

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

[State Clearinghouse No. 1997061047]

for

***Los Angeles International Airport (LAX)
Proposed Master Plan Improvements***

Fourth Addendum

City of Los Angeles

December 2004

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1. INTRODUCTION

1.1 Background and Purpose of This Fourth Addendum to the Final Environmental Impact Report

This document represents the Fourth Addendum to the Final Environmental Impact Report (EIR) for the proposed Los Angeles International Airport (LAX) Master Plan Improvements Project (Project). In April 2004, the City of Los Angeles (City) published the Final EIR for the proposed Project, in accordance with the requirements of the California Environmental Quality Act (CEQA). In September 2004, the City published an Addendum to the Final EIR to clarify and amplify upon the contents of the Final EIR. The information and analysis presented in the September Addendum addressed the following:

1. Additional discussion of environmental consequences related to the relocation plan/property acquisition, environmental justice, and air quality associated with the proposed Project;
2. Refinements to Alternative D;
3. A feasibility analysis of three "Alternative E" proposals; and
4. Refinements to the Environmental Action Plan.

The September Addendum also provided, through appendices: (1) additional comments on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) completed for the Project and responses to those comments, which were inadvertently not included with the Final EIR; and (2) a compilation of errata to the Final EIR. The September Addendum determined that, pursuant to Section 15088.5 of the State CEQA Guidelines, the information and analysis presented therein did not constitute "significant new information" that would meet the criteria for recirculation.

In December 2004, the City published a Second Addendum and a Third Addendum to the Final EIR to clarify and amplify upon the contents of the Final EIR. The information and analysis presented in the Second Addendum addressed the following:

1. Description of regulatory agency (California Coastal Commission and U.S. Fish and Wildlife Service) actions and associated information related to the Project, and the potential implications of such actions relative to the Final EIR; and
2. Refinement to the Timing of the Soundproofing Program for Affected Environmental Justice Communities.

The Second Addendum also provided, through appendices: (1) supporting documentation regarding California Coastal Commission action; and (2) a compilation of errata to the Final EIR. The Second Addendum determined that, pursuant to Section 15088.5 of the State CEQA Guidelines, the information and analysis presented therein did not constitute "significant new information" that would meet the criteria for recirculation.

The information and analysis presented in the Third Addendum addressed the following:

1. Description of refinements to the off-airport surface transportation system mitigation program for Alternative D.

The Third Addendum also provided, through appendices: (1) Supporting documentation/data related to refinements to the off-airport surface transportation system mitigation program for Alternative D. The Third Addendum determined that, pursuant to Section 15088.5 of the State CEQA Guidelines, the information and analysis presented therein did not constitute "significant new information" that would meet the criteria for recirculation.

This Fourth Addendum presents additional information and analysis related to the proposed Project, based on information made available, and events occurring, subsequent to the publication of the Final EIR, the September Addendum, and concurrent with publication of the Second and Third Addenda. Similar to the September Addendum and the Second and Third Addenda, this Fourth Addendum examines how the new information and analysis regarding the proposed Project relates to the Final EIR,

1. Introduction

and whether they constitute "significant new information" as defined in the State CEQA Guidelines. Specifically, Section 15088.5 of the State CEQA Guidelines states the following:

A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term 'information' can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. 'Significant new information' requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

1.2 Organization of the Fourth Addendum to the Final EIR

The information and analysis presented in this Fourth Addendum is organized as follows:

Chapter 1 - Introduction

This chapter provides a discussion of the background, purpose, and structure of the Fourth Addendum to the Final EIR.

Chapter 2 - Community-Based Agreements

In conjunction with the public's review of the proposed Project and the associated environmental impacts identified in the Final EIR, and ongoing meetings and dialogue between LAWA and community group leaders, school districts, and environmental groups regarding the Project, substantial input has been received regarding potential community benefits and impact mitigations to be provided as part of the LAX Master Plan. LAWA is considering entering into certain agreements that will stipulate how specific community and impact mitigation measures will be provided in connection with the LAX Master Plan. In particular, three agreements are currently being considered by LAWA, including the following:

1. Community Benefits Agreement (CBA) - This proposed agreement between LAWA and a coalition of organizations concerned about education, the environment, and the economy identifies numerous measures, programs, and commitments, that will provide a variety of benefits such as jobs, job training, living wage commitments, hiring programs, etc. to communities located near LAX, particularly those characterized by low-income and minority populations, and will serve to mitigate airport-related environmental impacts on such communities including impacts related to aircraft noise, air quality, potential health hazards, and traffic.
2. Settlement Agreement With Lennox School District - This agreement would provide for noise abatement improvements with respect to specific schools within Lennox School District located in areas subject to high noise levels from current and projected aircraft operations at LAX.

