Los Angeles World Airports

Environmental Overview

Contents

Greenest Airports in the World

It was Mayor Antonio R. Villaraigosa's support and active involvement, along with his commitment to making Los Angeles "the greenest big city in America" that has provided the impetus necessary to enable Los Angeles World Airports' (LAWA) four airports to continue to evolve into the greenest airports in the world. LAWA is a self-sustaining department of the City of Los Angeles that owns and operates Los Angeles International Airport (LAX), LA/Ontario International Airport (ONT), Palmdale Regional Airport (PMD) and Van Nuys Airport (VNY).

In 2007, Mayor Villaraigosa released his "Green LA–An Action Plan to Lead the Nation in Fighting Global Warming." He outlined more than 50 initiatives that need to be achieved in order to address environmental issues in an effective, efficient and tangible manner. Many of them relate directly to LAWA and its operations.

The Green LA action plan seeks to reduce the City of Los Angeles' greenhouse gas emissions by 35 percent below 1990 levels by 2030. That reduction goes beyond the targets set in the Kyoto Protocol and is the greatest reduction target set by any large U.S. city. The cornerstone of the plan is increasing the city's use of renewable energy to 35 percent by 2020.

Sustainability Vision and Principles

In addition to the Green LA plan, Mayor Villaraigosa released his Executive Directive on sustainable practices in 2007. In response to this directive, the Los Angeles Board of Airport Commissioners (BOAC) in August 2007 unanimously adopted a Sustainability Vision and Principles Policy related to its commitment to efficient and environmentally sound operations at LAWA.

The set of principles adopted by the BOAC includes a commitment to setting airport standards for environmental performance, customer satisfaction, security, regional economic leadership and organizational performance. Specifically, the principles call for LAWA to:

- Become an innovative and national model in implementing environmental solutions.
- Take responsibility for improving national operational sustainability.
- Increase its business value through improved sustainable performance.
- Engage stakeholders in order to better understand and address their concerns.
- Incorporate sustainability design and construction practices in the development of its airport system.
- Monitor and measure progress through its sustainability performance improvement management system.

By building on its core business model and values, LAWA will engage its employees, tenants, customers and communities in an effort to continually improve its environmental, economic and social performance. This policy acknowledges LAWA's significance as an important economic engine in the Southern California region. It also recognizes the need for LAWA to mitigate its impact on its surrounding neighbors and the environment.

LAWA is also fostering stewardship and continual performance improvements at all levels by complying with applicable requirements, integrating sustainable practices into its operations and administrative processes, communicating its endeavors, and following those principles adopted by the BOAC.

The BOAC has also adopted a policy requiring new remodeling and tenant improvement construction projects at all LAWA facilities to include design and construction elements that comply with or are substantially consistent with the highest possible Leadership in Energy and Environmental Design (LEED) standards, or their practical equivalents, as established by the U.S. Green Building Council.

Additionally, the BOAC required that, should the U.S. Green Building Council adopt standards specifically applicable to airport facilities, LAWA would pursue the highest practical LEED certification for all projects planned and built after adoption of those standards.

Moreover, as part of the BOAC's action, LAWA staff was directed to develop a comprehensive sustainability program that addresses all environmental aspects of LAWA's operations.

Staff believes that adoption of the sustainability program can streamline the decision-making process with regard to reducing energy, water consumption and waste generation while maximizing the use of recycled materials.

The activities listed on the following pages provide an outline of efforts being undertaken to meet these directives that will help make our airports the greenest in the world and help make Los Angeles the greenest big city in the nation.

60%

of vehicles in LAWA's fleet are alternative-fuel vehicles.

LAWA's Air Quality Regulatory Monitoring and Compliance Program ensures LAWA's airports are in compliance with all federal, state and regional regulations.

LAX was the first airport in the world to have an on-site hydrogen generation station.

