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## 4.15 Wild and Scenic Rivers

There are no wild and scenic rivers located in the County of Los Angeles. Neither the No Action/No Project Alternative nor the three build alternatives would adversely affect any wild and scenic rivers.

The U.S. Department of the Interior, National Park Service, maintains a National Inventory of River Segments that qualify for inclusion in the National Wild and Scenic Rivers System. According to the inventory, the two closest wild and scenic river segments to LAX, a 33-mile segment of the Sisquoc River and a 31.5 mile segment of the Sespe Creek, are located over 50 miles to the northwest in Santa Barbara County in the Los Padres National Forest.<sup>503, 504</sup> Due to the significant distance between the airport and the intervening mountains between LAX and these river segments, neither the No Action/No Project Alternative nor the three build alternatives would affect any wild and scenic rivers. Therefore, the No Action/No Project Alternative and the three build alternatives would be in compliance with the Wild and Scenic Rivers Act (Public Law 90-542, as amended). Furthermore, none of the alternatives would contribute to a cumulative impact on any wild and scenic rivers.

## 4.16 Farmland

Neither the No Action/No Project Alternative nor the three build alternatives would adversely affect prime or unique farmlands or soil types designated by the U.S. Department of Agriculture, Natural Resources Conservation Service. There is no land within the vicinity of LAX that is subject to the special provisions of a Williamson Act contract, as stipulated in the California Land Conservation Act of 1965.

The Farmland Protection Policy Act authorizes the U.S. Department of Agriculture to develop criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses. There are no farmlands in the vicinity of LAX, including prime or unique farmlands,<sup>505</sup> or farmland of statewide or local importance. The proposed land acquisition under the three build alternatives would not remove any farmland from active production because the airport is located in an intensely developed urban area. As a result, no impacts to farmland would occur. Moreover, the alternatives would not contribute to cumulative impacts on farmlands.

The California Land Conservation Act, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space as opposed to full market value. The objective is to limit the uses of specific private lands to farming and ranching uses over medium-term periods of time – typically ten years. The County of Los Angeles does not participate in the Williamson Act. As a result, no impacts to Williamson Act contract lands would occur. Moreover, the alternatives would not contribute to cumulative impacts on Williamson Act contract lands.

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<sup>503</sup> U.S. Department of the Interior, Department of Agriculture, National Wild and Scenic Rivers System, December 1990.

<sup>504</sup> National Park Service, Wild & Scenic Rivers State-By-State List, Available: <http://www.nps.gov/rivers/wildriverslist.html> [April 19, 2000].

<sup>505</sup> Farmland can be designated as prime, unique, or of statewide or local importance. Prime Farmland is land that “has the best combination of physical and chemical characteristics for producing food, feed, and fiber . . . without intolerable soil erosion” as determined by the California Secretary of Agriculture. Unique farmland is land other than prime farmland that is used for production of specific high value food and fiber crops, as determined by the California Secretary of Agriculture.