
I. INTRODUCTION/SUMMARY

1. INTRODUCTION

The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed Los Angeles International Airport (LAX) Sign District Project (the “proposed Project”). The proposed Project is located within the interior area of LAX. LAX is the sixth busiest airport in the world and the third busiest in the United States. The Project site includes some areas within the LAX Specific Plan’s Airport Landside Sub-Area (which includes the Central Terminal Area [CTA]), a portion of the LAX Specific Plan’s Airport Airside Sub-Area, the area along Sepulveda Boulevard known as the Park One Property, and an area extending west of Taxiway R. The Project site is within the LAX Community Plan (LAX Plan) area, as well as the LAX Specific Plan area. The Project site is located entirely within the City of Los Angeles. A detailed description of the proposed Project is included in Chapter II (Project Description) of this EIR.

The proposed Project will require certain discretionary approvals by the City and other governmental agencies. Therefore, the Project is subject to environmental review requirements under the California Environmental Quality Act (CEQA). The City of Los Angeles Department of City Planning (the “Department of City Planning”) is the Lead Agency under CEQA for the Project.

As described in Section 15121(a) and 15362 of the *State CEQA Guidelines*, an EIR is an informational document that informs public agency decision-makers and the public of any potential significant environmental effects of a project, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the project. Thus, the purpose of this EIR is to focus the discussion on those potential environmental effects of the Project that the Lead Agency has determined could be significant. In addition, where applicable, feasible mitigation measures are recommended that could reduce or avoid significant environmental impacts identified for the Project.

This EIR was prepared in accordance with Section 15151 of the *State CEQA Guidelines*, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

a. Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on March 16, 2012, and ending on April 16, 2012. A scoping meeting was held on March

31, 2012. Refer to Appendix A of this Draft EIR for a copy of the Initial Study, NOP, and the two written comments submitted to the Department of City Planning in response to the NOP.

b. Environmental Issues Assessed in the EIR

Based on a review of environmental issues by the Department of City Planning, this Draft EIR assesses the following environmental impact areas:

- Land Use and Planning
- Visual Resources
- Artificial Light and Glare
- Transportation Safety

c. Environmental Review Process

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days. All comments or questions about the Draft EIR should be addressed to the following:

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After public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The Final EIR will be available for public review prior to consideration of certification of the document by the decision-makers.

d. Organization of the EIR

This Draft EIR is organized into eight chapters as follows:

Chapter I (Introduction/Summary): This chapter provides an introduction to the environmental review process per CEQA, a summary of the Project description, areas of controversy, issues to be resolved, alternatives to the proposed Project, and environmental impacts and mitigation measures.

Chapter II (Project Description): This chapter provides a complete detailed description of the proposed Project including the Project location, objectives, characteristics, and anticipated public agency actions.

Chapter III (Environmental Setting): This chapter provides an overview of the study area's environmental setting, including a description of existing and surrounding land uses, and a list of related projects in the Project area.

Chapter IV (Environmental Impact Analysis): This chapter is the primary focus of the EIR. Each environmental issue area contains a discussion of existing conditions for the Project area, an assessment and discussion of the significance of impacts associated with the proposed Project, an assessment of cumulative impacts, an

identification of mitigation measures (where applicable), and a discussion of level of impact significance after mitigation.

Chapter V (Alternatives to the Project): This chapter includes an assessment of a reasonable range of alternatives to the proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the proposed Project and to avoid or substantially lessen any of the significant effects of the Project.

Chapter VI (Summary of Significant Unavoidable Impacts): This chapter provides a summary of significant unavoidable impacts of the proposed Project.

Chapter VII (Growth Inducing Impacts): This chapter provides a discussion of potential growth inducing effects of the proposed Project.

Chapter VIII (Significant and Irreversible Environmental Changes): This chapter provides an explanation of significant irreversible environmental changes associated with the proposed Project.

Chapter IX (Preparers of the EIR and Persons Consulted): This chapter presents a list of City agencies and other agencies and consultant team members that contributed to the preparation of this Draft EIR.

