts that normally indicate that an environmental impact statement (as opposed to an environmental assessment) must be prepared for a federal action. As such, these "thresholds of significance" are distinct from, and serve a different purpose than, CEQA thresholds of significance, as they are used in this document.

[31] In accordance with Section 15130(a)(4) of the State CEQA Guidelines, a project's contribution to a significant cumulative impact is de minimus if the environmental conditions would essentially be the same whether or not the proposed project is implemented.

[32] In accordance with Section 15130(a)(3) of the State CEQA Guidelines, a project's contribution to a significant impact is less than cumulatively considerable if the project is required to implement or fund its fair share of a Mitigation Measure or measures designed to alleviate the cumulative impact. Section 15064.4(i)(3) provides further clarification with regard to this issue. As indicated in that section, a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process. If a project's contribution is less than cumulatively considerable, it is considered to be not significant.



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Los Angeles International Airport Master Plan

Master Plan Boundaries

Figure
4-1

well as an assessment of some 200 separate projects expected to occur in the LAX vicinity during the 2000 to 2015 planning period. Please see Section 2.6, *Non-LAX Development Having Cumulative Impact*, for further information on the approach to the cumulative impacts analysis and identification of projects closest (within 3 miles) to LAX.

- **Mitigation Measures** are specified procedures, plans, policies, or activities proposed for adoption by the lead agencies to lessen or avoid the significant impacts identified in the *Environmental Consequences* subsections. In some instances, the principal Mitigation Measure described is a Mitigation Plan that will be formulated with performance standards, lists of feasible Mitigation Measures, and commitments to implement the mitigation. A summary list of all Mitigation Measures recommended to be adopted as part of Master Plan approval is provided in Chapter 5, *Environmental Action Plan*.
- **Level of Significance After Mitigation** is a determination of the significance of a particular impact after implementation of the proposed Mitigation Measures. This subsection identifies any significant impacts that cannot be mitigated. These "significant unavoidable impacts" are also listed in Chapter 5, *Environmental Action Plan*. The level of significance after mitigation is not included for those environmental topics where no significant impacts would occur and, as a result, where no Mitigation Measures are required.

Analytical Framework

Joint NEPA/CEQA Document

In order to address the necessary analysis required by both the federal and state laws, a joint EIS/EIR prepared by federal and state/local agencies may not necessarily follow precisely the same format used for an EIS or an EIR. This document notes where a subject is covered or a mode of analysis is used for the particular purposes of either NEPA or CEQA. The overall organization of the impacts evaluation and discussion of the LAX Master Plan alternatives in this document generally follows the FAA's standard format as set forth in Order 5050.4A, *Airport Environmental Handbook*. However, while NEPA and CEQA share many fundamental elements, such as the analysis of alternatives and the identification of mitigation, they differ in certain respects. For example, under CEQA public agencies commonly utilize thresholds of significance in order to assist them in determining the "significance" of a potential impact. The impacts of the proposed project or program are measured against a baseline (described in detail below) and a determination of significance is made. Furthermore, agencies have a legal duty under CEQA to formulate and implement Mitigation Measures that can mitigate or avoid "significant" impacts, and must reassess the impacts of the project or program after mitigation. There is no analogous "determination of significance" under NEPA, and a proposed project or program's impacts are assessed by comparing it with alternatives – including the alternative of "no action." Therefore, within each impact category, the standard CEQA analysis is undertaken – the "significance" thresholds are described, impacts are measured against a baseline to determine if they exceed these thresholds, potential Mitigation Measures are discussed, and any significant unavoidable impacts remaining after such mitigation are identified in accordance with the CEQA requirements. Although the analysis format used reflects the specific requirements of CEQA, it also serves to satisfy NEPA's requirements to evaluate the impacts of all reasonable alternatives and to identify Mitigation Measures. In addition to fulfilling the requirements of NEPA and CEQA, this joint EIS/EIR makes specific reference to other relevant state and federal laws and proceeds in accordance with the specified criteria and analysis of those laws.

Program Level vs. Project Level Environmental Entitlements and Analysis

As described in Chapter 2, *Purpose and Need for the Proposed Action*, consideration, approval and implementation of the LAX Master Plan will ultimately require a wide variety of federal and state/local approvals, permits and entitlements issued by numerous federal and state/local agencies. Initially, however, the LAX Master Plan will require what are commonly referred to as "program level" entitlements under state and local law and approval of an Airport Layout Plan (ALP) and related actions by the FAA.

