4.7 Hazards/Hazardous Materials

4.7.1 Introduction

This section addresses the potential impacts of the proposed Project that relate to hazards and hazardous materials. The analysis includes an evaluation of the past, current, and proposed use, storage, and disposal of hazardous materials; of contamination to and from soil and groundwater; of hazards to aviation and aircraft; and of hazards related to soil gas. This section is based on the Hazards and Hazardous Materials Technical Report, included in its entirety as Appendix J of this Draft EIR.

4.7.2 Environmental Setting

4.7.2.1 Regulatory Framework

The following subsections present the regulatory framework, laws, ordinances, and regulations governing the proposed Project.

4.7.2.1.1 Federal

Federal Aviation Regulation Part 77 "Objects Affecting Navigable Airspace"

Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace" provides navigable airspace criteria for airports and imaginary surface criteria for heliports. FAR Part 77 regulates safe, efficient use and preservation of the navigable airspace. Regulations cover construction noticing requirements, standards for determining obstructions to air navigation or navigational aids or facilities, aeronautical studies and determinations, and petitions for discretionary review.[1]

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) regulates hazardous waste from the time that the waste is generated through its management, storage, transport, and treatment, until its final disposal. The United States Environmental Protection Agency (USEPA) authorized the California Department of Toxic Substances Control (DTSC) to administer RCRA in California.

Comprehensive Environmental Response, Compensation & Liability Act

The Comprehensive Environmental Response, Compensation & Liability Act (CERCLA), commonly known as Superfund, was designed to clean up abandoned hazardous waste sites that may endanger public health or the environment. The law authorized the USEPA to identify parties responsible for contamination of sites and compel the parties to clean up the sites.

[1] California Department of Transportation, FAR Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace, 2006, online at http://www.dot.ca.gov/hq/planning/aeronaut/documents/faa_2006-25002-0119.pdf, accessed March 2013.

Where responsible parties cannot be found, the USEPA is authorized to perform the cleanup using a special trust fund. This law outlines the potential liability related to the cleanup of hazardous substances, available defenses to such liability, appropriate inquiry into site status under Superfund, and statutory definitions of hazardous substances and petroleum products.

Community Environmental Response Facilitation Act

The Community Environmental Response Facilitation Act (CERFA) amended Section 9620(h) of CERCLA to require the federal government, before termination of federal activities on any real property owned by the government, to identify real property where no hazardous substance was stored, released, or disposed of. CERFA expedites the sale of excess property by allowing uncontaminated property to be sold before cleanup of the entire facilities is completed. The identification of property that will not require environmental remediation helps facilitate the transfer of such property to reduce the burden of delaying its conversion to productive uses.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) addresses the production, importation, use, and disposal of specific chemicals. Certain substances are generally excluded from TSCA, including but not limited to, food, drugs, cosmetics, and pesticides. TSCA gives the USEPA authority to require reporting, record-keeping and testing requirements, and includes restrictions relating to chemical substances and/or mixtures.

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act (OSHA) of 1970, as amended, is implemented by the Occupational Safety and Health Administration (OSHA). Federal OSHA requirements, set forth in the Code of Federal Regulations (CFR), are designed to promote worker safety, worker training, and worker right-to-know. A major component of the federal OSHA regulations is the requirement that employers implement the OSHA Hazard Communication Standard (HCS), in order to provide information to employees about the existence and potential risks of exposures to hazardous substances in the workplace. As part of the HCS, employers must: (1) obtain material safety data sheets (MSDSs) from chemical manufacturers which identify the types and handling requirements of hazardous materials used in given areas; (2) make the MSDSs available to their employees; (3) label chemical containers in the workplace; (4) develop and maintain a written hazard communication program; and (5) develop and implement programs to train employees about hazardous materials. Employers are also required to train a team of employees to appropriate federal OSHA-defined (29 CFR 1910.120, Hazardous Waste Operations and Emergency Response [HAZWOPER] Standards) levels to respond to accidental releases of hazardous materials and, as appropriate, to retain on-call contractors to perform hazardous materials accidental release responses.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR 1926.65 Appendix C), contains Compliance Guidelines for construction activities, which include occupational health and environmental controls to protect worker health and safety. These Guidelines articulate the required health and safety plan(s) to be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Emergency Planning & Community Right to Know Act

The Emergency Planning & Community Right to Know Act (EPCRA) established requirements for federal, state and local governments, Indian Tribes, and industry regarding emergency planning and Community Right-to-Know reporting on hazardous and toxic chemicals. The Community Right-to-Know provisions helps increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities, working with facilities, can use the information to improve chemical safety and protect public health and the environment.

