
1.0 INTRODUCTION AND EXECUTIVE SUMMARY

1.1 Summary of Proposed Project

Los Angeles World Airports (LAWA), a proprietary department of the City of Los Angeles, is preparing an Environmental Impact Report (EIR) to evaluate the environmental impacts of the proposed West Aircraft Maintenance Area Project (proposed Project) pursuant to the California Environmental Quality Act (CEQA - Public Resources Code Section 21000 et seq.) and the *CEQA Guidelines* (California Code of Regulations Title 14, Section 15000 et seq.).

The proposed Project would grade approximately 84 acres in the southwestern portion of the airfield (hereafter referred to as the Project site) and develop approximately 68 acres of the 84 acres with taxiways and aircraft parking apron areas, maintenance hangars, employee parking, service roads, and ancillary facilities (i.e., related storage, equipment and facilities).¹ The proposed Project would be able to accommodate up to 10 Airplane Design Group (ADG) VI aircraft, such as the Airbus A380, or a mix of smaller aircraft on the site. The proposed Project would not increase passenger or gate capacity and would not increase flights and/or aircraft operations at LAX, but would consolidate, relocate, and modernize some existing maintenance facilities and activities.

An Initial Study (IS) and Notice of Preparation (NOP), included as Appendix A of this EIR, was circulated for public review from September 14, 2012 to October 15, 2012. In response to requests from the public, LAWA further extended the public review period for the IS/ NOP by 15 days until October 30, 2012. During the public review period, LAWA held a public Scoping Meeting on October 4, 2012, at the Flight Path Learning Center and Museum at LAX. The meeting, attended by approximately 30 people, was staffed by LAWA and consultants on the proposed Project, and was organized in an open house format, with information on the proposed Project and the CEQA process available and on display. The primary purpose of the meeting was to receive public comments regarding the scope and content of the environmental information to be included in the EIR.

As indicated in the IS/NOP, this EIR evaluates the following resource areas: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Land Use and Planning, and Construction Surface Transportation. The IS/NOP determined that no significant impacts would occur for the following resource areas: Aesthetics, Agricultural and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. These topics will not be evaluated further in this EIR.

Subsequent to release of the IS/NOP and based on public input and LAWA coordination with the Federal Aviation Administration (FAA) minor refinements have been made to certain components of the proposed Project. Although the boundary of the Project site has not changed, refinements and corrections in the detailed site area tabulations resulted in the acreage of the Project site being revised from approximately 75 acres to approximately 84 acres. Other refinements to the proposed Project include: the developed area of the site has

¹ Within the Project site, 68 acres would be paved while approximately 16 acres would be unpaved islands between taxiways and other unpaved areas.

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been reduced by seven acres; the aircraft maintenance hangar area has been reduced from approximately 400,000 square feet to approximately 290,000 square feet of hangar bay space (floor area); and access to the site is now via westerly extensions of Taxiway B and the extension of Taxiway C (as Taxilane C) rather than from Taxiway AA and Taxiway B. Based on the coordination between LAWA and the FAA regarding the design of the proposed Project, the reduction of the developed area and the change in access would improve visibility of aircraft from the air traffic control tower and remove paved apron areas from the Runway Protection Zone for Runway 7L.

In addition, the proposed Project no longer includes the ground run-up enclosure (GRE) that was originally contemplated for the Project site. The results of a preliminary GRE noise analysis determined that development of the GRE at the Project site would provide only a minimal noise reduction benefit to sensitive receptors nearby. Therefore, LAWA has eliminated the placement of the GRE at the Project site and will conduct a separate airport-wide GRE siting study as a separate activity, to determine locations better suited for a GRE, in order to provide a more beneficial and noticeable noise reduction to adjacent communities.