Chapter X (Acronyms and Abbreviations): This chapter provides definitions for all of the acronyms and abbreviations used in this Draft EIR.

Chapter XI (References): This chapter identifies the materials and documents consulted in preparing this Draft EIR.

2. SUMMARY OF THE PROJECT

a. Background

LAX is regional destination that serves as a center of commerce and international transport. As a world-class airport and international gateway for local and visiting travelers, it is a vital component of the local, regional, and state economy that occupies a unique role in Los Angeles. It is the sixth busiest airport in the world and the third busiest in the United States (US). Nearly 61.9 million passengers used LAX in 2011, making it the most traveled "origin and destination" airport around the globe. As the top gateway to Asia and the Pacific region, it is one of the busiest airports in the country for international traffic.

As an airport, the Project site represents a unique location for signage. The Project site encompasses a 502-acre area within the interior portion of LAX and the proposed signage would affect approximately 6 percent of LAX (or approximately 203 acres of the 3,650-acre LAX). The Project site is a highly developed and illuminated environment that provides for the safe and efficient movement of pedestrians, vehicles and aircraft. The Project site is limited to the CTA and portions of the airfield associated with the terminals and gates (i.e., passenger boarding bridges). The CTA portion of the Project site is arranged similar to a "campus" in that there is an internal collection of buildings (i.e., terminals and parking structures) and roadways (both upper and lower) that are in a U-shaped area. The roadway within the CTA is one-way with recirculation roadway segments located in the interior (both levels). There are six signalized intersections and 18 signalized pedestrian crosswalks within the CTA. The CTA roadway has a speed limit of 25 miles per hour. The proposed new off-site signage within the Airside Sub-Area is limited to signage on passenger boarding bridges, which extend from the terminal gates, as needed, to load and unload passengers from the aircraft. The Project site operates on a 24-hour basis.

Signage is a common feature at airports and can play a role in defining the image of the airport that affects the visual experience of the passenger or visitor. Major airports across the country, including John F. Kennedy International Airport, Miami International Airport, Baltimore-Washington International Thurgood Marshall Airport, George Bush Intercontinental Airport, John Wayne Airport Orange County, and LaGuardia Airport, feature signage similar to the existing and proposed signage at LAX. These airports strive to elevate brands in their key markets by extending ambassadorial messages to arriving and departing passengers, and those driving past the airport on roadways. These major US airports have iconic and dominant format signs that are strategically positioned outside the airport terminals for maximum reach and impact on passenger and vehicular traffic. Additionally, major US airports provide advertising on the interior and exterior of passenger boarding bridges. Like major international airports around the country, the proposed Project would engage the traveling public, make a standout impression, and support trade and commerce.

Similar to these other airports, various types of “on-site” signs (signs which promote a business, use, facility, service or product located on-site at LAX or airport-related) are already allowed within the Project site. These on-site signs currently include tenant signage on the terminals and on passenger boarding bridges and on-site related wall signs and supergraphics on sky bridges, as well as the existing off-site billboard signs at the Park One Property. Other signage within the Project site includes wayfinding, terminal identification, traffic, and parking signage. The Project proposes the establishment of a Sign District to permit new “off-site” signs, which are signs that advertise a business, use, facility, service, or product not found at LAX (non-airport-related signage). The proposed Project is designed to be an integral part of the LAX visual landscape, taking into consideration the special characteristics and role of LAX. The program includes a focus on the internal areas of LAX and limiting any off-site visibility of the signage.