At the local level, the LAX Master Plan alternative chosen will be encompassed within an amendment to the Los Angeles City general plan. Presently, the City's general plan includes, as its land use element, some 35 community plans plus the Harbor Plan and the 1981 LAX Interim Plan. The "program level" entitlements to be requested by LAWA will include a proposed amendment to the City's general plan that

will replace the 1981 LAX Interim Plan, and, in accordance with state law requirements, a proposed rezoning designed to bring the applicable zoning for the airport into consistency with the new general plan amendment. These "program level" entitlements are sometimes referred to as "quasi-legislative" approvals, because they relate to basic policy decisions made by the City's chief legislative body.

As discussed under Section 15146(b) of the *State CEQA Guidelines*, an EIR prepared for "program level" entitlements, such as the adoption of a general plan amendment or a related zoning amendment, "need not be as detailed as an EIR on the specific construction projects that might follow." This CEQA Guideline incorporates the "rule of reason" and counsels public agencies to avoid "speculative analysis of environmental consequences for future and unspecified development" that has not yet been formulated at greater levels of detail. Furthermore, in such situations, the decision-makers and the public normally have the opportunity to review later environmental documents that will provide additional analysis when more specific plans, such as construction plans, are available.

Under Section 1508.28 of NEPA, environmental review may be "tiered" by first preparing a programmatic EIS covering broad programs or policy statements, followed by a more narrowly focused or site-specific analysis. FAA Order 5050.4A identifies approvals of new or revised ALPs as subject to tiering, which may result in either an unconditional or a conditional approval, depending on the scope and depth of the environmental analysis. A conditional approval may require subsequent environmental analysis for the projects depicted on the ALP. Where appropriate analyses have been completed for all of the development shown on an ALP, the FAA may unconditionally approve the ALP. Any further federal actions required to implement development shown on the ALP would be subject to a written reevaluation and potentially a supplemental EIS.

Consequently, this Draft EIS/EIR has been prepared to address the more general level of detail that is required for "program level" entitlements under CEQA, and to serve as the basis for an unconditional approval by the FAA of a revised ALP for LAX. It is anticipated that subsequent environmental documents will address various environmental issues at more specific levels of detail as necessary and appropriate. Due to the overall size and complexity of the LAX Master Plan, and in an effort to be as comprehensive and thorough as is feasible at this point in the process, this Draft EIS/EIR contains considerable analysis that is beyond the general level of detail normally found in a "program level" environmental document.

In order to provide a basis for analysis of certain aspects of the LAX Master Plan, a conceptual acquisition and construction phasing plan has been prepared. This conceptual plan is based on a reasonable scenario of how the various project components and features of the LAX Master Plan can be feasibly built in accordance with such factors as the amount of land that must be acquired for development; the time needed for demolition and relocation of existing uses; the need to maintain on-going airport operations; the timing and sequencing of construction of certain key airport and ground access improvements; and the quantity, location and type of projected construction requirements (e.g., amount of cement, type of construction equipment).

Development of this conceptual phasing plan allows for the analysis of the various impacts that are described in this document. It does not represent a final construction plan; a more detailed acquisition and construction phasing plan will need to be developed should a build alternative be selected and approved. In particular, a more detailed construction plan is being developed as part of the Project Study Report (PSR) that Caltrans will be considering in connection with such major ground access improvements as the LAX Expressway. (The PSR is further discussed later in this introduction.) As the need to modify the conceptual plan becomes apparent, further analysis will be undertaken to determine whether those modifications might have adverse, as well as beneficial, environmental impacts. If any significant adverse impacts are determined to result from such modifications, LAWA and the FAA will follow applicable CEQA and NEPA provisions for circulating relevant portions of the environmental documents for additional public comment.

Basis for Determining Impacts

In accordance with Section 15125 of the *State CEQA Guidelines*, the affected environment (referred to in the Guidelines as the "environmental setting") constitutes the baseline physical conditions by which it was determined whether an impact would be significant. Two baseline conditions were used in this analysis, as described in Chapter 3, *Alternatives (Including Proposed Action)*. These include the Environmental Baseline, or the physical conditions that existed at the time the Notice of Preparation was published (in this case, physical conditions as of mid-1997 and aviation activities from the most recent, previous year,

or 1996), and the Adjusted Environmental Baseline, which reflects environmental baseline conditions on the airport, and future conditions (allowing for regional growth) off-airport.

The Environmental Baseline

Under the 1998 revisions to the *State CEQA Guidelines*, an EIR must describe the physical environmental conditions in the vicinity of a proposed project "as they exist at the time the notice of preparation is published…." Furthermore, Section 15125(a) of the 1998 revised *State CEQA Guidelines* states that "[t]his environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."