1.2 Relationship to the LAX Master Plan and EIR

The 2004 LAX Master Plan serves as a broad policy statement regarding the conceptual strategic planning framework for future development at LAX and is the comprehensive development program for LAX properties, including runway and taxiway system modernization, redevelopment of terminal areas, airport maintenance areas, airport access improvement and passenger safety, security, and convenience enhancements. The proposed Project responds to the development framework set forth for LAX in the Master Plan with incorporation of certain refinements reflected in the engineering, design, and construction specifications for the proposed Project. The LAX Master Plan allowed for the replacement of existing hangars through the construction of three hangar/maintenance facilities dispersed in the western portion of the airport. The proposed Project represents a refinement to the programmed development of hangar/maintenance facilities in the western portion of the airport property. Specifically, the proposed Project would exchange locations identified for aircraft apron and maintenance on the east side of Taxiway AA with an area identified for employee parking (West Employee Parking) on the west side of Taxiway AA. Both facilities are proposed for the southwest portion of the airport property, south of World Way West as proposed under the LAX Master Plan, with access routes to and from each facility remaining essentially unchanged. Neither these refinements nor construction of the proposed Project as a whole, would affect the number of aircraft operations at LAX, which is determined by market demand and supply considerations. The proposed Project would allow for more efficient and effective maintenance of aircraft while at LAX.

The Final EIR for the LAX Master Plan (California State Clearinghouse Project No. 1997061047) included an analysis of the environmental impacts of future development at LAX, including aircraft maintenance areas and related ancillary facilities at LAX.

The LAX Master Plan Final EIR contains Master Plan commitments and mitigation measures that apply to the LAX property, including the Project site. Therefore, LAWA would implement applicable commitments and mitigation measures identified in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) as part of the proposed Project. The LAX Master Plan commitments and mitigation measures proposed to be implemented as part of the

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proposed Project are identified below in **Table 1-1** and in the individual technical sections within Chapter 4, *Environmental Impact Analysis*, along with new mitigation measures that are proposed to reduce or avoid environmental impacts associated with the proposed Project.

1.3 Purpose of this EIR

This EIR is a Project EIR, as defined by Section 15161 of the *CEQA Guidelines* and, as such, serves as an informational document for the general public and decision-makers. The Lead Agency, LAWA, is responsible for the preparation and distribution of this EIR pursuant to Public Resources Code Section 21067. In addition to supporting LAWA's decision-making on the proposed Project, this EIR is intended for use in connection with other permits and approvals necessary for the construction and operation of the proposed Project, including potential use by the Regional Water Quality Control Board, South Coast Air Quality Management District, the City of Los Angeles Department of Building and Safety, the City of Los Angeles Department of Public Works, the City of Los Angeles Fire Department and other responsible public agencies that must approve activities undertaken with respect to the proposed Project.

This EIR evaluates the environmental impacts identified by the IS/NOP to be potentially significant and provides mitigation measures as appropriate. This methodology is consistent with *CEQA Guidelines* Section 15063(c)(3)(A). Pursuant to *CEQA Guidelines* Section 15128, proposed Project effects found not to be significant are discussed in the IS/NOP, attached as Appendix A of this EIR. Areas of environmental concern evaluated in the IS were based on Appendix G, Environmental Checklist Form, of the *CEQA Guidelines*. Environmental areas determined to be less than significant in the IS are discussed in Chapter 6, *Other Environmental Considerations*, of this EIR. Refinements have been made to the proposed Project to reflect additional information and coordination with the public and the FAA. The refinements do not represent a material change to the proposed Project that was described in the IS/NOP and do not change any of the conclusions in the IS.

In addition to evaluating environmental impacts specific to the proposed Project, this EIR also includes, pursuant to Section 15130 of the *CEQA Guidelines*, an examination of the effects of cumulative development at LAX and in the study area. Cumulative development includes anticipated future projects that, in conjunction with the proposed Project, may result in a cumulative impact. In addition, this EIR evaluates the extent to which environmental effects could be reduced or avoided through the implementation of feasible alternatives to the proposed project. Furthermore, LAWA is responsible for certifying the EIR and adopting any mitigation measures needed to address the significant environmental impacts associated with the proposed Project. For projects that result in significant unavoidable adverse environmental effects, LAWA may, after making a series of findings, pursuant to *CEQA Guidelines* Section 15091, certify the EIR and adopt a Statement of Overriding Considerations pursuant to *CEQA Guidelines* Section 15093.

1.4 Organization of this EIR

This EIR follows the preparation and content guidance provided in CEQA and the *CEQA Guidelines*. Listed below is a summary of each chapter of the report.

1.0 Introduction and Executive Summary

Chapter 1 – Introduction and Executive Summary

This chapter provides a summary of the proposed Project and environmental analysis, including a summary of potentially significant impacts and proposed mitigation measures.