24%

of LAWA's employees participate in the LAWA Rideshare Program

LAWA's Rideshare Program saves more than seven million vehicle miles, more than 500,000 gallons of gasoline and eliminates almost 7.9 billion pounds of air pollutants every year.

Air Quality Programs

LAX Air Quality Apportionment Study

The Air Quality Apportionment Study will be the most comprehensive air monitoring, modeling and data analysis program to be undertaken by LAWA for one its facilities—or by any airport authority in the nation. LAWA is coordinating the study with representatives of federal, state and regional air quality control agencies, as well as with a diverse collection of environmental and health regulatory agencies.

During the study, 11 fully-equipped monitoring stations will be installed to discreetly collect and measure a large variety of criteria and toxic air pollutants at LAX and at numerous locations in the communities surrounding the airport. Criteria pollutants to be measured include nitrogen dioxide, carbon monoxide, particulate matter and sulfur dioxide. Toxic air pollutants include main species of volatile and semi-volatile organic compounds, trace metals and other inorganic compounds. This study is planned to be conducted in three phases, with the first two phases beginning in 2008.

Air Quality Regulatory Monitoring and Compliance Program

The Air Quality Regulatory Monitoring and Compliance Program ensures LAWA is in compliance with all federal, state and regional air quality regulations. Staff also provides forecast plans on airport-generated air pollution to various regulatory agencies for their review.

Alternative Fuels/Emissions Reduction Measures

More than 60 percent, or 622, of LAWA's vehicle fleet is comprised of alternative-fuel vehicles, including those using liquefied natural gas, liquefied petroleum gas, compressed natural gas, solar power and hydrogen fuel cell. The use of bio-diesel and ethanol is planned for the near future, with further expansion of the program occurring through acquisition of additional vehicles.

LAX is the only airport in the world with an on-site hydrogen generation station. With the help of a U.S. Department of Energy grant, LAWA teamed with the South Coast Air Quality Management District and Praxair Corporation to investigate the commercial feasibility of an on-site hydrogen generation system.

LAX was the recipient of Airports Council International-North America's Environmental Achievement Award in the Large-Airport Class for constructing the first hydrogen-fueling and generation station at any airport. The 10,500-square-foot station incorporates a commercial retail-friendly design that is expected to pave the way for future retail outlets. The facility demonstrates LAWA's commitment to a comprehensive alternative-fuel vehicle program that is incorporated into daily airport operations.

LAWA has enacted an Alternative Fuels Conversion Policy that applies to all on-road vehicles weighing 8,500 pounds or larger. This policy requires alternative-fuel conversion of rental car company courtesy shuttles, trucks and other large vehicles in use at LAX.

LAWA is also coordinating development of a comprehensive Ground Service Equipment Conversion Policy that requires conversion of LAX's entire ground service fleet to zero emission by 2015. This fleet includes all of the tenant-owned ground equipment that service aircraft, including tugs, baggage loaders, catering trucks and fueling vehicles. It is anticipated that this policy will be put into effect in 2008.

Rideshare Program

LAWA's multifaceted Rideshare Program consists of 63 vanpools, 64 carpools and free monthly transit passes, as well as marketing and advocacy activities to recruit and retain program participants. Currently, about 24 percent of LAWA's employees participate in the program, saving more than 700 vehicle trips to and from LAWA facilities every day.

Each year, the Rideshare Program saves more than 7 million vehicle miles, more than 500,000 gallons of gasoline, and thousands of dollars in insurance and vehicle depreciation costs. The program eliminates almost 7.9 billion pounds of air pollutants annually and countless hours spent on Southern California's overburdened streets and freeways.

LAWA is continually recognized by the U.S. Environmental Protection Agency as one of the Best Workplaces for Commuters in the nation. LAWA also has been recognized two years in a row by the EPA as having the best rideshare program in the country.

The Tom Bradley International Terminal at LAX is undergoing major renovation that, when completed, will provide a 15 percent reduction in energy use.