In accordance with these directives, this Draft EIS/EIR normally uses the date of July 1997, the date on which the Notice of Preparation (NOP) was published, as the baseline date for its environmental analysis. When a full year's worth of data is appropriate for describing the existing environmental setting, data is normally used from 1996 – the last full year before the date of the July 1997 NOP. In certain instances, data from earlier years is used when that is the only available data. In other instances, data from later years (e.g., 1999 or 2000) is used when it is considered to be appropriate to use more recent data.

It should be noted that use of an earlier, rather than later, baseline date generally results in a more conservative environmental analysis. This is due to the steadily increasing number of passengers and cargo that have used LAX over the years, and the correspondingly greater levels of traffic, congestion-related air pollution, and other impacts. By using earlier years for the baseline environmental conditions, impacts associated with future activity levels are measured against lower levels of airport activity, thus triggering a requirement for additional mitigation to reduce these impacts to less than significant levels. Consequently, the analysis used by this Draft EIS/EIR generally contemplates a more frequent finding of "significant" impacts for CEQA purposes and a correspondingly greater level of mitigation than if a more current baseline date were used. As noted above, however, in instances where a more recent baseline date is more appropriate for the analysis (e.g., to describe the current state of biological resources and sensitive species within the Master Plan boundaries), more current baseline data has been utilized and is expressly indicated.

Using existing baseline conditions as the measuring point for determining the CEQA "significance" of impacts from the LAX Master Plan build alternatives is not necessarily the most realistic assessment of project impacts, even though the 1998 revisions to the *State CEQA Guidelines* provide that normally this is the appropriate comparison. This is because, under the federal statutory scheme that controls aviation**,** the key decisions that affect aircraft activity levels are made by the airlines as they seek to meet passenger and cargo demand, and LAWA is unable to simply "freeze" or cap activity at existing levels. Thus, decision-makers who must decide whether or not to approve the LAX Master Plan do not have a realistic option of leaving in place the conditions described by the environmental baseline. Nevertheless, this Draft EIS/EIR uses an existing baseline for CEQA purposes, resulting in a highly conservative "significance" analysis and a mitigation program that seeks to mitigate the impacts of the LAX Master Plan build alternatives to levels that are less than significant as compared to the environmental baseline.

The Adjusted Environmental Baseline

With respect to its evaluation of certain impacts, this Draft EIS/EIR uses an adjusted environmental baseline. Certain impact evaluation professionals – especially traffic analysts and engineers – commonly use such adjusted baselines in order to better describe and analyze pertinent environmental impacts. Thus, in describing the traffic environmental baseline, this Draft EIS/EIR describes existing traffic conditions on-airport, but off-airport traffic conditions are adjusted to the levels that are anticipated to occur in the appropriate future years for the analysis, i.e., 2005 and 2015. By making this standard adjustment, the traffic analysts and engineers are able to take into account the likely background growth that will take place off-airport both from regional growth generally and from specific known traffic-generating projects that are likely to be built in the vicinity during the relevant time frame. This is effectively a cumulative impacts analysis of the expected off-airport traffic growth, and it allows the traffic analysts and engineers to consider the impacts of the LAX Master Plan's projected growth in a more realistic context that includes these complicated expected traffic patterns. Because the off-airport traffic impacts are pertinent to the air quality and traffic noise analysis, and the results of that analysis are directly incorporated into those other impact analyses, the adjusted environmental baseline is thus utilized in those impact analysis sections, too.

Formulation of Master Plan Commitments and Mitigation Measures

Section 15126.4 of the *State CEQA Guidelines* requires that an EIR "shall describe feasible measures that could minimize significant adverse impacts." Mitigation Measures are not required for effects that are not found to be significant. In accordance with this provision, Mitigation Measures have been developed to address significant impacts. Due to the programmatic nature of the Draft EIS/EIR, in some cases, specific mitigation features cannot be identified until additional design is conducted. In these cases, performance standards are specified, and a range of options for meeting the standard is provided. For some environmental disciplines, a package of Mitigation Measures is being considered. For these disciplines, a final mitigation plan, including a number of specific measures, will be provided in the Final EIS/EIR.

In addition to the proposed Mitigation Measures, Master Plan commitments were formulated where Mitigation Measures would not be appropriate. Master Plan commitments were determined to be more appropriate than Mitigation Measures in some cases for the following reasons: (1) where standards and regulations exist with which compliance is already required by the applicable regulating agency; (2) where impacts would be adverse but not significant; and (3) where design refinements could be incorporated into the project to reduce or avoid potential impacts.

During the formulation of the Mitigation Monitoring Plan by LAWA, it will be determined which Master Plan commitments and Mitigation Measures described in this chapter should appropriately be included within the parameters of the LAX Master Plan and which should be included in other formats that can nonetheless ensure that those measures would be fully enforceable.