Chapter 2 – Project Description

This chapter presents the location of the Project, the objectives of the proposed Project, a description of the individual components of the proposed Project and a construction schedule. In addition, the chapter identifies the intended use of the EIR and the approvals required for implementation of the proposed Project.

Chapter 3 – Overview of Project Setting

This chapter provides an overview of existing conditions for areas proposed for improvement and areas potentially affected by the proposed Project. This chapter also describes other projects proposed in the nearby area that may, in conjunction with the proposed Project, result in cumulative impacts on the existing environment.

Chapter 4 –Environmental Impact Analysis

The introductory section of Chapter 4 describes the analytical framework for the environmental review of the proposed Project. The remaining sections of the chapter provide detailed analysis of the potential environmental impacts of the proposed Project on air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, and construction surface transportation.

Chapter 5 – Alternatives

This chapter provides an evaluation of Project alternatives that could feasibly attain most of the basic objectives of the Project while avoiding or substantially reducing any of the significant effects of the proposed Project identified in Chapter 4, *Environmental Impact Analysis*, in this EIR. As further described in Chapter 5, the alternatives to the proposed Project include:

No Project-No Development Alternative: Under the No Project-No Development Alternative, development of a consolidated aircraft maintenance facility with aircraft parking apron areas, maintenance hangars, employee parking areas, and ancillary facilities (i.e., related storage, equipment and facilities) would not occur. The Project site would continue to be used as a staging area for airport construction projects, with modular construction trailers/offices, a surface parking area, an airfield access security post (Guard Post 21), a small LAWA Police Department/Transportation Security Administration (LAWAPD/TSA) canine “walk” area, paved roads, and outdoor loading and storage areas. In addition, material would continue to be stockpiled on the site in association with projects under construction at LAX. Thus, the physical conditions associated with the site and its activities would remain essentially the same as under current conditions. Without the proposed Project, there would be less ability to efficiently and effectively maintain ADG VI aircraft and other aircraft at LAX. The need for maintenance facilities removed by past and pending projects as contemplated under the LAX Master Plan would be accommodated to the extent feasible at various maintenance facilities already in use on the airport, with potential for some maintenance having to be accommodated at other airports. Other existing aircraft maintenance facilities at LAX are currently used on a regular

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basis by the tenant airlines/companies, and it is uncertain to what degree specific existing facilities could accommodate the aircraft maintenance needs associated with the removed facilities. It is possible, that the remaining facilities would not be able to accommodate the existing or future demands completely and/or efficiently. This is especially true relative to the ability to accommodate the remain overnight (RON)/remain all day (RAD) areas associated with the removal of aircraft maintenance hangars that would be removed. As indicated in Section 5.4.1, there are already substantial demands on existing RON/RAD areas at LAX and the loss of RON/RAD spaces would exacerbate that problem. Given that the RON/RAD areas at the subject maintenance areas are used for aircraft cabin cleaning and light servicing/maintenance (i.e., "Level A checks"), the loss of those areas without the provision of replacement areas, such as would be provided by the proposed Project, would mean that such aircraft servicing and light maintenance would need to be done while aircraft are at the gate, which would extend gate occupancy time and possibly delay other aircraft waiting to use the gate, or require additional stacking of aircraft at the remaining RON/RAD areas, which hinders the efficient management and movement of aircraft in those areas.

No Project-Existing LAX Master Plan Alternative: Under the No Project-Existing LAX Master Plan Alternative, development of aircraft maintenance facilities in the southwestern portion of the airport with aircraft parking apron areas, maintenance hangars, employee parking areas, and ancillary facilities (i.e., related storage, equipment and facilities) would occur in a manner that replicates the exact program locations presented in the 2004 LAX Master Plan without the currently proposed Project refinements. Under this Alternative, a new 270,000-square foot aircraft maintenance hangar would be constructed just east of Taxiway AA to the west of the existing United-Continental Hangar, with a new aircraft apron area placed between the new hangar and Taxiway C. The former Continental Airlines training building, which is now vacant, would be demolished and rebuilt as a 23,000 square foot ancillary building (i.e., potential maintenance-related offices, machine shops, etc.). Employee parking and maintenance-related storage/staging would be provided between the new hangar and the new ancillary building. Additionally, this Alternative would include another new maintenance hangar, approximately 25,000 square feet in size, located between the United-Continental Hangar and the American Airlines High-Bay Hangar. Based on existing conditions, the new hangar and associated apron area would likely be developed immediately southwest of the new Aircraft Rescue and Firefighting Facility replacing two to three of the existing aircraft RON parking positions on the west side of Taxiway R. For purposes of this alternatives analysis, it is assumed that construction would commence in early to mid-2014 with completion by mid- to late-2018.