National Emission Standards for Hazardous Air Pollutants

EPA established a National Emission Standards for Hazardous Air Pollutants (NESHAP) that governs the use, removal, and disposal of asbestos-containing material (ACM). Several structures from former uses currently remaining on the Project site may contain ACM, and therefore would be subject to the standards of NESHAP. Responsibility for implementing these requirements has been delegated to the State of California, which in turn has delegated the responsibility to the South Coast Air Quality Management District (SCAQMD). SCAQMD implements the NESHAP through its Rule 1403.

4.7.2.1.2 State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (PCWQCA) of 1969 established a comprehensive program to protect water quality and the beneficial uses of water, including, but not limited to: domestic, municipal, agricultural, and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves. A total of twenty-eight such uses have been defined, which may be past, present, or probable future beneficial uses of water. Unlike the United States Clean Water Act (CWA), PCWQCA applies to both surface water and groundwater. PCWQCA designated the State Water Resources Control Board (SWRCB) as the statewide water quality planning agency, and also gave planning and permitting authority to the nine semi-autonomous regional water quality control boards (RWQCBs). In addition, PCWQCA authorized the State to implement the provisions of the federal CWA, including the provisions that established the National Pollution Discharge Elimination System (NPDES).

PCWQCA requires that regional water quality control plans (basin plans) prepared by individual RWQCBs are periodically reviewed which is currently done as part of the triennial review. Any amendments to a basin plan must be approved by the State Board, Office of Administrative Law, and for surface waters, approval by the USEPA. PCWQCA requires any person discharging waste, or proposing to discharge waste, within any region that could affect the quality of waters of the state, to file a waste discharge report with the applicable regional board.

Hazardous Materials Release Response Plans & Inventory Act

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act (BPA), requires businesses using hazardous materials to prepare a hazardous materials business plan that describes their facilities, inventories, emergency response plans, and training programs. Disclosure of hazardous materials inventories is required. Under the BPA, hazardous materials are defined as raw or unused materials that are

part of a process or manufacturing step. They are not considered hazardous waste, although the health concerns pertaining to the release or inappropriate disposal of these materials are similar to those relating to hazardous waste. Statewide, DTSC has the primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state.

Safe Drinking Water & Toxic Enforcement Act

The Safe Drinking Water and Toxic Enforcement Act, also known as Proposition 65, has been in effect since 1986 to promote clean drinking water and keep toxic substances that cause cancer or birth defects out of consumer products. Proposition 65 prohibits persons within the course of doing business from knowingly discharging listed chemicals known to have these toxic characteristics into any source of drinking water or onto land in which the material may come into contact with drinking water. Proposition 65 also requires businesses to warn any person exposed to chemicals known to cause cancer or reproductive toxicity. Furthermore, no persons within the course of doing business shall purposefully expose anybody to chemicals known to cause cancer or reproductive toxicity without clear and full disclosure.

Hazardous Waste Control Law

Individual states may implement hazardous waste programs under RCRA with USEPA approval; however, California has not yet received this approval from the USEPA. Therefore, the California Hazardous Waste Control Law (HWCL) of 1972 is administered by the California Environmental Protection Agency (Cal/EPA). This law initiated programs that track hazardous waste generators and their hazardous waste streams and handling practices. While the California HWCL is more stringent than RCRA, until the USEPA approves the California program, both state and federal laws apply in California.

Titles 14, 22, and 23 of the California Code of Regulations (CCR)

Title 14 requires that gas storage fields be closely monitored by facility operators to ensure their safe operation and to establish that no damage to health, property, or natural resources occurs. Titles 22 and 23 of the CCR address hazardous materials and wastes. Title 22 defines, categorizes, and lists hazardous materials and wastes including universal wastes. Title 23 addresses public health and safety issues related to hazardous materials and wastes, and specifies disposal options.

Chapter 16 of Title 23 regulates underground storage tanks. An underground storage tank (UST) is defined by law as "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground" (certain exceptions apply).The purpose of the UST Program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks.

California Government Code Section 65962.5

California Government Code Section 65962.5 requires the DTSC to compile and maintain a list of potentially contaminated sites located throughout California. Commonly referred to as the Cortese List, the Hazardous Waste and Substances Sites List is a planning document used by the State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government

agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's site mitigation and brownfields reuse program ENVIROSTOR database provides DTSC's component of the Cortese List data by identifying Annual Workplan (now referred to State Response and/or Federal Superfund), and backlog sites listed under Health and Safety Code Section 25356.