As a whole, the proposed Project would help foster a dynamic and engaging pedestrian, tourist, and work environment, as well as enhance the means of promoting business, cultural, entertainment, and visitor-serving activities and events in the City of Los Angeles. The proposed Project would encourage creative, well-designed signs that contribute in a positive way to the airport's visual environment and create a bold, lively and uniform aesthetic appearance in the messaging, theming and branding occurring throughout LAX that contributes to an image of quality and excellence for the City and promotes Los Angeles as a destination of regional importance.

b. Project Description

The proposed Project entails the development and implementation of a Sign District at LAX, in which new off-site signage would be permitted subject to certain restrictions. The proposed Project includes a maximum of approximately 81,522 square feet (sq ft) of proposed new off-site signage within the Landside Sub-Area and a maximum of approximately 289,600 sq ft of proposed new off-site signage within the Airside Sub-Area (on passenger boarding bridges). The proposed Project would include a range of new off-site signage, including supergraphics, wall signs, digital display signs, and other signs such as signs on passenger boarding bridges, hanging signs, and column wraps. Off-site signs advertise a business, use, facility, service, or product not found at LAX (non-airport-related signage).

The estimated implementation date for the construction of the new off-site signage within the Project site is 2013. The advertising material would be periodically changed. Maintenance on the fixtures would occur as needed.

The proposed Project would include a sign ordinance which would contain provisions that establish regulations such as sign types, placement, number, dimensions, illumination, motion/animation, content, etc. The regulations of the proposed LAX Sign District would supersede the regulations set forth in the Los Angeles Municipal Code. The proposed Project would also include a program to remove a number of billboards in the Los Angeles World Airport's (LAWA) control and compliance with other applicable requirements from the Department of City Planning.

3. AREAS OF CONTROVERSY

Letters submitted to the Department of City Planning in response to the NOP and scoping meeting did not raise any concern. However, in general, signage projects raise the following concerns (whether real or perceived):

- Impact on adjacent residences
- Consistency with proposed changes to City of Los Angeles' Sign Ordinance

4. ISSUES TO BE RESOLVED

The only issue to be resolved is whether one of the alternatives should be approved rather than the proposed Project.

5. ALTERNATIVES

This Draft EIR considers a range of alternatives to the proposed Project to allow for informed decision-making in accordance with *State CEQA Guidelines* Section 15126.6. Pursuant to the *State CEQA Guidelines*, alternatives are to be selected for the purpose of avoiding or substantially lessening the significant environmental effects of the proposed Project. The proposed Project would not result in any significant impacts; however, alternatives have been selected to minimize the less than significant impacts that would occur in the areas of land use and planning, visual resources, artificial light and glare, and transportation safety.

As described in more detail in Chapter II (Project Description) and Chapter V (Alternatives to the Project), the alternatives to the proposed Project that are analyzed in this Draft EIR include the: 1) No Project Alternative; 2) Reduced Signage Alternative; and 3) No Digital Signage Alternative.

Alternative 1 - No Project Alternative

This alternative would evaluate what would be expected to occur in the foreseeable future if the proposed Project were not approved. Alternative 1 would not preclude future improvements subject to current regulations or existing on-site and off-site (i.e., Park One Property) signage within the Project site. No billboard take downs or compliance with other applicable requirements from the Department of City Planning associated with the proposed Project would occur. The less than significant impacts associated with the proposed Project would be avoided under Alternative 1 – No Project Alternative.

Alternative 2 - Reduced Signage Alternative

Under this alternative, 20 percent less signage would be allowed throughout the Project site than under the proposed Project. Alternative 2 includes a maximum of approximately 65,218 sq ft of proposed new off-site signage within the Landside Sub-Area and a maximum of approximately 231,680 sq ft of proposed new off-site signage within the Airside Sub-Area. The proposed signage types under this alternative would be the same as under the proposed Project and would include supergraphics, wall signs, digital display signs, and other signs such as signs on passenger boarding bridges, hanging signs, and column wraps.

All applicable Project Design Features associated with the proposed Project, such as limiting visibility from off-airport areas (i.e., surrounding communities) and prohibiting digital displays and externally lit signs from the Airside Sub-Area, are incorporated into the Reduced Signage Alternative. As with the proposed Project, Alternative 2 would also include a plan to remove billboards in LAWA's control and compliance with other applicable requirements from the Department of City Planning.

The proposed Project would not result in any significant and unavoidable impacts for any of the environmental impact areas analyzed in this Draft EIR (land use and planning, visual resources, artificial light and glare, and transportation safety). As with the proposed Project, Alternative 2 would not result in any significant unavoidable impacts. Comparatively, this alternative would have similar impacts to the proposed Project in regards to land use and planning and would slightly reduce impacts related to visual resources, artificial light and glare, and transportation safety.