3. Settlement Agreement With Inglewood Unified School District - Similar to the agreement described above, this agreement would provide for noise abatement improvements with respect to specific schools within Inglewood Unified School District located in areas subject to high noise levels from current and projected aircraft operations at LAX.

Chapter 2 of this Fourth Addendum describes the basic nature and content of each agreement, and the potential environmental implications of each agreement if it is signed.

1. Introduction

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2. COMMUNITY-BASED AGREEMENTS

In conjunction with the public's review of the proposed Project and the associated environmental impacts identified in the Final EIR, and ongoing meetings and dialogue between LAWA and community group leaders, school districts, and environmental groups regarding the Project, substantial input has been received regarding potential community benefits and impact mitigations to be provided as part of the LAX Master Plan. LAWA is considering entering into certain agreements that will stipulate how specific community and impact mitigation measures will be provided as part of the LAX Master Plan. In particular, three agreements are currently being considered by LAWA, including the following: a Community Benefits Agreement (CBA); a Settlement Agreement with Lennox School District; and, a Settlement Agreement with Inglewood Unified School District. This chapter describes the basic nature and content of each agreement, and the potential environmental implications of each agreement if it is signed.

2.1 Community Benefits Agreement (CBA)

2.1.1 Background and Overview of the CBA

The Community Benefits Agreement (CBA) is proposed to be an agreement between LAWA and a coalition of organizations, collectively referred to as the "LAX Coalition," concerned about education, the environment, and the economy that specifies numerous measures, programs, and commitments designed to provide a variety of economic benefits and environmental mitigation measures to communities in proximity to LAX, particularly those characterized primarily by low-income and minority populations. The types of economic benefits provided by the CBA include funding, programs, and contractual means to support job opportunities, job training, living wage commitments, hiring programs, opportunities for small and disadvantaged businesses, etc. serving communities near LAX. The CBA provides for environmental mitigation measures related to air quality, noise, and construction and operational traffic associated with the proposed LAX Master Plan. In addition to sections that specify the types of measures, programs, and commitments described above, the CBA includes sections related to the implementation of the agreement such as definitions, monitoring and enforcement, reporting and recordkeeping, and miscellaneous. The evaluation presented below is based on the draft CBA being presented to the Los Angeles World Airports Board of Airport Commissioners.

2.1.2 Environmental Implications

As indicated above, the CBA identifies numerous measures designed to benefit communities located near LAX, particularly those characterized primarily by low-income and minority populations. To a large extent, the CBA measures are similar to, or complementary of, the LAX Master Plan commitments and mitigation measures presented in the Final EIR. The CBA also provides measures that extend the economic and employment benefits associated with implementation of the LAX Master Plan to the communities situated in proximity to LAX that are affected by the operation of LAX. **Table AD(4)2.1-1**, Summary Of Community Benefits Agreement (CBA) Measures And Environmental Implications, summarizes the measures presented in the CBA and describes the environmental implications of each measure, and indicates whether implementation of the measure is likely to result in any significant impacts. It is important to note that implementation of the measures identified in the CBA is subject to the terms and conditions specified in the agreement, and is contingent upon the agreement being signed and executed. Implementation of the CBA, if signed, is anticipated to occur parallel to implementation of the LAX Master Plan. The CBA is not, however, a requirement for, or a component of, the LAX Master Plan.

Many of the measures proposed in the CBA to mitigate impacts associated with the operation of LAX are similar to, or complimentary to, the Master Plan commitments and mitigation measures recommended in the Final EIR, as reflected in the proposed Mitigation Monitoring and Reporting Program (MMRP). While not required, LAWA may choose to integrate, from time to time, certain of the CBA measures into the MMRP during the course of LAX Master Plan implementation. The CBA provides for prior FAA review of funding expenditures associated with the implementation of measures identified in the agreement, and, if the FAA determined that the expenditures are not fundable under the federal anti-revenue diversion laws, the proposed CBA measure(s) would not be implemented unless funds other than City of Los Angeles General Funds or other City-controlled funds become available. This provision of the CBA is comparable to the funding review requirements associated with the measures presented in the MMRP.