Unified Program

Administration of the Unified Program (UP) is authorized by the California Health and Safety Code. The UP is implemented at the local government level by agencies that have been certified by the Secretary of the Cal/EPA. The UP consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. The state agencies responsible for these programs set the standards for their program while local governments implement those standards. The City of Los Angeles Fire Department (LAFD) is the designated Certified Unified Program Agency (or CUPA) that oversees the implementation of the UP in the area of the Project site.[2]

CUPAs are vested with the responsibility and authority to implement the Aboveground Petroleum Storage Act (APSA). APSA defines a "storage tank" as any aboveground tank or container used for the storage of petroleum, except as specified. In addition to requirements for regular inspection and reporting, ASPSA requires the owner or operator of a tank facility, with an aggregate storage capacity ≥ 1,320 gallons of petroleum, to prepare and implement an SPCC plan in accordance with federal law, 40CFR112.

The City of Los Angeles Fire Department (LAFD) was certified as the City's Unified Program Agency (CUPA) in 1997. The LAFD has entered into an agreement with the County of Los Angeles perform the Hazardous Waste components of the Unified Program. The CUPA program elements include:

- Hazardous Materials Disclosure and Business Plan: Requires that businesses and industry which use, store, or handle hazardous materials above threshold amounts (generally 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for gases) must file a Hazardous Materials Business Plan to the local emergency response agency
- Underground Storage Tank Program: Regulates underground storage tanks, which contain any hazardous material (including gasoline or diesel).
- Aboveground Storage Tank Spill Prevention Control and Countermeasure (SPCC Plan): Requires that all businesses with tanks containing petroleum products over a threshold amount have an SPCC Plan.
- Hazardous Waste Generator Program: Regulates the storage and disposal of hazardous wastes generated by business and industry. Administered by the Los Angeles County Fire Department Health/HazMat Division.
- California Accidental Release Prevention Plan: Regulates businesses that handle acutely hazardous materials above threshold amounts and requires implementation of a federally-mandated Risk Management Plan.

[2] California Environmental Protection Agency, Unified Program, March 2013, online at http://www.calepa.ca.gov/cupa/, accessed March 2013.

4.7.2.1.3 Local

County of Los Angeles Airport Land Use Plan

California state law requires Airport Land Use Commissions (ALUCs) to be created to coordinate planning around public airports. The County of Los Angeles Regional Planning Commission is designated as the ALUC for the County of Los Angeles. The ALUC adopted a comprehensive land use plan (CLUP) for airports within the County of Los Angeles on December 19, 1991, and revised the CLUP on December 1, 2004. Though the ALUC has the authority to review and make recommendations, it does not have jurisdiction over airport operations. The CLUP bases the boundary of safety regulations on FAR Part 77 guidelines, and includes both General Policies and Policies related to safety. Applicable policies are:

- General-4: Prohibit any uses which will negatively affect safe air navigation.
- Safety (S)-2: Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone (RPZ).
- S-3: Prohibit, within a RPZ, any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport.
- S-4: Prohibit, within a designated RPZ, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the Federal Aviation Administration (FAA).
- S-5: Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.
- S-6: Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- Comply with the height restriction standards and procedures set forth in FAR Part 77.[3]

City of Los Angeles General Plan

Framework Element

The City of Los Angeles General Plan Framework Element (CLA-FE) is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. The CLA-FE establishes objectives and policies for the provision, management, and conservation of properties within the City of Los Angeles.

Safety Element

The City of Los Angeles General Plan Safety Element, which was adopted in 1996, outlines the history of the City of Los Angeles' commitment to safety, the scope of the Emergency Operations Organization's (EOO) on-going efforts to improve safety, and specific policies, which are implemented by the EOO, to improve safety. One of the three goals is to minimize the

[3] County of Los Angeles, Airport Land Use Commission, Los Angeles County Airport Land Use Compatibility Plan, 2004, online at http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf, accessed March 2013.

potential injury, loss of life, property damage, and disruption of social and economic life due to fire, water related hazard, seismic event, geologic conditions, or release of hazardous materials disasters. This goal is implemented through comprehensive hazard mitigation and emergency response and recovery plans and programs that are integrated with each other. Policy 1.1.4, Health/Environmental protection, directs the EOO to: protect the public and workers from the release of hazardous materials; protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event; and protect the environment and public from potential health and safety hazards associated with program implementation.

The LAX Plan

The LAX Plan, an element of the City of Los Angeles General Plan, provides goals, objectives, policies, and programs that establish a framework for the development of facilities for movement and processing of passengers and cargo at LAX. The LAX Plan is intended to promote an arrangement of LAX uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City of Los Angeles and region. The LAX Specific Plan is the zoning code which implements the LAX Plan. The LAX Master Plan provides a development program for modernizing LAX.

Goal 4 of the LAX Plan is to recognize the responsibility to minimize intrusions on the physical environment. Policy 3.8 states that LAX will comply with local, state, and federal regulations and procedures for handling and storing hazardous materials generated at LAX such as motor oil, cleaning solvents, and wastes from spills and leaks.