Alternative 3 – No Digital Signage Alternative

Under this alternative, no new digital off-site signage would be allowed within the Project site. As with the proposed Project, this alternative includes a maximum of approximately 81,522 sq ft of proposed new off-site signage within the Landside Sub-Area and a maximum of approximately 289,600 sq ft of proposed new off-site signage within the Airside Sub-Area. The proposed location of digital displays within the Landside Sub-Area would be replaced with supergraphics. Proposed new off-site signage within the Airside Sub-Area would remain the same as under the proposed Project. The proposed signage under this alternative would include supergraphics, wall signs, and other signs such as signs on passenger boarding bridges, hanging signs, and column wraps.

All applicable Project Design Features associated with the proposed Project, such as limiting visibility from off-airport areas (i.e., surrounding communities) and prohibiting digital displays and externally lit signs from the Airside Sub-Area, are incorporated into the No Digital Signage Alternative. As with the proposed Project, Alternative 3 would also include a plan to remove billboards in LAWA's control and compliance with other applicable requirements from the Department of City Planning.

The proposed Project would not result in any significant and unavoidable impacts for any of the environmental impact areas analyzed in this Draft EIR (land use and planning, visual resources, artificial light and glare, and transportation safety). As with the proposed Project, Alternative 3 would not result in any significant unavoidable impacts. Comparatively, this alternative would have similar impacts to the proposed Project in regards to land use and planning and visual resources. This alternative would slightly reduce impacts related to artificial light and glare. Under this alternative, the locations that were designated under the proposed Project for digital displays would be supergraphic locations, which would require the physical changing of the advertising material than the proposed Project and, as a result, operational impacts related to lane closures would be slightly more than the proposed Project. In addition, without digital displays, operational impacts related to other aspects of transportation safety (i.e., driver distraction) would be similar due to compliance with applicable regulations that would reduce the potential for signs to distract drivers, such as limitations on sign type, size, placement, and illumination levels.

6. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1 (Summary of Project Impacts, Project Design Features and Mitigation Measures) summarizes the various Project impacts associated with the construction and operation of the Project. Following is a list of all the Project Design Features and applicable LAX Master Plan (LAWA adopted) commitments that would be included with implementation of the proposed Project:

Project Design Features

- The allowable locations and sizes of signs have been designed to limit visibility from off-airport locations (i.e., surrounding communities) and to not visually or otherwise negatively affect airport operations or affect or alter historical buildings within LAX.