2.1 Community Benefits Agreement (CBA)

As indicated by **Table AD(4)2.1-1**, implementation of the CBA, should it be signed and take effect, is not expected to result in any new significant impact that is not addressed in the Final EIR. Implementation of the CBA could provide a greater level of mitigation for significant air quality and noise impacts than that anticipated in the Final EIR.

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
<p>Increase funding for Aircraft Noise Mitigation Program (ANMP) Increase in annual funding for insulation for Inglewood and County of LA, based on highest annual expenditure; annual budget per jurisdiction would be \$4.275M.</p>	<p>This measure would enhance the funding means and mechanisms for accelerated and efficient implementation of LAWA's ANMP. As such, the CBA measure is supportive of an existing mitigation program associated with operation of LAX and would not result in adverse environmental impacts.</p>
<p>Suspension of Avigation Easements Existing requirements that homeowners receiving LAWA-provided/funded ANMP soundproofing execute full avigation easements will be suspended for homeowners within the 65 CNEL contour of specified jurisdictions, except under special circumstances. When the avigation easement requirement is suspended, LAWA will require a less burdensome noise easement.</p>	<p>This measure would serve to encourage more homeowners to participate in the existing LAWA soundproofing program, which is intended to mitigate aircraft noise impacts associated with operation of LAX. It would not result in adverse environmental impacts.</p>
<p>Compatibility with Local Building Codes LAWA will not require property owners in ANMP to meet local building code requirements greater than those currently enforced.</p>	<p>This measure would help facilitate the timely and efficient implementation of LAWA's ANMP. As such, this CBA measure is supportive of an existing mitigation program at LAX and would not result in adverse environmental impacts.</p>
<p>Acceleration of Noise Mitigation Programs for City LAWA will provide a written schedule and work program designed to achieve completion of the ANMP soundproofing program for the City by the end of 2008, and will take all reasonable steps to implement in a timely fashion that schedule and work program.</p>	<p>This measure would help facilitate the timely implementation of LAWA's ANMP. As such, this CBA measure is supportive of an existing mitigation program at LAX and would not result in adverse environmental impacts.</p>
<p>Acceleration of Noise Mitigation of Places of Worship LAWA will accelerate the program of soundproofing Places of Worship as part of the ANMP.</p>	<p>In conjunction with the existing ANMP, this measure would help facilitate the timely implementation of soundproofing for Places of Worship, which would mitigate noise impacts associated with LAX operations. It is not expected to result in any significant adverse impacts.</p>
<p>End-of-Block Soundproofing After completion of the current LAX ANMP, LAWA will expand the program such that if any residence on a block falls within the applicable noise contour, all residences on the block will be eligible for soundproofing</p>	<p>This measure would expand the applicability of LAWA's ANMP. As such, this CBA measure represents the furtherance of an existing mitigation program at LAX. The expansion of the ANMP associated with this CBA measure would not result in any significant adverse impacts..</p>
<p>Limitations on Nighttime Departures LAWA will initiate a study on the most feasible restrictions through the Part 161 Study, and will maintain records of certain late-night eastbound departures and record public reports of such aircraft activity.</p>	<p>This CBA measure would help mitigate noise impacts to sensitive receptors, including residential development, located east of LAX that result from east-bound late-night departures. This CBA measure is not expected to result in any significant impacts, but rather provide for a beneficial impact..</p>