City of Los Angeles Zoning and Municipal Code

Airport Approach Zoning Regulations

The City of Los Angeles Zoning Code, Section 12.50, Airport Approach Zoning Regulations, establishes special airport zoning regulations for land uses within the approach zones of LAX (specifically within the areas mapped in the Airport Hazards Area Maps referenced in the Code) in order to prevent the creation or establishment of airport hazards. These zoning regulations are primarily directed toward height limits but also address light emissions to avoid potential hazards to aircraft resulting from illuminated signs and structures within airport hazard areas.

Los Angeles City Fire Code

The LAFD, which is the lead agency that regulates hazardous materials, issues permits for hazardous materials handling, and enforces AB 2185 for the City of Los Angeles, administers the applicable sections of the Los Angeles City Fire Code, including Division 8, Hazardous Materials Disclosures. Those businesses that store hazardous waste or hazardous materials must submit a Certificate of Disclosure to the LAFD. As described below, the City of Los Angeles Department of Building and Safety (LADBS) is responsible for the enforcement of the provisions of the Los Angeles Building Code that are related to methane.

City of Los Angeles Methane Seepage Regulations

Division 71 of the Los Angeles City Building Code defines Methane Seepage District Regulations for the control of methane intrusion emanating from geologic formations. The regulations define the boundaries of, and requirements for High Potential Methane Zones and Potential Methane Zones. Requirements for new construction within such zones include

installing a barrier (i.e., a membrane shield) between the building and underlying earth, installing a vent system(s) beneath the barrier and/or within the building, and installing a gas (methane) detection system. While these requirements are intended to apply primarily to construction within the defined zones, they may also apply to any area outside the zones where the LADBS determines that a methane hazard may exist. The City of Los Angeles passed Ordinance No. 175790 on February 12, 2004, which amended Division 71 of the Building Code to establish citywide methane mitigation requirements and include more current construction standards for controlling methane intrusion into buildings.

Los Angeles Department of Building and Safety's Memorandum of General Distribution (MGD) #92

In conjunction with Division 71 of the Building Code, the LADBS' MGD #92 provides additional detail and specifications regarding building requirements for new construction and building modifications within methane zones. Various tables within MGD #92 set forth specific methane management requirements for existing and new construction, indicating required systems for specific types of structures occurring within High Potential Methane Zones and Potential Methane Zones. Similar to Division 71 of the Building Code, the requirements of MGD #92 focus primarily on the installation of underground barriers, ventilations systems, and gas detection systems.

4.7.2.2 Existing Conditions

4.7.2.2.1 Known Hazards and/or Hazardous Materials

The Project site does not contain any listed hazardous materials, soil and groundwater contamination, or remediation sites.[4] Historic and existing uses of the Areas within the Project site Districts are discussed below.

LAX Northside Center District

Historic Uses

Areas 11, 12A West and East, and 13 of the Northside Center District have historically been developed as commercial and residential uses. The residential portions were part of the Emerson Manor neighborhood acquired by the City of Los Angeles to remove potential obstructions to aircraft per FAA requirements for runway protection zones (RPZs). Area 12B, the Westchester Golf Course was developed from approximately 1965 to 1966. The types of hazardous materials that would have been historically used in the Northside Center District are typical of residential uses as well as golf courses, which may include household cleaners, pesticides/herbicides, and fertilizers. No former residential uses or structures remain today, with the exception of a few street lighting fixtures and asphalt where streets used to be located. A review of Cal/EPA Geo Tracker, Cal/EPA EnviroStor, and EPA Envirofacts databases did not find any known hazardous sites or sources of hazardous materials in the LAX Northside Center District.

[4] URS Corporation, Appendix J- LAX Northside Hazards and Hazardous Materials Technical Memorandum, March 2013.

Existing Uses

Area 11

Area 11 is currently used as a construction staging area. Area 11 contains several temporary structures such as mobile trailers, modular units, construction equipment, and stockpiled construction materials. The undeveloped nature of Area 11 is characterized by mostly exposed ground with ruderal/weedy vegetation. The types of hazardous materials in Area 11 are typical of commercial and light industrial construction uses such as herbicides and motor vehicle fuels. There is no on-site storage of hazardous materials in Area 11. Area 11 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of Area 11.

Area 12A East

LAFD Fires Station No. 5

Area 12A East includes LAFD Station No. 5, which was built in 2005 and is composed of two industrial-style buildings: a main building and a garage. LAFD Fire Station No. 5 is equipped with one Fire Truck, two Fire Engines and one Paramedic rescue ambulance. The fire station contains limited landscaping composed of groundcover and shrubs located mainly along Emerson Avenue and West 88th Place. Existing hazardous materials that would be stored on-site are typical of fire stations and can include household and industrial cleaners, fire-retardant chemicals, and limited amounts of gasoline. LAFD Station No. 5 does not contain any known underground storage tanks. The developed portion of Area 12A East is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the developed portion of Area 12A East.