Reduced Project Alternative: The Reduced Project Alternative would eliminate one of the two aircraft maintenance hangars proposed for the Project along with 150 associated employee parking spaces, and would reduce the proposed aircraft apron area by approximately half. The developed area of the site would be reduced by approximately 22 acres (10 acres of hangar area/parking and 12 acres of apron area) resulting in a total development area of approximately 45 acres, compared to the proposed Project with approximately 68 acres of development area. The site would be able to accommodate up to eight ADG VI aircraft, or a mix of smaller aircraft, compared to the 10 ADG VI aircraft that could be accommodated under the proposed Project. Similar to the proposed Project, the Reduced Project Alternative would include the grading of the 84-acre site and remove all of the existing stockpiles; however, existing uses within the northeast portion of the Project site would remain, including the existing construction trailers/offices area, which would continue to be used for coordination of terminal improvements,

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unrelated to activities occurring on the Project site, Guard Post 21, and the LAWAPD/TSA canine “walk” area. The total floor area of the hangar to be constructed under this alternative would be approximately 125,000 square feet and it would be designed to accommodate up to an ADG VI aircraft. The hangar would consist of a single hangar building with adjacent hardstands to the west and east where aircraft can be parked and undergo various maintenance activities that do not require being within a hangar (i.e., such as maintenance to the interior/cabin areas). In addition, as only one aircraft hangar would be developed under the Reduced Project Alternative, it would be less able to accommodate the need for maintenance facilities removed by pending or planned LAX Master Plan projects and therefore would result in the need for use of various other maintenance facilities currently in use at LAX with the potential need for some maintenance to be accommodated at other airports. For purposes of this alternatives analysis it is assumed that construction of the Reduced Project Alternative would commence in the early to mid-2014 with completion by mid-2015

Alternate Site Alternative: Under this alternative, the Project site would continue to be used as a staging area for airport construction projects as described under the No Project-No Development Alternative. Proposed maintenance facilities would instead be developed at a location in the eastern portion of the airport, south of Century Boulevard and east of Sepulveda Boulevard within the Delta and United Airlines Complex area. Existing facilities on the approximately 59 acre alternate site include the Delta Airlines ground support equipment (GSE) facility, the American Eagle Commuter Terminal, the Delta Airlines maintenance area, the Mercury Air Group Cargo building, the LAX Records Retention Building, and the United Maintenance Hangar.

In order to accommodate two modern maintenance hangars with a design similar to that described for the proposed Project, and due to the size and age of the existing hangars and maintenance facilities on the site, the existing facilities would need to be demolished to accommodate the new hangars to be built on the north and east of the alternate site under this Alternative. This Alternative would require removal of the Delta Airlines GSE facility, American Eagle Commuter Terminal, Delta Airlines maintenance area, Mercury Air Group Cargo, LAX Records Retention Building, and the United Maintenance Hangar. Some of the existing hangars and office/administration buildings that would be removed to support development of the alternative, including the former Western Airlines double-arched hangar, are part of the Intermediate Terminal Complex, which is considered a historical resource pursuant to CEQA.

Existing aircraft maintenance operations would be integrated into the new hangars to the extent possible and some maintenance operations might need to be relocated to other existing maintenance areas such as the United-Continental Hangar (western maintenance area). However, similar to the No Project-No Development Alternative, such consolidation and relocation of maintenance and cargo facilities may overburden the existing facilities and some amount of maintenance and cargo operations may need to be completed at other airports. It is anticipated that the LAX Records Retention Building would be relocated to another existing LAWA building.