2.1 Community Benefits Agreement (CBA)

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
<p>Job Training Funds Provide \$3m per year for five years, not to exceed \$15m, to fund job training for LAX jobs and LAX-related jobs.</p>	<p>This CBA measure would build on existing LAWA sponsored job training programs to assist in extending the economic and employment benefits associated with implementation of the LAX Master Plan to the local communities that are affected by the impacts of airport operations. It would not have any significant environmental impacts.</p>
<p>Administration Best efforts to negotiate a memorandum of understanding between LAWA, the City Community Development Department, and the Workforce Investment Board for administration of job training funds.</p>	<p>This CBA measure would deal with the administration of job training funds described above and would not result in any environmental impacts.</p>
<p>Work Experience Programs Provide work experience jobs and pay applicable wages.</p>	<p>This CBA measure would help extend the employment benefits associated with implementation of the LAX Master Plan to the local communities that are affected by the impacts of airport operations. It would not have any environmental impacts.</p>
<p>First Source Hiring Program for Airport Jobs LAWA to require airport contractors, lessees, and licensees to participate in a First-Source Hiring Program, whereby pre-screened applicants in targeted populations receive early information about and access to available airport jobs.</p>	<p>This CBA measure would help extend the employment benefits associated with implementation of the LAX Master Plan to the local communities that are affected by the impacts of airport operations. It would not have any environmental impacts.</p>
<p>Applicability of Living Wage and Worker Retention Ordinances LAWA will apply the City's Living Wage, Worker Retention Policy, and Contractor Responsibility Program to all LAWA contracts in accordance with City policy.</p>	<p>This CBA measure would add specificity to contract requirements associated with implementation of the proposed Project and would not result in any environmental impacts.</p>
<p>Air Quality Study LAWA will fund a study of toxic air contaminants and criteria air pollutant emissions from jet exhaust and other emission sources.</p>	<p>This CBA measure is designed to obtain information about the existing sources of air pollution at LAX, which can be used to help specifically address air quality impacts associated with LAX operations. A similar study was commenced in 2001, but was put on hold following the events of September 11th, 2001. Completion of the study would help to increase the knowledge base related to aircraft emissions that affect the air quality of those communities. Completion of such a study would not result in any notable environmental impacts.</p>
<p>Health Study LAWA will fund a study to measure and investigate upper respiratory system and hearing loss effects of LAX Master Plan operations.</p>	<p>This CBA measure would help complete a study to increase the knowledge base related to potential health effects associated with airport operations. Completion of such a study would not result in any notable environmental impacts.</p>

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
<p>Community-Based Research Studies In conjunction with additional environmental review to be conducted in the future on individual components of the LAX Master Plan, LAWA will make provisions for the completion of community-based research studies related to the impacts of the LAX Master Plan project components on the individuals living or working east of Sepulveda Boulevard within the Project Study Area.</p>	<p>This CBA measure would help complete studies to increase the knowledge base pertaining to various airport-related impacts on those communities. The completion of such studies would occur in conjunction with the environmental review of individual projects proposed under the LAX Master Plan. Completion of such studies would not result in any notable environmental impacts.</p>
<p>Gate Electrification of Passenger Flights LAWA will ensure, within specified timeframes and conditions that all passenger gates are equipped and able to provide electricity to parked aircraft and to other uses and equipment related to the passenger gates.</p>	<p>This CBA measure would help reduce the need for, and the associated fuel consumption and air pollutant emissions from, on-aircraft electricity generators operating at passenger gates. While implementation of this measure would result in increased electricity consumption at passenger gates, the increase demand is not expected to be significant, and there would be an environmental benefit from reduced air pollutant emissions.</p>
<p>Electrification of Cargo Operations Areas LAWA will ensure, within specified timeframes and conditions, that cargo operation areas are equipped and able to provide electricity to parked aircraft.</p>	<p>This CBA measure would expand the currently proposed electrification of passenger gates to also include cargo areas. This would serve to reduce the air quality impacts and fuel consumption impacts associated with cargo operations, based on the reduced operation of aircraft on-board generators and internal combustion powered support equipment. Although the electrification of cargo operations areas would increase the amount of electricity consumption associated with LAX operations, the increase would be relatively minor and would not result in a significant impact.</p>
<p>Electrification of Hangars LAWA will conduct an assessment to determine operational and technical feasibility of providing aircraft access to electrical power in the hangar areas. If determined to be feasible, a schedule of implementation will be negotiated.</p>	<p>This CBA measure would possibly expand the currently proposed electrification of passenger gates to also include hangar areas if determined to be feasible. Should that occur, it would serve to reduce air quality impacts and fuel consumption impacts, based on the reduced operation of aircraft on-board generators and internal combustion powered support equipment. Although the electrification of hangar areas would increase the amount of electricity consumption associated with hangar operations, the increase would be relatively minor and would not result in a significant impact.</p>
<p>Construction Equipment LAWA shall require that all LAX Master Plan construction-related diesel equipment be outfitted with the best available emission control devices or, in certain circumstances, with an emission control device selected for pilot or demonstration purposes at the LAX Master Plan project component construction site.</p>	<p>This CBA measure would serve to reduce air pollutant emissions, particularly nitrogen oxides, associated with construction activities at LAX. No significant impacts would result from this measure.</p>