Vacant Portion of Area 12A East

The remaining portion of Area 12A East is currently vacant. The vacant portion of Area 12A East contains remnants of streets and lighting fixtures from former residential use. The vacant portion of Area 12A East is sparsely vegetated with native grasses (which are maintained by LAWA regularly per FAA standards) and with several mature trees (defined as those having at least an 8-inch diameter at breast-height [dbh]). There is no on-site storage of hazardous materials in the vacant portion of Area 12A East. The vacant portion of Area 12A East is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the vacant portion of Area 12A East.

Area 12A West

A portion of Area 12A West is currently used as a temporary construction staging area. Area 12A West was previously developed as part of a residential subdivision and a portion of this Area retains abandoned paved areas which served as roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, the vacant portion of Area 12A West is sparsely vegetated with native grasses (which are maintained by LAWA regularly per FAA standards) and with several mature trees. There is no on-site storage of hazardous materials in Area 12A West. Area 12A West is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of Area 12A West.

Area 12B

Westchester Golf Course

The Westchester Golf Course property comprises an 18-hole public golf course, a driving range, and a clubhouse. The Westchester Golf Course has grass landscaping and features walkways, trees, and light posts. Trees are located throughout the golf course and a line of trees borders the golf course at the eastern edge between Manchester Avenue and West 88th Street and at the northern boundary along West 88th Street. A paved parking lot, one-story clubhouse, and sandy putting area are located on the northwest of the golf course. The clubhouse is one-story with a rectangular plan building with two distinct ends: a western half that serves as the restaurant and pro shop, and an eastern half used to store and wash golf carts. The types of hazardous materials in Area 12B are typical of golf course such as pesticides, herbicides, fertilizers, and motor vehicle fuels. There is no on-site storage of hazardous materials in Area 12B. Area 12B is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of Area 12B.

Area 13

First Flight Childhood Development Center

The First Flight Child Development Center located on Area 13 is a multi-building campus laid out in a U-shape plan. The main building in the First Flight Child Development Center campus is a one-story contemporary commercial building with an irregular plan. A grey brick wall and landscaping with grass, flowering groundcover, and trees fronts Lincoln Boulevard. The types of hazardous materials used by the First Flight Child Development Center are typical of educational and commercial uses, and can include household and industrial cleaners, and herbicides and fertilizer for landscaping. There is no on-site storage of hazardous materials in the developed portion of Area 13. The developed portion of Area 13 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the developed portion of Area 13.

Vacant Portion of Area 13

A chain link fence borders the vacant portion of Area 13 that abuts Lincoln Boulevard as well as the existing Westchester Golf Course. This portion of Area 13 contains a parking lot with marked parking spaces and with security lighting. Aside from parking lot and lighting fixtures, the vacant portion of Area 13 is sparsely vegetated with native grasses (which are maintained by LAWA regularly per FAA standards) but no mature trees. There is no on-site storage of hazardous materials in the vacant portion of Area 13. The vacant portion of Area 13 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the vacant portion of Area 13.

LAX Northside Campus District

Historic Uses

Areas 1, 2, and 3 of the Northside Campus District have historically been developed as residential uses, part of the Emerson Manor neighborhood acquired by the City of Los Angeles to remove potential obstructions to aircraft per FAA requirements for runway protection zones (RPZs). Area 1 contains three one-story buildings that were constructed in 1947 and were originally part of a larger group of buildings used as a residential area for the California National Guard Base from 1947 through the 1960s. In the 1950s and 1960s, a Nike-Ajax Missile Facility (Site LA73 Playa del Rey) was located in Area 1, but was decommissioned by 1963. After this,

the site was vacant for a few years.[5] In 1969, the site was reclaimed for use as a stable, kennel, and animal shipping facility. The property's current use as an animal quarantine facility began in 1972. By 1973, the site had been acquired by LAWA and the current Jet Pets Animal Quarantine Facility was established. Early renovations included the removal of former mess hall equipment (e.g., boilers in the 1970s) and military facilities (aiming systems, Nike Missile silos in the 1980s), and recent alterations include window and roof replacements in 2007-2008.[6] The types of hazardous materials that would have been historically used in the Northside Campus District are typical of residential uses, which may include household cleaners, pesticides/herbicides, and fertilizers. The hazardous materials that would have been historically used at the Nike-Ajax Missile Facility would have been typical of military operations, including industrial cleaners, fertilizers, and gasoline storage. Although the remaining structures in Area 1 are still in use and they were built before 1970, the LAX Master Plan EIS/EIR found no evidence of asbestos or lead-based paint. Furthermore, the LAX Northside Campus District is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the LAX Northside Campus District.