LAWA has an agreement with the Los Angeles City Department of Water and Power that commits to 15 percent Green Power use in all LAWA facilities.

LAX's Central Utility Plant features an energy-saving system that simultaneously co-generates electrical power and steam to heat and air condition passenger terminals and offices.

Energy Conservation and Green Power

LAWA's energy conservation efforts at LAX include retrofitting existing buildings with energy-efficient lighting fixtures, ballasts and bulbs during remodeling projects, and an ongoing program to upgrade building air-handling units with variable-speed drives and soft-start controls.

LAWA has an agreement with the City's Department of Water and Power (DWP) to commit to 15 percent Green Power use in all LAWA facilities. Green Power includes electricity generated by solar, wind, hydropower, biomass and geothermal sources.

Dedicated in September 1998, the LA/Ontario International Airport (ONT) complex is a model in energy efficiency. Designed with energy conservation in mind, ONT's two terminals feature windows made from a special energy-efficient glass. The building systems also distribute maximum lighting without radiating heat throughout the building. Other energy-efficient fixtures and systems are also used throughout the airport.

The Tom Bradley International Terminal (TBIT) at LAX is undergoing major renovations that will make the facility more energy-efficient. This project has been registered for Leadership in Energy and Environmental Design (LEED) certification with the U.S. Green Building Council and the facility will offer a 15 percent energy saving over the ASHRAE 90.1-2001 Energy Standard. (This standard establishes minimum requirements for the energy-efficient design of new buildings so they may be constructed, operated and maintained in a manner that minimizes energy use without constraining the building function or the comfort and productivity of occupants.) The terminal is part of the LAWA-DWP Green Power Program and will be equipped with energy-efficient lighting and climate-control systems.

Newly-renovated U.S. Customs and Border Protection Federal Inspection area in Tom Bradley International Terminal at LAX provides greater lighting efficiency.

Hazardous Materials Management Programs

LAWA technicians removed the mercury flow meters – instruments that measure the flow of liquid or gas – from the LAX Central Utilities Plant (CUP) and replaced them with mercury-free electronic transmitters. This eliminated 2,200 pounds of mercury from the airport, equal to the mercury contained in one million household fever thermometers. The CUP is an environmentally friendly facility that includes an energy-saving system that simultaneously co-generates electrical power and steam to heat and air condition LAX's passenger terminals and offices.

Mercury is a chemical of concern to the U.S. Environmental Protection Agency (EPA) because it is a cumulative poison that causes kidney and brain damage. By removing the mercury flow meters, LAX became the first commercial airport in the U.S. to voluntarily reduce mercury as part of the EPA's National Partnership for Environmental Priorities Program.

The LAX and VNY Soundproofing Programs seek to mitigate aircraft noise around the two airports by retrofitting existing residential properties in impacted areas with acoustical modifications. Modifications can reduce aircraft noise inside homes by as much as 50 percent.

6,016

The total number of units where sound-proofing installation work has been completed or approved at LAX.

Custom plans are prepared for each dwelling that qualifies to participate in LAWA's Residential Soundproofing Program. Work schedules also are arranged directly with the residents.

Noise Management Programs

Residential Soundproofing Program

The LAX Residential Soundproofing Program seeks to mitigate aircraft noise by retrofitting existing residential properties with acoustical modifications in impacted areas around LAX within the City of Los Angeles. The LAX program encompasses homes in the Westchester, Playa del Rey and south Los Angeles areas.

The number of eligible dwelling units around LAX is approximately 8,200. As of December 2007, the total number of units signed into the program was 6,016.

The Van Nuys Airport (VNY) Residential Soundproofing Program encompasses 1,054 dwelling units that are scheduled to be completed by 2010. The total number of units signed into the program to-date is 724, and of those, 593 have been soundproofed or approved for the work.

Modifications typically include solid-core doors, double-paned windows, fireplace doors and dampers, attic baffles, insulation and heating–ventilation–air-conditioning systems. These modifications can reduce aircraft noise inside homes by as much as 50 percent.