Up to 300 parking spaces for employees, and related storage, equipment and facilities would also be located on the site, with access from Century Boulevard and Avion Drive. Similar to the proposed Project, the site would be able to accommodate up to 10 ADG VI aircraft, or a mix of smaller aircraft. For purposes of this alternatives analysis, it is assumed that construction of the Alternate Site Alternative would commence in early to mid-2014 with completion prior to 2019

Chapter 6 – Other Environmental Considerations

This chapter contains several subsections, most of which are required under the *CEQA Guidelines* Section 15126.2, Consideration and Discussion of Significant Environmental Impacts. The chapter provides a summary of significant unavoidable impacts that would result from the proposed Project, an analysis of significant irreversible changes in the environment that would result from the Project, and an evaluation of the proposed Project's potential to result in growth-inducing impacts by fostering economic or population growth or the construction of housing, either directly or indirectly. Potential secondary effects that could result due to implementation of mitigation measures associated with the proposed Project are also discussed. Last, a summary of environmental effects determined not to be significant in the IS/NOP is provided.

Chapter 7 – List of Preparers, References, NOP and Scoping Meeting Comments, and List of Acronyms

This chapter provides the following: a list of the individuals from the LAWA and contractors who performed key roles in the preparation and development of this EIR; a list containing the bibliography of documents used in the preparation of this EIR; a list of agencies, organizations and individuals who provided comments on the IS/NOP and at the public scoping meeting; and a list of acronyms used in this EIR.

1.5 Executive Summary of Environmental Impacts

Table 1-1 summarizes the environmental impacts of the proposed Project related to air quality (including human health risks), greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, and construction surface transportation as identified in Chapter 4, *Environmental Impacts Analysis*, of this EIR. In accordance with the requirements of the *CEQA Guidelines*, and as further described in Chapter 6, *Other Environmental Considerations*, all other environmental categories addressed in Appendix G of the *CEQA Guidelines*, including Aesthetics, Agricultural and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems were determined to be less than significant in the IS/NOP prepared for the proposed Project. The IS/NOP is included as Appendix A of this EIR.

1.6 Areas of Known Controversy and Issues to be Resolved

Several letters were received during the public circulation period for the IS/NOP prepared for this EIR and comments were also received at the public scoping meeting held on October 4, 2012. The primary environmental concerns associated with the proposed Project that were raised are summarized below. The NOP comments are included in Appendix A of this EIR.

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Air Quality

General concern was raised regarding potential air quality impacts on nearby communities and sensitive receptors related to construction and operation of the proposed Project, as well as cumulative effects. Potential impacts associated with air quality due to construction and operation of the proposed Project are addressed in Section 4.1, *Air Quality*.

Greenhouse Gas Emissions

Concern was raised regarding potential impacts to greenhouse gases and global climate change related to the proposed Project and cumulative projects. Potential impacts from individual and cumulative contributions to global climate change are analyzed in Section 4.2, *Greenhouse Gas Emissions*.

Hazards and Hazardous Materials

Concern was raised regarding potential contaminants and other hazards and hazardous materials located at the Project site that could pose a risk to the public and the environment with implementation of the proposed Project. Potential impacts associated with hazards and hazardous materials, including the potential for hazardous materials to be released into the environment, workers to be exposed to hazardous materials, and the potential of the proposed Project to affect existing remediation operations are analyzed in Section 4.3, *Hazards and Hazardous Materials*.

Hydrology and Water Quality

Concern was raised regarding potential impacts to water quality, groundwater recharge, drainage patterns, increased runoff, downstream storm facilities, and other potential impacts to hydrology and water quality as a result of construction and operation of the proposed Project. Section 4.4, *Hydrology and Water Quality*, evaluates the potential for the proposed Project to result in hydrology and water quality impacts.

Noise

Concern was raised regarding the potential for noise to have an impact on residential and other sensitive receptors in the vicinity of LAX as a result of construction and operation of the proposed Project. Specific noise concerns focused on engine run-ups associated with the GRE and other maintenance activities, noise associated with aircraft arriving and departing from the Project site, and cumulative impacts. Questions and concerns were also raised regarding the hours and frequency of GRE use, GRE design, and assumptions and methodology for evaluating noise impacts. A detailed analysis of potential noise impacts is included as part of this EIR in Section 4.5, *Noise*. The analysis evaluates potential noise impacts due to construction activities including construction-related traffic, operational noise impacts associated with maintenance and aircraft activities on the Project site, and impacts associated with aircraft arriving and departing from the Project site. As mentioned above, the GRE has been eliminated from the proposed Project.

Relationship to the LAX Master Plan

Concern was raised regarding the relationship of the proposed Project to components identified in the LAX Master Plan, including the type, location, and size of facilities associated with the proposed Project compared to proposed LAX Master Plan improvements. An evaluation of the

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proposed Project and its consistency with applicable plans, including the LAX Master Plan, and consistency with existing land uses are analyzed in Section 4.6, *Land Use and Planning*.