- No new off-site signage would be placed along the Project boundary, and no electronic or light enhanced signage would be visible from the adjacent residential areas (i.e., community of Westchester to the north and City of El Segundo to the south).
- No electronic or light enhanced signage would be installed within or be visible from the Airside Sub-Area.
- Off-site signs would not be permitted on a number of buildings within the Project site, including the Theme Building, the Airport Traffic Control Tower, and the Clifton A. Moore Administration Building (including the former Airport Traffic Control Tower [1961]).
- Limit illuminance contribution of signage to 0.3 footcandle (fc) at 350 feet from face of sign.
- The proposed signage locations and their placement would be in a manner that would prevent automobile headlight-related glare. For example, signage would be placed at a higher level than the roadway or perpendicular to headlights (i.e., signage placed on sky bridges).
- The proposed Project would include a plan to remove a number of billboards in LAWA's control and comply with other applicable requirements from the Department of City Planning.
- Digital displays signs would display static images only (i.e., restriction for any type of sign that contains images, text, parts, or illumination which flash, change, move, blink, or otherwise refresh in whole or in part).
- The digital displays would have the light emitting diodes (LEDs) aimed horizontally towards the street view using a cubic louvering system to help to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from flight paths and highly focused driving tasks. Refer to Figure IV.C-2 for a typical light emitting diode beam spread and plan view of the layout for the directionality of the LEDs associated with the digital display signs.
- The proposed location of the two types of digital display signs - Controlled Refresh (CR) I and CR III - have been chosen being mindful of driver, pedestrian, Air Traffic Control (ATC) personnel and pilot safety.
- Digital display signs shall be limited in their refresh events. CR I images would refresh (change) no more than one event every eight seconds (with the exception being Parking Structure 1 which would refresh every 14 seconds). CR III images would refresh no more than one event every 12 hours. In addition, the CR III images on the sky bridges would refresh simultaneously no more than one event every 12 hours.
- Digital signage would be subject to limits on brightness levels (i.e., 4,500 candelas per meters squared [cd/m²] during the daytime and 300 cd/m² during the nighttime) and equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions.
- Dim lights of digital displays slowly at dusk over a 45 minute fade rate, controlled by an astronomical time clock. The transition from day to nighttime brightness would be required to occur gradually, to prevent a sudden change in perceptible brightness levels by pedestrians and motorists.
- Digital displays would not include large areas of reflective elements and have a contrast ratio of less than 30:1 to eliminate glare.
- Supergraphic signage over 20-feet tall at parking structure locations would be illuminated with LED or metal halide floodlights consisting of adjustable floodlight fixtures mounted at the top of the signage element with a locking knuckle precisely aimed at the signage to eliminate any chance of throwing light into the flight path. Cantilever arms, louvers, barn doors and/or glare shields would be used to allow the fixture to be aimed towards the supergraphic to illuminate the signage element exclusively.

- Supergraphic signage over 20-feet tall on terminal facades above canopy locations would be illuminated with LED or metal halide floodlights mounted to the adjacent canopy. Adjustable floodlight fixtures would be mounted above the canopy with a locking knuckle to precisely aim at the signage and eliminate any chance of throwing light into the flight path. Cantilever arms, louvers, barn doors, and/or glare shields would be used to allow the fixture to be aimed towards the supergraphic to illuminate the signage element exclusively.
- Maximum vertical luminance of illuminated supergraphic signage would be 5 to 7 fc during nighttime.
- Supergraphics/wall signs/column wraps would have matte finishes, which would prevent glare from the light fixtures.

Applicable LAX Master Plan Commitments

LU-4. Neighborhood Compatibility Program. Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include: 1) Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities. 2) Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spill-over, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible. 3) Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.

DA-1. Provide and Maintain Airport Buffer Areas. Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.

LI-2. Use of Non-Glare Generating Building Materials. Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.

LI-3. Lighting Controls. Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spill-over. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.

The impact determination and the level of significance after mitigation are also identified in Table I-1. No significant impacts would occur and therefore no mitigation measures are provided or necessary.

Table I-1
Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
LAND USE AND PLANNING			
The development of the proposed Project would be subject to numerous City land use plans, regulations in the Los Angeles Municipal Code (LAMC), and the future LAX sign ordinance (which would supersede the sign regulations set forth in the LAMC). With approval of the LAX sign ordinance, the proposed Project would be consistent with the policies and goals of applicable land use plans and policy documents from the state, regional, and local levels, including Southern California Association of Governments' (SCAG) Regional Comprehensive Plan, Southern California Compass Blueprint Growth Vision, Regional Transportation Plan/Sustainable Communities Strategy, the Airport Land Use Plan (ALUP), 2011 California Airport Land Use Planning Handbook, the City of Los Angeles General Plan Framework Element, the LAX Plan, the LAX Specific Plan, and the LAMC.	Less Than Significant	Refer to page I-6 through page I-8, above, for a list of Project Design Features and Applicable LAX Master Plan Commitments associated with the proposed Project. No mitigation is required.	Less Than Significant
VISUAL RESOURCES			
In terms of visual character, construction activities under the Project would result in temporary changes as viewed from nearby vantage points. However, given the short duration of construction for each sign and the limited amount of construction equipment and	Less Than Significant	Refer to page I-6 through page I-8, above, for a list of Project Design Features and Applicable LAX Master Plan Commitments associated with the proposed Project.	Less Than Significant