Land Use Mitigation Program

In addition to the soundproofing programs at LAX and VNY, LAWA also has a Land Use Mitigation Program that is designed to administer, monitor and expedite LAWA funding for noise mitigation programs, including land acquisition and soundproofing in impacted areas around LAX and within the cities of Inglewood, El Segundo and unincorporated areas of Los Angeles County. This program also includes areas surrounding LA/Ontario International Airport (ONT).

During 2006 and 2007, LAWA provided $20.6 million, $14.9 million and $31.5 million to the County of Los Angeles, the City of El Segundo and the City of Inglewood, respectively. LAWA also provided the City of Ontario with $24 million to fund soundproofing and property acquisition projects near ONT during the same period.

Voluntary Residential Acquisition and Relocation Program

The Voluntary Residential Acquisition and Relocation Program was established at LAX in 2000 and is designed to respond to all owners who voluntarily request LAWA to acquire their residential (single and multi-family) properties and provide relocation assistance to owners and renters. As a result, total voluntary acquisition is 80 percent complete. Of the original 1,426 units, there are 15 single-family properties and 84 multi-family properties remaining to be acquired.

To help meet some of the increasing demand for affordable housing in Los Angeles, LAWA's Move-On Housing Program sells suitable LAWA-purchased properties to qualified non-profit organizations. After relocating and renovating the properties, the non-profits then sell the homes to eligible individuals and families.

Federal Aviation Regulations Part 161 Studies

The Federal Aviation Administration (FAA) Regulations Part 161 studies are LAWA's attempt to provide meaningful noise relief to the communities impacted by noise and aircraft operations at LAX and VNY. These technical studies are legal documents that will be submitted to the FAA requesting waivers of the federal preemption of local noise and aircraft access restrictions by an airport proprietor.

LAWA initiated a Part 161 Study at LAX in 2005 that was intended to restrict departures between midnight and 6:30 a.m. over the communities east of the airport when it is operating under normal weather conditions.

LAWA is finalizing its baseline and projected aircraft fleet mix forecasts for the LAX Specific Plan Amendment Study. Once the new fleet mix forecast is released, it will be forwarded to LAWA's consultants to perform the required modeling.

The goal of the VNY Part 161 Study is to implement seven noise control measures identified as requiring a Part 161 Study in the Noise Compatibility Program of the Federal Aviation Regulations Part 150 Study. These measures include incentives and disincentives in conjunction with rental rates and landing fees, establishment of daytime noise limits, expansion of the current VNY curfew, and establishment of a cap (or phase-out) of helicopters. The scope of work has since been expanded and additional restrictions proposed include the phase-out of Stage 2-type corporate jet aircraft and expanding the existing curfew to 9 a.m. and weekends. The proposed restrictions would be established through new or amended City ordinances, regulations, lease conditions or use agreements.

LAWA readopted the Aircraft Noise and Capacity Act grandfathered Stage 2 Aircraft Phase Out Ordinance in 2006, and is pursuing a dual-track method of phasing out the noisiest aircraft from VNY via the grandfathered ordinance and its Part 161 Study. LAWA staff has already initiated the California Environmental Quality Act process for implementation of the ordinance.

A state-of-the-art noise monitoring system is being developed to improve LAWA's capability to monitor and track airport noise and operations at its airports.

To use the Internet Flight Tracking System for LAX, ONT and VNY, click on the Noise Management page of the LAWA website at www.lawa.org.

Noise Management Programs (cont.)

LA/Ontario Airport Noise Advisory Committee

The LA/Ontario Airport Noise Advisory Committee, which started in 1983 as the Ontario Airport Citizens Consultative Committee, was formed to discuss ways to minimize airport noise in the residential communities surrounding ONT.

LAX/Community Noise Roundtable

The LAX/Community Noise Roundtable, created in 2000, provides a forum that attempts to ensure cooperation between LAX and impacted communities to reduce noise in those communities.