Transportation

Concern was raised regarding the proposed Project and its potential to result in individual or cumulative traffic impacts on the existing circulation system and surrounding communities. Potential impacts associated with construction traffic are analyzed in Section 4.7, *Construction Surface Transportation*. As the future operation of the proposed Project would not result in long-term operational changes to traffic activity and traffic flows within the Airport study area as, in the long-term, the proposed Project would not increase the number of employees or airline passengers traveling to/through LAX. Therefore, an operational analysis of future traffic activity associated with proposed Project operations is not necessary and was not performed.

Project Alternatives

Comments were provided that emphasized the need for the EIR to study alternative site locations, particularly locations further away from residential areas. Comments were also provided that requested the GRE be located further to the north. An evaluation of Project alternatives that could feasibly attain most of the basic objectives of the Project while avoiding or substantially reducing any of the significant effects of the proposed Project are identified in Chapter 5, *Alternatives*.

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Table 1-1

Summary of Environmental Impacts Related to the Proposed Project

Impact by Discipline (Level of Significance Before Mitigation)	Existing Mitigation Measures and Environmental Commitments/Controls ^a	New Mitigation Measures	Level of Significance After Mitigation
AIR QUALITY			
Air Quality-Construction (Significant Unavoidable - temporary)	LAX-AQ-1 – General Air Quality Control Measures (Measure Number 1a through 1g) LAX-AQ-2 –Construction-Related Control Measures (2a through 2o)	No New Feasible Mitigation Identified	Significant and Unavoidable (temporary)
Air Quality–Operation (Less Than Significant)	LAX-AQ-4 – Operations-Related Control Measures (4a, 4d, 4e, 4f)	None Required	Less Than Significant
Air Quality-Cumulative-Construction (Significant Unavoidable - temporary)	<i>Same as for Air Quality-Construction above</i>	No New Feasible Mitigation Identified	Significant and Unavoidable (temporary)
Air Quality-Cumulative-Operations (Less Than Significant)	<i>Same as for Air Quality- Operation above</i>	None Required	Less Than Significant
Human Health Risk Assessment-Construction (Less Than Significant)	LAX-AQ-1 – General Air Quality Control Measures (Measure Number 1a through 1g) LAX-AQ-2 –Construction-Related Control Measures (2a through 2o)	None Required	Less Than Significant
Human Health Risk Assessment-Operation (Less Than Significant)	LAX-AQ-4 – Operations-Related Control Measures (4a, 4d, 4e, 4f)	None Required	Less Than Significant
Human Health Risk Assessment-Cumulative (Less Than Significant)	LAX-AQ-1 – General Air Quality Control Measures (Measure Number 1a through 1g) LAX-AQ-2 –Construction-Related Control Measures (2a through 2o)	None Required	Less Than Significant

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Impact by Discipline (Level of Significance Before Mitigation)	Existing Mitigation Measures and Environmental Commitments/Controls ^a	New Mitigation Measures	Level of Significance After Mitigation
	LAX-AQ-4 – Operations-Related Control Measures (4a, 4d, 4e, 4f)		
GREENHOUSE GAS EMISSIONS			
Construction (Less Than Significant)	LAX-AQ-1 – General Air Quality Control Measures (1f and 1g) LAX-AQ-2 –Construction-Related Control Measures (2d through 2g, 2i through 2k, 2m, and 2o)	None Required	Less Than Significant
Operation (Less Than Significant)	LAX-AQ-4 – Operations-Related Control Measures (4a, 4d, 4e, 4f)	None Required	Less Than Significant
Cumulative-Construction (Less Than Significant)	<i>Same as for Greenhouse Gases -Construction above</i>	None Required	Less Than Significant
Cumulative-Operations (Less Than Significant)	<i>Same as for Greenhouse Gases -Operation above</i>	None Required	Less Than Significant
HAZARDS AND HAZARDOUS MATERIALS			
Construction (Significant)	LAX Master Plan Commitment HM-1. Ensure Continued Implementation of Existing Remediation Efforts LAX Master Plan Commitment HM-2. Handling of Contaminated Materials Encountered During Construction	Mitigation Measure MM-HAZ (WAMA)-1	Less Than Significant with Project Specific Mitigation
Operation (Less Than Significant)	LAX Master Plan Commitment HM-1. Ensure Continued Implementation of Existing Remediation Efforts	None Required	Less Than Significant