2.1 Community Benefits Agreement (CBA)

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
Ground Service Equipment (GSE) Diesel Emissions Reduction Incentive Program LAWA will create a program providing incentives and funding stipulations for the reduction of GSE emissions.	This CBA measure would serve to reduce air pollutant emissions associated with operation of GSE at LAX. No significant impacts would result from this measure.
Ground Service Equipment Inventory LAWA will prepare a study detailing all GSE operations onsite, including those of GSE operators that are not participating in the current "South Coast Ground Service Equipment Memorandum of Understanding (MOU)," which is designed to promote the conversion of GSE to alternative fuels.	This CBA measure is intended to provide information that can be used to help reduce air pollutant emissions associated with GSE operations at LAX. No significant impacts would result from this measure.
Regulation of Emissions by Nonparticipating GSE Operators LAWA will establish requirements leading to the use of less-polluting GSE by GSE operators that are not participating in the MOU noted above.	This CBA measure would serve to reduce air pollutant emissions associated with GSE operations at LAX. No significant impacts would result from this measure.
Emission Reductions from On-Road Trucks, Buses and Shuttles LAWA will fund a study of on-road heavy-duty vehicle traffic related to LAX operations and analyze potential mitigation measures, which may include funding an incentive program to replace, repower or retrofit existing on-road diesel trucks that service or make deliveries to and from LAX, a centralized delivery system, and contractual requirements of airport contractors regarding emission reduction measures. The program will include provisions leading to the conversion of diesel trucks, shuttles, passenger vans, and buses to alternative fuels.	This CBA measure is intended to provide information that can be used to help reduce transportation-related air pollutant emissions, particularly as related to trucks, buses, and shuttles. No significant impacts would result from this measure.
PM 2.5 In conjunction with the environmental review of individual components of the LAX Master Plan, LAWA will work to formulate thresholds of significance for, and subsequently assess and mitigate the impacts of, PM 2.5 in compliance with all applicable provisions of state and federal law.	This CBA measure would help the development of thresholds of significance for PM 2.5, and based on the associated impacts analyses for future projects, provide a basis for developing mitigation measures for PM 2.5 impacts. It is not anticipated that the activities associated with this measure would result in any significant impacts.
Rock-Crushing Operations and Construction Material Stockpiles LAWA will locate rock crushing operations and construction materials stockpiles in areas away from LAX-adjacent residents to reduce impacts from emissions of fugitive dust.	This CBA measure would serve to reduce dust impacts to residential areas near LAX, particularly as related to impacts from rock-crushing operations and construction material stockpiles that may occur in conjunction with construction activities. No significant impacts would result from this measure.
Limits on Diesel Idling LAWA will prohibit diesel-powered vehicles, while on LAX property, from idling for more than 10 minutes, unless CARB adopts a stricter standard; exemptions may be granted for safety-related and operations exceptions as defined by CARB.	This CBA measure would serve to reduce air pollutant emissions associated with diesel equipment operations at LAX. No significant impacts would result from this measure.