Noise Monitoring System Replacement Project

LAWA has retained a contractor to deliver a new multimillion-dollar Airport Noise and Operations Management System, a state-of-the-art airport noise monitoring system that will vastly improve the capabilities of LAWA to monitor and track both airport noise and operations at LAX, ONT and VNY.

LAX Noise Management Program

The LAX Rules and Regulations for Noise Management include noise abatement policies that have been developed with cooperation from the Federal Aviation Administration to address various types of aircraft noise impacts on surrounding communities. Such programs include Preferential Runway Use, Over-Ocean Operations, Early Turn Notification, Maintenance Restrictions and Helicopter Operations. The LAX Noise Management Program also includes the In-Flight Monitoring Program.

VNY Noise Management Program

The Noise Management Program at VNY has both mandatory rules and voluntary procedures, including the Noise Abatement and Curfew Regulation, the Non-Addition Rule, Quiet Jet Departure Program, No Early Turn Notification Program, and the Helicopter Route and Altitude Deviation Program.

ONT Noise Management Program

Noise abatement policies and procedures have been developed at ONT that are very similar to those at LAX. They include Preferential Runway Use, Maintenance Restrictions and the Claremont Over-Flight Monitoring Program.

Airport Noise Complaint Response Program

LAWA provides persons wishing to complain about aircraft noise a number of options to submit complaints. Each airport has a noise complaint line where residents can contact the airport to register a noise complaint. The LAWA website also has a link to each airport to lodge a complaint using an online comment form.

The information is entered into a complaint database where follow-up investigations of the incidents and reporting are done by LAWA staff. Staff provides complainants with data on the specific aircraft operation and information about whether the pilot deviated from any voluntary or mandatory noise abatement program. The reports are also distributed to the respective area advisory committees.

Internet Flight Tracks

LAWA has implemented Internet Flight Tracking systems for LAX, ONT and VNY. Users can watch the movements of flights and air traffic patterns around the three airports. The flight tracks are generated by a surveillance system that passively receives FAA radar data and matches the flight tracks with FAA flight information. These web-based systems are available to the public on LAWA's website. Daily usage of the sites during 2007 averaged 1,600 sessions for LAX and 100 sessions for ONT and VNY.

Three FlyAway non-stop shuttle bus routes provide service to LAX: VNY, Westwood/UCLA and Union Station. Six more routes are expected by 2015.

Traffic Management Center personnel are able to view real-time traffic activity within the LAX Central Terminal Area.

Public Transportation and Ground Access

LAX FlyAway Program

The FlyAway is a non-stop shuttle bus service operated by LAWA that transports people to and from LAX. There are presently three routes in service, operating from VNY, Westwood/UCLA and Union Station. The Van Nuys service was initiated in 1973. The FlyAway service at Union Station began in March 2006 and at Westwood/UCLA in June 2007. The FlyAway service was used by more than 1.3 million passengers in 2007, saved 22.3 million vehicle miles and removed 1.1 million vehicle trips from regional roads and LAX. LAWA is committed to implementing an additional six FlyAway locations by 2015.

Consolidated Rental Car Facility

LAWA has a Consolidated Rental Car Facility at ONT that alleviates traffic congestion and emissions from various shuttle buses operated by the rental car agencies at the airport. LAWA is currently evaluating design proposals for a similar facility at LAX that would attain U.S. Green Building Council LEED Certification.

Green Line Extension

Working with the Los Angeles County Metropolitan Transportation Authority (Metro), LAWA is conducting a study to determine the feasibility of connecting the Metro Rail Green Line to LAX. Altogether, 11 concepts for con-necting the Green Line to LAX have been submitted to the Green Line Task Force.