Existing Uses

Area 1

Jet Pets Animal Quarantine Facility

Area 1 includes the existing Jet Pets Animal Quarantine Facility, which began its current operations in 1973 in existing structures that were built starting in 1947. The Jet Pets facility is divided into three areas. Two of these areas are contained in one L-shaped building. The first area is the horse quarantine, which divided into five different rooms for individual lot holding. The second area of this building is used for quarantine of ruminants such as cattle, sheep, or goats. The third area is a barn separated from the L-shaped building, which is used for export shipments or occasional overflow from the import side. Hazardous materials used on-site include typical industrial cleaners used for stall cleaning and disinfecting livestock for import and export, primate imports, and avian imports. There is no on-site storage of hazardous materials in the developed portion of Area 1. The developed portion of Area 1 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the developed portion of Area 1.

Vacant Portion of Area 1

The remaining portion of Area 1 is vacant. A chain link fence borders the vacant portions of Area 1 that abut Westchester Parkway, South Pershing Drive, and Falmouth Avenue. The vacant portion of Area 1 is sparsely vegetated with native grasses (which are maintained by LAWA regularly per FAA standards) and mature trees. There is a paved road connecting Jet Pets Animal Quarantine Facility and Falmouth Avenue. There is no on-site storage of hazardous materials in the vacant portion of Area 1. The vacant portion of Area 1 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the vacant portion of Area 1.

Areas 2 and 3

Areas 2 and 3 are primarily vacant and bordered by a chain link fence. Areas 2 and 3 were previously developed as part of a residential subdivision and a portion of these Areas retain

[5] Stokes S.E. and M.A. Berhow, The 47th Artillery Brigade at Fort MacArthur, 1952-1969, Fort MacArthur Military Museum website, online at http://www.ftmac.org/Lanike2.htm, accessed August 2012.
[6] Hasenauer, David J., President, Jet Pets Animal Quarantine Facility, Personal Communication, July 25, 2012.

abandoned pavement from roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, Area 2 and 3 are also sparsely vegetated with native grasses (which are maintained by LAWA regularly per FAA standards) and with several mature trees. The mature trees include palms, and deciduous and evergreen trees (Refer to 4.3 Biological Resources and Appendix F). There is no on-site storage of hazardous materials in Areas 2 and 3. Neither Area 2 nor Area 3 is a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the Areas 2 and 3.

LAX Northside Airport Support District

Historic Uses

The LAX Northside Airport Support District has been historically vacant land due to its proximity to the North Airfield and the need to keep areas adjacent to airfields free of major obstructions.

Existing Uses

Areas 4 and 5

Areas 4 and 5 are currently used as airport support and construction staging areas. Areas 4 and 5 contain temporary structures such as mobile trailers, modular units, construction equipment, and stockpiled construction materials. The undeveloped nature of Areas 4 and 5 is characterized by mostly exposed ground with ruderal/weedy vegetation. The types of hazardous materials in Areas 4 and 5 are typical of commercial and light industrial construction uses such as herbicides and motor vehicle fuels. There is no on-site storage of hazardous materials in Areas 4 or 5. Neither Area 4 nor 5 is a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of Areas 4 and 5.

Area 6

Electrical Substation

Area 6 includes an existing electric utilities substation. The electrical substation contains electrical equipment that rests on a concrete pad. There is fencing surrounding the substation. There is no on-site storage of hazardous materials in the developed portion of Area 6. The developed portion of Area 6 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the developed portion of Area 6.

Vacant Portion of Area 6

The remaining portion of Area 6 is vacant and maintained with landscaping. Typical hazardous materials used on-site include pesticides, herbicides, and fertilizers used to maintain the landscape. There is no on-site storage of hazardous materials in the vacant portion of Area 6. The vacant portion of Area 6 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the vacant portion of Area 6.

Areas 7, 8, and 10

Areas 7, 8, and 10 are vacant and maintained with landscaping. Typical hazardous materials used on-site include pesticides, herbicides, and fertilizers used to maintain the landscape. There is no on-site storage of hazardous materials in Areas 7, 8, or 10. Areas 7, 8, or 10 are not listed hazardous materials sites, and there are no listed open hazardous materials sites within a quarter-mile of Areas 7, 8, or 10.

Area 9

FAA Radar Facility

A portion of Area 9 is currently developed with an existing FAA radar facility, which was constructed between 1978 and 1982. It is composed of three small and one large one-story building, as well as a radar. The radar is a metal rotating structure atop a metal scaffold structure. The radar facility is enclosed by a perimeter chain link fence and features a paved surface parking lot. The types of hazardous materials in Area 9 are typical of commercial and light industrial uses such as cleaning liquids, herbicides, and fertilizers. There is no on-site storage of hazardous materials in the developed portion of Area 9. The developed portion of Area 9 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the developed portion of Area 9.