Table I-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>workers needed, impacts to the visual character of the site would not substantially change.</p> <p>No signage would be located on notable buildings (i.e., the Theme Building, Airport Traffic Control Tower, and future Bradley West Terminal), nor would signage be placed where it would obstruct or degrade views of the notable buildings.</p> <p>Within the Landside Sub-Area, various types of on-site signs are already allowed. Proposed signage would be similar to existing on-site signage and primarily located on existing structures that are largely functional in nature (terminal buildings, sky bridges, parking structures, and columns) without extensive architectural features, and thus, they do not contribute meaningfully to the aesthetic quality of the CTA. The introduction of new well-designed signage would add new and variable visual elements to these functional structures, contributing to the overall aesthetic of LAX. As such, the proposed Project would not adversely alter the visual identity of the Landside Sub-Area.</p> <p>Within the Airside Sub-Area, this signage would add to the complex visual imagery occurring in this area and would not change the utilitarian and active character of the site. As such, the proposed Project would not adversely alter the visual identity of the Airside Sub-Area.</p>		<p>No mitigation is required.</p>	

Table I-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>From the surrounding areas, signage within the Landside Sub-Area would only be somewhat visible from the eastern boundary. This signage would be located on existing facilities, separated from the viewer by intervening development or features. The signage would not be visually prominent, and would not change or detract from the existing urban character of the site.</p> <p>There are sensitive viewers (residential uses) on the northern and southern boundaries of LAX. Airside Sub-Area signage would be in some fields of view from these locations. However, it would be a limited long distance view of the Airside Sub-Area facilities, and signage in those areas would not be illuminated. Signage would blend into this distant background and not change the visual character or aesthetics of the Project site.</p> <p>The signage would not be visible to any sensitive receptors along the western boundary of LAX or any off-airport areas (i.e., surrounding communities).</p>			

Table I-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
ARTIFICIAL LIGHT AND GLARE			
<p>Construction of the proposed Project would be minimal and it is expected that a majority of the construction associated with the proposed Project would occur during daytime hours. If nighttime construction occurs, any lighting required for nighttime construction would be directed on the work area to limit spill-over and would occur in conjunction with safety procedures and policies associated with the safe operation of the airport, including not interfering with aeronautical lights, or resulting in glare in the eyes of the ATC personnel or pilots that would impair their ability to operate or guide aircraft. Neither construction equipment nor the proposed signage would incorporate substantial amounts of reflective materials in close proximity to glare-sensitive uses, including vehicle traffic and aircraft, nor would the proposed signage be illuminated by high brightness lighting or special effects.</p> <p>Proposed signage within the Landside Sub-Area includes accent lighting and the digital display signs which would be an additional source of light. Although the CTA does not contain traditional light-sensitive receptors, operators of vehicles could perceive additional artificial light associated with the Project signs. However, the Project area is already characterized by high</p>	<p>Less Than Significant</p>	<p>Refer to page I-6 through page I-8, above, for a list of Project Design Features and Applicable LAX Master Plan Commitments associated with the proposed Project.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>

Table I-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>ambient light levels. In addition, the diodes associated with the digital displays would be pointed down and towards the airport roadways, and lighting associated with proposed signage would not add to the ambient glow of the CTA that would represent a substantial change in brightness levels. Furthermore, digital signage would be subject to limits on brightness levels (i.e., 4,500 cd/m² during the daytime and 300 cd/m² during the nighttime) and equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions. Therefore, a change in brightness and light trespass would not occur.</p> <p>There are sensitive viewers (residential uses) on the northern and southern boundaries of LAX. Airside Sub-Area signage would be in some fields of view from these locations. However, no digital displays or externally lit signs would be allowed in the Airside Sub-Area and therefore, no change in the existing artificial light conditions would occur.</p> <p>From the surrounding areas, signage within the Landside Sub-Area would only be somewhat visible from the eastern boundary. The only sensitive receptors to the east are hotel guests associated with the Radisson Hotel; however, hotel rooms do not have direct views of the CTA.</p>			