Hotel Courtesy Shuttle Trip Reduction Program

The Hotel Courtesy Shuttle Trip Reduction Program is designed to reduce emissions and traffic congestion in the LAX Central Terminal Area by consolidating hotel courtesy shuttle operations. Phase I of the program, which went into effect in March 2006, allowed basic trip fees as well as any trip penalties to be waived for any hotel that reduced its shuttle trips by at least 35 percent and converted to alternative-fuel vehicles.

Phase II of the program is being implemented in two parts, with a two-tiered penalty system. The first step went into effect in 2007 with hotels being required to reduce their trips to LAX by 15 percent from a 2004 base year, with penalties of $10 per trip levied for non-compliance. The second step will be implemented in 2008. Hotels will be required to reduce an additional 20 percent of trips (35 percent total), with penalties of $5 per trip for non-compliance.

Since implementation of the program, vehicle miles traveled have been reduced by 55 percent and emissions have been reduced 65 percent over the baseline year.

167

tons of emissions reduced by passengers using the LAX FlyAway program.

The LAX FlyAway non-stop bus service realized an annual ridership of more than 1.3 million passengers in 2007. LAWA is committed to implementing an additional six FlyAway locations by 2015.

Traffic Mitigation and the Traffic Management Center

LAWA's Traffic Mitigation Plan involves the design and installation of cost-effective traffic control devices on airport roadways and facilities to reduce traffic congestion and vehicle emissions. In addition, LAWA works with other state and local agencies to improve public access infrastructure, such as intersection improvements, adaptive traffic control system software and changeable message signs to accommodate traffic needs.

LAX also operates a Traffic Management Center consisting of closed-circuit television cameras that view real-time traffic flows within the Central Terminal Area. Traffic engineers are able to identify unusual incidents that cause traffic delays and can determine whether adjustments are needed to traffic signals.

In addition to its own recycling efforts, LAWA provides recycling services to tenants at no charge and assists them with setting up their own recycling programs.

22,000

tons of recyclable material diverted from landfills by LAX recycling crews during 2007.

Source Reduction and Recycling Programs

LAWA's Source Reduction Program involves recycling waste and scrap materials that are produced by the airport, airlines, tenants, and contractors during day-to-day operations. Recycling crews at LAX diverted more than 22,000 tons of recyclable material from landfills, including wood, cardboard, metal, plastic, glass, paper, beverage containers and newspapers during 2007. In addition, LAWA recycled and reused more than 64 percent of trash it generated in 2007. Moreover, green materials, such as grass clippings and tree branches, were recycled into compost. LAWA also provides recycling services to tenants at no charge and assists them with setting up their own recycling programs.

LAWA also uses recycled materials in its construction projects. More than 75 percent of the construction and demolition waste from the LAX Tom Bradley International Terminal Renovation Project will be recycled or salvaged. In the South Airfield Improvement Project, LAWA recycled almost all of the concrete and other materials from the demolition of Runway 25 Left to construct a new runway and center taxiway.

Recycling crews at LAX diverted more than 22,000 tons of recyclable material from landfills during 2007.

LAX is a major user of recycled water for landscape irrigation.

35%

of all landscaped areas at LAX are irrigated by reclaimed water.

Water Conservation and Management Programs

LAWA's Water Conservation and Management Programs include use of recycled water for landscaping irrigation and on-airport car washes, management of stormwater runoff, and protection of groundwater resources. All toilets and sinks use low-flow, water-conservation devices and a phone number is posted in all restrooms so people can notify maintenance staff if they encounter leaky faucets or other water problems.

Presently, 35 percent of all landscaped areas at LAX are irrigated by reclaimed water with service being limited to only those areas accessible to the water supply pipeline. Approximately 40.2 million gallons, or 123 acre-feet, of water is conserved each year through the use of this reclaimed water. Much of the irrigation system at LAX is monitored and controlled through a centralized computer irrigation control center, which further conserves valuable water resources.

LAWA is also working with the City of Los Angeles Department of Water and Power (DWP) to determine the feasibility of bringing reclaimed water into the LAX Central Terminal Area for use in the Central Utilities Plant cooling tower. The DWP estimates that would further reduce LAX's water usage by approximately 90 acre-feet per year.