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Impact by Discipline (Level of Significance Before Mitigation)	Existing Mitigation Measures and Environmental Commitments/Controls ^a	New Mitigation Measures	Level of Significance After Mitigation
Cumulative-Construction (Less Than Significant)	<i>Same as for Hazards and Hazardous Materials-Construction above</i>	None Required	Less Than Significant
Cumulative-Operations (Less Than Significant)	<i>Same as for Hazards and Hazardous Materials-Operation above</i>	None Required	Less Than Significant
HYDROLOGY AND WATER QUALITY			
Construction (Less Than Significant)	LAX Master Plan Commitment HWQ-1. Conceptual Drainage Plan	None Required	Less Than Significant
Operation (Less Than Significant)	LAX Master Plan Mitigation Measure MM-HWQ-1. Update Regional Drainage Facilities	None Required	Less Than Significant
Cumulative-Construction (Less Than Significant)	<i>Same as for Hydrology and Water Quality-Construction above</i>	None Required	Less Than Significant
Cumulative-Operations (Less Than Significant)	<i>Same as for Hydrology and Water Quality -Operation above</i>	None Required	Less Than Significant
NOISE			
Construction (Less Than Significant)	LAX Master Plan Mitigation Measure MM-N-7, Construction Noise Control Plan LAX Master Plan Mitigation Measure MM-N-8, Construction Staging LAX Master Plan Mitigation Measure MM-N-9. Equipment Replacement LAX Master Plan Mitigation Measure MM-N-10,	None Required	Less Than Significant

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Impact by Discipline (Level of Significance Before Mitigation)	Existing Mitigation Measures and Environmental Commitments/Controls ^a	New Mitigation Measures	Level of Significance After Mitigation
	Construction Scheduling LAX Master Plan Commitment ST-16, Designated Haul Routes LAX Master Plan Commitment ST-22, Designated Truck Routes		
Operation (Less Than Significant)	LAX Master Plan Commitment N-1. Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program	None Required	Less Than Significant
Cumulative-Construction (Less Than Significant)	<i>Same as for Noise-Construction above</i>	None Required	Less Than Significant
Cumulative-Operations (Less Than Significant)	<i>Same as for Noise -Operation above</i>	None Required	Less Than Significant
LAND USE AND PLANNING			
Construction (Less Than Significant)	Not applicable	None Required	Less Than Significant
Operation (Less Than Significant)	LAX Master Plan Commitment LU-4. Neighborhood Compatibility Program	None Required	Less Than Significant
Cumulative-Construction (Less Than Significant)	Not applicable	None Required	Less Than Significant
Cumulative-Operations (Less Than Significant)	<i>Same as for Land Use and Planning-Operation above</i>	None Required	Less Than Significant

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Impact by Discipline (Level of Significance Before Mitigation)	Existing Mitigation Measures and Environmental Commitments/Controls ^a	New Mitigation Measures	Level of Significance After Mitigation
CONSTRUCTION SURFACE TRANSPORTATION			
Construction (Less Than Significant)	LAX Master Plan Commitment C-1. Establishment of a Ground Transportation/Construction Coordination Office LAX Master Plan Commitment C-2. Construction Personnel Airport Orientation LAX Master Plan Commitment ST-9. Construction Deliveries. LAX Master Plan Commitment ST-12. Designated Truck Delivery Hours LAX Master Plan Commitment ST-14. Construction Employee Shift Hours LAX Master Plan Commitment ST-16. Designated Haul Routes LAX Master Plan Commitment ST-17. Maintenance of Haul Routes LAX Master Plan Commitment ST-18. Construction Traffic Management Plan LAX Master Plan Commitment ST-22. Designated Truck Routes	None Required	Less Than Significant
Cumulative-Construction (Less Than Significant)	<i>Same as for Construction Surface Transportation-Construction above</i>	None Required	Less Than Significant

^a Includes mitigation measures and environmental commitments set forth in the LAX Master Plan Final EIR, as well as other environmental controls set forth by LAWA, such as related to air pollution control measures, for development projects at LAX.

Source: PCR Services Corporation, 2013