Table I-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>No externally lit signage would be visible along the western boundary of LAX.</p> <p>The proposed Project does not allow for digital displays or externally lit signage in the Airside Sub-Area and therefore no change to the existing artificial light conditions would occur.</p> <p>By design, signage does not include large areas of reflective elements, because they would detract from the visibility of the signage. Therefore, signage would not be a substantial source of glare within, or surrounding, the Project site.</p>			
TRANSPORTATION SAFETY			
<p>Temporary sidewalk detours and/or lane closures may be required during construction, however, this would only occur in the immediate location where signage construction and/or replacement is occurring, and would be a short duration (i.e., six hours to one week for initial installation). Other areas of the CTA would be kept clear and unobstructed at all times during sign installation in accordance with Federal Aviation Administration (FAA), State Fire Marshal, and Los Angeles Fire Code regulations and no transportation safety impacts would occur.</p> <p>The proposed Landside Sub-Area signs would be visible to motorists and pedestrians within the CTA. The proposed Project would comply with</p>	<p>Less Than Significant</p>	<p>Refer to page I-6 through page I-8, above, for a list of Project Design Features and Applicable LAX Master Plan Commitments associated with the proposed Project.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>

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<p>applicable regulations that would reduce the potential for signs to distract drivers, such as limitations on sign type, size, placement, and illumination levels. In addition, digital signage would be equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions (as noted under Artificial Light and Glare, above, digital signage would be subject to limits on brightness levels, such as 4,500 cd/m² during the daytime and 300 cd/m² during the nighttime), thus ensuring that brightness of the displays at various times of day and night would not present a traffic hazard. Further, lighting at LAX is not allowed to interfere with the nighttime visibility of ATC operators and incoming pilots, or interfere with lighting used to guide aircraft such as approach lighting, runway/taxiway guidance lighting, runway end identifier lights, and ground lighting/markings. Finally, the LAX Sign District sign ordinance would include requirements such as restricting where signs could be located and limiting total square footage that would prevent visual clutter and help to ensure that roadway visibility would not be obstructed and that wayfinding signs would be visible to help pedestrians and motorists navigate within the CTA. The proposed signage would not result in</p>			

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Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>transportation safety impacts in the Landside Sub-Area.</p> <p>Signs within the Airside Sub-Area would be installed on existing facilities subject to the LAX sign ordinance and would not be lit. Therefore, no distractions to pilots or ATC personnel within the Airside Sub-Area would occur.</p> <p>From the surrounding areas, signage within the Landside Sub-Area would only be somewhat visible from the eastern boundary. Digital display signs proposed on the east elevations of Terminal 1, the first CTA sky bridge, and Parking Structure 1 would be visible to pedestrians and motorists within the CTA. The Project site is in a highly developed area occupied by urban uses including multi-story buildings, heavily traveled roadways (including raised roadways), surface parking lots, and existing signage, including billboards and wall signs. Given the distance between the roadway and signage, as well as intervening development, the proposed signage visible to motorists from the eastern boundary would not be a prominent feature that is likely to attract a driver’s attention from the CTA roadway and visual features located in closer proximity to the CTA roadway.</p>			

Table I-1

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Environmental Impact	Impact Determination	Project Design Features and Mitigation Measures	Level of Impact After Mitigation
<p>LAX is not allowed to interfere with the nighttime visibility of ATC operators and incoming pilots, or interfere with lighting used to guide aircraft such as approach lighting, runway/taxiway guidance lighting, runway end identifier lights, and ground lighting/markings. Existing laws and regulations that regulate sign location and brightness would ensure the digital displays and lighted signs would not be located in such a manner to create a hazard to pilots or motorists.</p> <p>There are sensitive residential uses on the northern and southern boundaries of LAX. Airside Sub-Area signage would be in some field of view from these locations. However, Airside Sub-Area signage and other facilities within the Project site are indistinguishable and thus signage would blend into this distant background and not be a distraction to motorists. No lighted signage would be located within the Airside Sub-Area.</p> <p>The signage would not be visible along the western boundary of LAX.</p>			

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