No Action/No Project Alternative

The NEPA "No Action" Alternative

NEPA regulations require that the alternative of "no action" be considered in an EIS. In the case of an EIS for a revised land use plan or similar plan, where ongoing programs initiated under existing legislation and regulations will continue even as new plans are developed, "no action" means "no change" from current management plans. According to guidance interpreting NEPA, "the 'no action' alternative might be thought of in terms of continuing with the present course of action until that action is changed. . . ".[33] This definition of a "no action" alternative is fully consistent with the *State CEQA Guidelines* for a "no project" alternative described below.

The CEQA "No Project" Alternative

The 1998 revisions to the *State CEQA Guidelines* provide further definition and clarity to the so-called "no project" alternative which must be included in all EIRs. According to Section 15126.6(e)(1) of the *State CEQA Guidelines*, the "no project" alternative analysis "is *not* the baseline for determining whether the proposed project's environmental impacts may be significant…". Rather, the "no project" alternative analysis is included "to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project."

According to Section 15126.6(e) of the *State CEQA Guidelines,* the "no project" alternative should describe the existing conditions, as modified by "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Where the revision of an existing land use or regulatory plan is involved, the "no project" alternative "will be the continuation of the existing plan, policy or operation into the future." In this situation, "typically, other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan…would be compared to the impacts that would occur under the existing plan."

Analysis of the Impacts from the No Action/No Project Alternative

This Draft EIS/EIR combines the CEQA "no project" alternative with the "no action" alternative required under NEPA. Both the *State CEQA Guidelines'* definition and the NEPA regulations and guidance were used to identify the various components and features of the No Action/No Project Alternative. In general, this alternative is based on the current physical structures and infrastructure at LAX with the exception of

[33] 46 Fed. Reg. 18026, Forty Most Asked Questions Concerning CEQ's NEPA Regulations. (Question 3), March, 23, 1981.

a few modifications that were previously approved and underway when this analysis was undertaken. The No Action/No Project Alternative is also based on reasonable projections of future activity levels that are anticipated to occur as airlines seek to meet increasing passenger and cargo demand at LAX. In the absence of any Master Plan improvements, for example, the airlines are expected to modify their fleet mix by scheduling more larger aircraft that can accommodate more passengers and cargo. Additionally, the No Action/No Project Alternative includes the contemplated development of the Continental City and LAX Northside projects, both of which have fully vested entitlements (an approved development agreement and an approved final subdivision map, respectively) that have been the subject of previous EIR evaluation and that are consistent with existing plans, policies and operations.

This Draft EIS/EIR analyzes the impacts of the No Action/No Project Alternative using the same methodology and at the same level of detail used to analyze the other LAX Master Plan alternatives. However, while CEQA requires that the impacts of the "build alternatives" be evaluated with a view to determining whether or not they would be "significant," this procedural requirement does not apply to the evaluation of the "no project" alternative. Determining the "significance" of impacts associated with continuing with existing plans, policies and projects and evaluating Mitigation Measures to address these impacts are not a part of the "no project" alternative analysis, particularly where these plans, policies or projects have previously been evaluated in EIRs. For example, as noted above, EIRs have previously been prepared and certified for both the Continental City and LAX Northside projects, and appropriate Mitigation Measures have been adopted for those projects. These projects, along with their previously-adopted Mitigation Measures, are considered by this Draft EIS/EIR to be a part of the No Action/No Project Alternative.

Definition of the "Build" Project Alternatives

Chapter 3, *Alternatives (Including Proposed Action),* describes the process used to identify and evaluate reasonable alternatives that could address the needs and meet the purpose and objectives of the LAX Master Plan. The environmental impacts of each of the "build" alternatives found to meet the Master Plan's purpose and objectives are analyzed in detail in this chapter. The components of each of the build alternatives are described in detail in Chapter 3, *Alternatives (Including Proposed Action),* and in Chapter V, *Concept Development,* of the LAX Master Plan.

LAWA anticipates utilizing the procedures of the *State CEQA Guidelines*, including Section 15225, when it processes the state and local approvals based on the joint EIS/EIR. LAWA further anticipates that the general plan amendment – to be called the LAX Master Plan – that ultimately replaces the 1981 LAX Interim Plan will include a phasing plan, as well as appropriate performance standards and Mitigation Measures, including various Mitigation Measures that are identified and evaluated in this chapter. As indicated previously, during the formulation of the Mitigation Monitoring Plan by LAWA, it will be determined which Master Plan commitments and Mitigation Measures described in this chapter should appropriately be included within the parameters of the LAX Master Plan and which should be included in other formats that can nonetheless ensure that those measures will be fully enforceable.