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
<p>Provision of Alternative Fuel LAWA will ensure that its alternative fuel infrastructure is sufficient and available to meet all requests from contractors and other users of LAX.</p>	<p>This CBA measure would promote the use of alternative fuel vehicles at LAX, which, in turn, would reduce air pollutant emissions. No significant impacts would result from this measure.</p>
<p>Hydrogen Fuel Cell Infrastructure at LAX LAWA will support efforts to place a hydrogen fuel cell system for the generation of electricity at or near LAX.</p>	<p>Similar to above, this CBA measure would promote the use of alternative fuels at LAX, in this case the use of hydrogen for electricity generation instead of traditional power fuel sources. No significant impacts would result from this measure.</p>
<p>Cleaner Burning Jet Fuels LAWA will support efforts to encourage the airlines and petroleum industries to embark on a study to promote the use of jet fuels that minimize air pollutant emissions from jet engines</p>	<p>This CBA measure is intended to help promote the development and use of cleaner burning jet fuels overall (i.e., not just at LAX). No significant impacts would result from this measure.</p>
<p>Green Building Principles LAWA will incorporate, to the extent practical and feasible, subject to the limitation or restrictions in accordance with FAA or TSA standards and guidelines, Leadership in Energy and Environmental Design (LEED) building standards into the demolition, design, construction, and operation of all aspects of the LAX Master Plan.</p>	<p>This CBA measure would serve to help reduce the energy demands and long-term environmental impacts associated with construction and operation of building at LAX. No significant impacts would result from this measure.</p>
<p>Construction Traffic LAWA will designate routes for construction equipment, construction-related vehicles, and trucks participating in the LAX Master Plan to access LAX.</p>	<p>This CBA measure would serve to help reduce construction traffic impacts in areas around LAX. It is not expected to result in any significant impacts.</p>
<p>City Community Development LAWA will coordinate with the Mayor's Office, the City Community Development Department, and other relevant business advocacy and assistance organizations to initiate a program to enhance the participation of small businesses and disadvantaged businesses located within the Project Impact Areas relative to the planning, construction, operation, and maintenance of LAX.</p>	<p>This CBA measure would help extend the employment benefits associated with implementation of the LAX Master Plan to the local communities that are affected by the impacts of airport operations. It would not have any environmental impacts.</p>

2.1 Community Benefits Agreement (CBA)

Table AD(4)2.1-1

Summary of Community Benefits Agreement (CBA) Measures and Environmental Implications

Description/Summary	Environmental Implications
Information Preparedness LAWA will assist in the coordination and dissemination of information related to emergency response and preparedness in the event of an airport-related emergency.	This CBA measure would provide information benefits to communities located in proximity to LAX. It would not have any environmental impacts.
Airport Job Training Fund and Air Quality Mitigation Fund If FAA disapproves certain categories of job-related or air quality-related proposed CBA programs, LAWA will coordinate with the Coalition to develop substitute job training and air quality program funds.	This CBA measure would extend the economic benefits associated with implementation of the LAX Master Plan to fund job training and air quality programs that would benefit the local community and the environment. No significant adverse impacts would result.

2.2 Noise Abatement Agreements With Lennox School District and Inglewood Unified School District

2.2.1 Background and Overview of the Agreements

As described in Section 4.2, *Land Use*, of the Final EIR, there are several public schools located in the vicinity of LAX that are subjected to high noise levels (i.e., outdoor noise levels equal to, or greater than, 65 decibels [dB] in terms of Community Noise Equivalent Level [CNEL]) from aircraft operations. The schools most affected by aircraft noise are located east of LAX, beneath and near the flight paths for aircraft landing at LAX. The Lennox School District and the Inglewood Unified School District operate several schools in such areas. Historically, the issue of high noise levels associated with operation of LAX and the resultant impacts on nearby schools has been subject to public controversy and legal action. In 1980, the City of Los Angeles paid \$21 million to five public school districts, including Lennox School District and Inglewood Unified School District, for the express purpose of providing noise insulation at schools exposed to high noise levels from LAX operations. The settlement funds paid by the City were stipulated in an Amended Judgment and Final Order related to the settlement of a noise lawsuit pertaining to impacts on schools. Within the Final EIR, the terms and provisions of that Amended Judgment and Final Order are taken into account in the evaluation of noise impacts to schools projected to occur as a result of the LAX Master Plan and the mitigation of such impacts. Subsequent discussions between LAWA, Lennox School District, and Inglewood Unified School District, occurring in conjunction with the negotiation of the CBA described above in Section 2.1, resulted in the drafting of agreements to expand the funding of noise abatement measures for noise-impacted schools beyond that which is otherwise covered in the 1980 settlement agreement. The noise abatement programs that will be funded pursuant to the proposed agreements are designed to abate and mitigate noise from existing airport operations as well from future operations with implementation of the LAX Master Plan. The majority of the schools specifically identified in the agreements' proposed noise abatement programs are currently exposed to high noise levels and would not be significantly impacted by changes in future noise levels resulting from implementation of the LAX Master Plan. . The agreements include acknowledgements that the use of airport revenues for funding of specific improvements included in the proposed noise abatement programs is subject to FAA approval pursuant to applicable federal anti-revenue diversion laws. The agreements allow for the identification and use of other sources of funding that do not require FAA approval; however, in no case would LAWA's obligations under either agreement require any expenditure from the City's General Fund or any other City-controlled source of funds. Each draft agreement identifies the type of noise abatement measures to be applied to individual schools through the allotted funds stipulated therein. The following further describes the types of noise abatement measures proposed in each agreement, and evaluates the relationship of those measures to the information and analysis presented in the Final EIR.