Vacant Portion of Area 9

The remaining portion of Area 9 is vacant and maintained with landscaping. Typical hazardous materials used on-site include pesticides, herbicides, and fertilizers used to maintain the landscaping. There is no on-site storage of hazardous materials in the vacant portion of Area 9. The vacant portion of Area 9 is not a listed hazardous materials site, and there are no listed open hazardous materials sites within a quarter-mile of the vacant portion of Area 9.

4.7.2.2.2 Schools in Vicinity of Project Site

State CEQA Guidelines require of whether projects will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **Table 4.7-1** lists and **Figure 4.7-1** depicts schools located within ¼-mile of each district.

Table 4.7-1

Schools in Vicinity of Project Site by Area

Project Area	Schools	Distance from Area
LAX Northside Center		
Area 11	Emerson Manor School	635 feet
	Visitation Elementary School (ES)	945 feet
	Westside Innovative School House Charter ES	1,125 feet
Area 12A East	Emerson Manor School Visitation Elementary School	60 feet 260 feet
Area 12A West		310 feet 735 feet
Area 12B	First Flight Child Development Center	65 feet
	Emerson Manor School	75 feet
	Visitation Elementary School	140 feet
Area 13	First Flight Child Development Center	On-Site
LAX Northside Campus		
Area 1	St. Bernard High School	60 - 80 feet
	Paseo del Rey Natural Science Magnet	685 feet
	Westchester High School	1,165 feet
Area 2	St. Bernard High School	60 - 80 feet
	Westchester High School	60 - 80 feet
	Paseo del Rey Natural Science Magnet	390 feet
	Loyola Village Elementary	785 feet
	First Flight Child Development Center	890 feet
	St. Bernard High School	60 - 80 feet
Area 3	First Flight Child Development Center	320 feet
	Loyola Village Elementary	1,100 feet

Table 4.7-1

Schools in Vicinity of Project Site by Area

Project Area	Schools	Distance from Area
LAX Northside Airport Support		
Area 4	St. Bernard High School	320 feet
	Westchester High School	1,065 feet
	First Flight Child Development Center	1,205 feet
Area 5		855 feet
Area 6		905 feet
Area 7		1,255 feet
Area 8		1,175 feet
Area 9	Emerson Manor School	630 feet
	Visitation Elementary School	1,015 feet
	Westside Innovative School House Charter ES	1,235 feet
Area 10		1,020 feet
	Emerson Manor School	630 feet

Source: URS Corporation, 2014.

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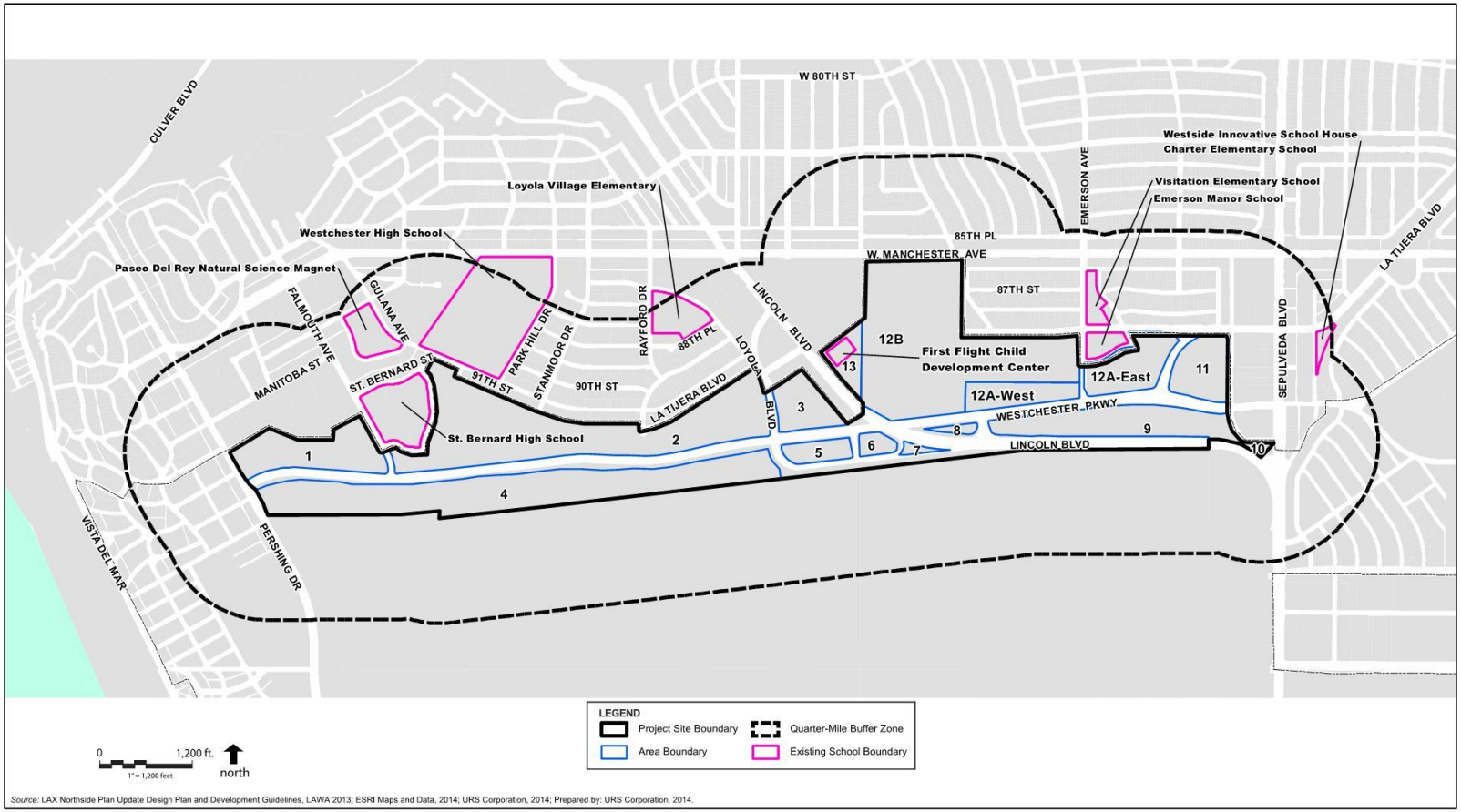