The project boundaries of the LAX Master Plan that will amend the City's general plan encompass all of the current boundaries of the 1981 LAX Interim Plan as modified to take into account the proposed acquisition areas that are part of each Master Plan build alternative.

- With respect to the portion of the LAX Master Plan boundaries that lie within the coastal zone, none of the Master Plan build alternatives proposes construction within the El Segundo Dunes. Rather, under the Master Plan alternatives, all existing policies and ordinances that currently apply to the El Segundo Dunes would be retained and continue to be implemented within those areas. Under all of the build alternatives, a small amount of disruption within the El Segundo Dunes would occur as the result of relocating certain navigation aids. Also, under all of the build alternatives, certain ring road-related improvements would be made to the eastern edge of Pershing Drive, which constitutes the eastern boundary of the coastal zone. These improvements would not intrude into the El Segundo Dunes.
- With respect to the existing Manchester Square residential neighborhood, in July 2000, LAWA approved implementation of a voluntary acquisition and relocation program that is not a part of the LAX Master Plan and that will proceed to completion irrespective of whether any Master Plan build alternative is chosen. The Draft EIS/EIR assumes that, as to all Master Plan alternatives (including the No Action/No Project Alternative), this voluntary program will be completed by 2005 and that the area in question will be fully acquired and the existing residential uses fully demolished. The No

Action/No Project Alternative assumes that the area will remain vacant through 2015, since it would require a change in land use policy to re-plan and re-zone the area to uses other than the existing residential uses. (Under the 1998 revised *State CEQA Guidelines*, the "no project" alternative must assume that "current" plans and policies continue into the future.) One of the Master Plan build alternatives, Alternative A, reasonably projects that under a separate entitlement process, by the year 2015, the Manchester Square area would recycle into light industrial uses, a use for which there would be considerable demand by that year, and analyzes that use in its cumulative impacts analysis. The remaining two Master Plan build alternatives, Alternatives B and C, would incorporate the Master Plan area into the airport boundaries and utilize it as the site for various Master Plan uses.

- With respect to the area that is presently planned and approved for the LAX Northside development, the Master Plan build alternatives include a substantially down-sized and modified development proposal, renamed "Westchester Southside." The approximately 4.5 million square feet of mixed uses currently approved as part of LAX Northside would be scaled down to approximately 2.5 million square feet of uses, including some LAWA administrative offices, light industrial uses acquired and relocated as part of the Master Plan, and other retail, commercial and hotel related uses.

Relationship of the Draft EIS/EIR and Master Plan to Other Documents and Processes

Accompanying this Draft EIS/EIR is a series of Appendices and Technical Reports. These documents include information that has been considered in preparing this Draft EIS/EIR and they are incorporated by reference.

As the environmental analysis is further refined, a Final EIS/EIR will be prepared, as well as other important decision-making documents. For example, under the federal Clean Air Act, the FAA must make a determination that the LAX Master Plan conforms to the State Implementation Plan (the so-called "General Conformity" determination). Additional documents, based on the analysis of the EIS/EIR, will be prepared to support that determination once the preferred alternative is selected and prior to FAA's approval of the ALP. This approval, along with all requisite FAA findings and determinations, will be documented in a Record of Decision.

As indicated previously, a Project Study Report (PSR) and other documentation is currently underway for use by Caltrans in its evaluation of the LAX Expressway and other ground access components of the LAX Master Plan that are within the jurisdiction of state and federal transportation agencies. As part of the PSR process, several proposed roadway improvements have been refined from the programmatic level of detail provided in the Master Plan project description. Specifically, these improvements include State Route (SR) 1 (Sepulveda Boulevard) under all three build alternatives, and the LAX Expressway associated with Alternatives A and C. The federal lead agency for these projects is the U.S. Department of Transportation, Federal Highway Administration (FHWA). An environmental evaluation has been prepared addressing potential impacts associated with the refined roadway improvements and is incorporated by reference into the Draft EIS/EIR. The subject evaluation is included as Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of this Draft EIS/EIR.

Additional Master Plan-related documentation will be prepared for use by the Los Angeles County Airport Land Use Commission. The ALUC will review the Draft LAX Master Plan alternatives with a view to considering their consistency with the Los Angeles County Airport Land Use Plan administered by the ALUC. Furthermore, under CEQA, a Mitigation Monitoring Plan will be prepared, along with various proposed written findings, for LAWA and other city bodies, including the City Council, to consider and approve in the City's role as co-lead agency as the EIS/EIR is considered and certified.