LAX continues to expand its use of recycled water for landscape irrigation. Here, a new system is being installed at Sepulveda Boulevard near Imperial Highway.

Stormwater Monitoring

Prevention

LAWA staff conducts state-mandated stormwater management programs at LAX, ONT and VNY in accordance with National Discharge Elimination System requirements. At LAX, a two-million-gallon retention basin collects initial stormwater runoff from 1,500 acres of terminal and maintenance areas for treatment, thus preventing untreated discharge from reaching Santa Monica Bay. Furthermore, LAWA has undertaken measures to protect local groundwater by removing all of its underground fuel storage tanks and replacing them with above-ground tanks where feasible and with new, state-of-the-art, double-wall underground tanks where needed.

Inspections and Testing

Airport tenant sites are inspected annually to ensure compliance with stormwater regulations. Operations and facilities are reviewed, shortcomings are identified and recommendations are made to correct any problems. During the wet season from October through May, LAWA staff performs visual observations once a month during a storm event and collects samples for testing from storm events at various airport locations. Additional visual observations are performed quarterly during the year.

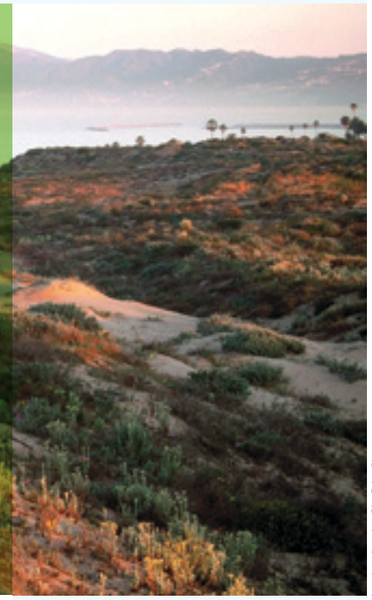
Training

Stormwater training sessions are held annually to update airport tenants on runoff observations, inspection results and any changes in regulations. LAWA also provides educational material on best management practices to help tenants maintain compliance.

The 200-acre LAX Dunes Restoration Project includes 43 acres of original native dunes habitat which are virtually undisturbed and is the largest remaining coastal dune fragment in Southern California.

200

acres of sand dunes have been voluntarily set aside as a natural wildlife preserve at LAX and are now home to more than 1,000 species of plants and animals.



Wildlife and Habitat Conservation Programs

LAX Sand Dunes Restoration

LAWA began the LAX Dunes Restoration Project in 1986. The 200-acre, natural wildlife preserve is now home to more than 1,000 species of plants and animals, including the endangered El Segundo Blue Butterfly and two lizards classified by California as Species of Concern—the San Diego horned lizard and silvery legless lizard. The LAX Dunes contain 43 acres of original native dunes habitation that are virtually undisturbed and is the largest remaining coastal dune fragment in Southern California. LAX is now addressing the presence of the endangered Riverside Fairy Shrimp, discovered adjacent to the dunes area in the late 1990s.

Certain flora also depend on the dunes for their existence. Upon its discovery in 1987, only 29 dunes spineflower existed. Due to the efforts of dunes management crews, who remove non-native vegetation, the spineflower population has thrived. Many other varieties of plants now blossom on the preserved dunes, including the California bush sunflower, California Poppy, coastal buttercup, wild cucumber, coastal prickly pear and lemonade berry.

Palos Verdes Peninsula Land Conservancy

LAWA recently entered into a Memorandum of Understanding with the Palos Verdes Land Conservancy for the replacement of 21 acres of sage/grassland habitat units. The land restoration is one of the mitigation requirements that resulted from the habitat impacts of the LAX South Airfield Improvement Project. Consent has been obtained from state and federal authorities and restoration is expected to be underway in 2008.

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