2.2.2 Relationship to Final EIR

The noise abatement measures to be funded by LAWA (subject to FAA approval) described in the proposed agreement between LAWA and the Inglewood Unified School District include the following:

- ◆ Replacement of HVAC equipment with pollution abatement, installation of double paned windows and/or sound reduction windows/doors, and roofing upgrades at affected District schools;
- ◆ Replacement of relocatable facilities with sound-attenuated buildings along with temporary school facilities during construction of such buildings; and,
- ◆ Relocation of two existing schools, one into a different existing building that will undergo noise abatement and one to a new site where new facilities would be constructed. Temporary school facilities and/or relocation assistance would be provided during construction.

The noise abatement measures to be funded by LAWA (subject to FAA approval) described in the proposed agreement between LAWA and the Lennox School District include the following:

2.2 Noise Abatement Agreements

- ◆ Installation of upgraded HVAC systems for pollution filtration, building sound attenuation, and installation of double panel glass acoustic windows at affected existing, new, additional, and rebuilt District schools/facilities;
- ◆ Cost to replace all portable buildings with permanent sound-attenuated buildings along with temporary school facilities during construction of such buildings; and,
- ◆ Indoor athletic facilities for physical education at Lennox elementary schools to alleviate frequent interruptions to state-mandated instruction due to severe noise from airplane overflights.

The above noise abatement measures to existing structures and facilities are not anticipated to result in any significant environmental impacts, as reflected in Section 15300, Categorical Exemptions, of the State CEQA Guidelines which identifies classes of projects which have been generally determined not to have a significant effect on the environment and therefore do not warrant further analysis. The majority of the above noise abatement measures are of a nature that would fall into several classes of categorical exemptions specifically recognized by CEQA. Such classes of exemptions include, but are not limited to, the following:

Class 1 type projects consist of "the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public and private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.." (Section 15301).

Class 2 type projects consist of "replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced." (Section 15302).

Class 11 type projects consist of "construction or replacement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities...including temporary use items." (Section 15311).

Class 14 type projects consist of "minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less." (Section 15314).

The noise abatement measures in the proposed agreement between LAWA and Inglewood Unified School District includes the relocation of an existing school into a different building that will undergo soundproofing and the relocation of an existing school to a new site. Relocation of the existing school to a new site would result in impacts related to the construction and operation of the relocated facility, including potential impacts related to air quality, noise, traffic, visual/aesthetics, geotechnical, energy consumption, and possibly other issues. It is not possible at this level of planning to evaluate the nature and significance of such impacts, since such impacts would vary depending on the location and setting of the new site and the nature and design of the relocated facility. The relocation of the existing school would, however, undergo its own environmental review in accordance with the requirements of CEQA.

Based on the above, the proposed agreements with Lennox School District and Inglewood Unified School District, if signed and implemented, are not anticipated, based on existing information, to result in new significant impacts that were not addressed in the Final EIR. Should the subject school districts agreements be signed and implemented, the noise abatement proposed in the agreements would serve as mitigation for those schools significantly impacted by the LAX Master Plan. The Final EIR indicates that the existing 1980 settlement agreement, including the associated aviation easements, serves as mitigation for aircraft noise impacts to any and all schools identified in that agreement. With implementation of the new agreements, if signed, and the resultant suspension of those existing aviation easements, that conclusion in the Final EIR, including in Part I (i.e., the main document) and in Part II (i.e., the Responses to Comments on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR) would be effectively nullified, superseded, and replaced by the fact that mitigation of significant aircraft noise impacts to the schools included in the new agreements would occur through the noise abatement improvements specified therein.