Source: LAX Northside Plan Update Design Plan and Development Guidelines, LAWA 2013; ESRI Maps and Data, 2014; URS Corporation, 2014; Prepared by: URS Corporation, 2014.

Schools Within a Quarter-Mile of the Project Site	**Draft Environmental Impact Report LAX Northside Plan Update**	**FIGURE 4.7-1**

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4.7.2.2.3 Methane Zones

Overview

Methane zones are areas of the City of Los Angeles with high methane as a result of naturally occurring petroleum products. Methane Buffer Zones or Methane Zones were identified by the City of Los Angeles and the California Division of Oil, Gas and Geothermal Resources (DOGGR) under Ordinance Number 175790, which took effect in March 2004. A project site that is located in these designated areas has a risk of intrusion by methane from geologic formations and "developmental regulations that are required by the City of Los Angeles pertaining to ventilation and methane gas detection systems depending on designation category" would apply. Methane gas intrusion is covered under Chapter 71 of the City of Los Angeles Building Code, Methane Mitigation Standards ordinance. This ordinance provides information describing the installation procedures, design parameters and test protocols for the methane gas mitigation system. More specifically, the Methane Mitigation Standards ordinance defines requirements for site testing, methane mitigation systems, and ventilation systems. Minimum methane mitigation requirements are based on the Design Methane Concentration (the highest concentration of methane gas found during site testing) and Design Methane Pressure (the highest pressure of methane gas found during site testing). Site Design Levels are categorized as Level I through Level V with increasing Levels indicating increased Design Methane Concentration and Design Methane Pressure. Methane mitigation requirements include passive systems (de-watering, perforated horizontal pipes, gravel blanket thickness under impervious membrane, gravel thickness surrounding perforated horizontal pipes, vent risers, and impervious membrane), active systems (pressure sensors below impervious membrane, mechanical extraction systems, gas detection system, mechanical ventilation, alarm system, and control panels), and miscellaneous systems (trench dams, conduit or cable seal fittings, additional vent risers). Buildings located in Methane Buffer Zones are not required to provide any methane mitigation system if the Design Methane Pressure is less than or equal to two inches of water pressure and is either of the following: areas which qualify as Site Design Level I or II, or Areas which qualify as Site Design Level III and the utilities are installed with trench dams and cable or conduit seal fitting. Any new construction at the Project site would be subject to the design and permitting requirements established by the LADBS for sites located within Methane Zones. As shown in **Figure 4.7-2**, the majority of the Project site is not located within a methane zone or methane buffer zone.

LAX Northside Center District

The LAX Northside Center District is not located within a City of Los Angeles-designated Methane Zone or a Methane Buffer Zone (**Figure 4.7-2**).

LAX Northside Campus District

Area 1

Approximately half of Area 1 is located within a City of Los Angeles-designated Methane Buffer Zone (**Figure 4.7-3**). Area 1 of the Project site is located in close proximity to the Playa del Rey Oil Field, along the northern portion.[7]

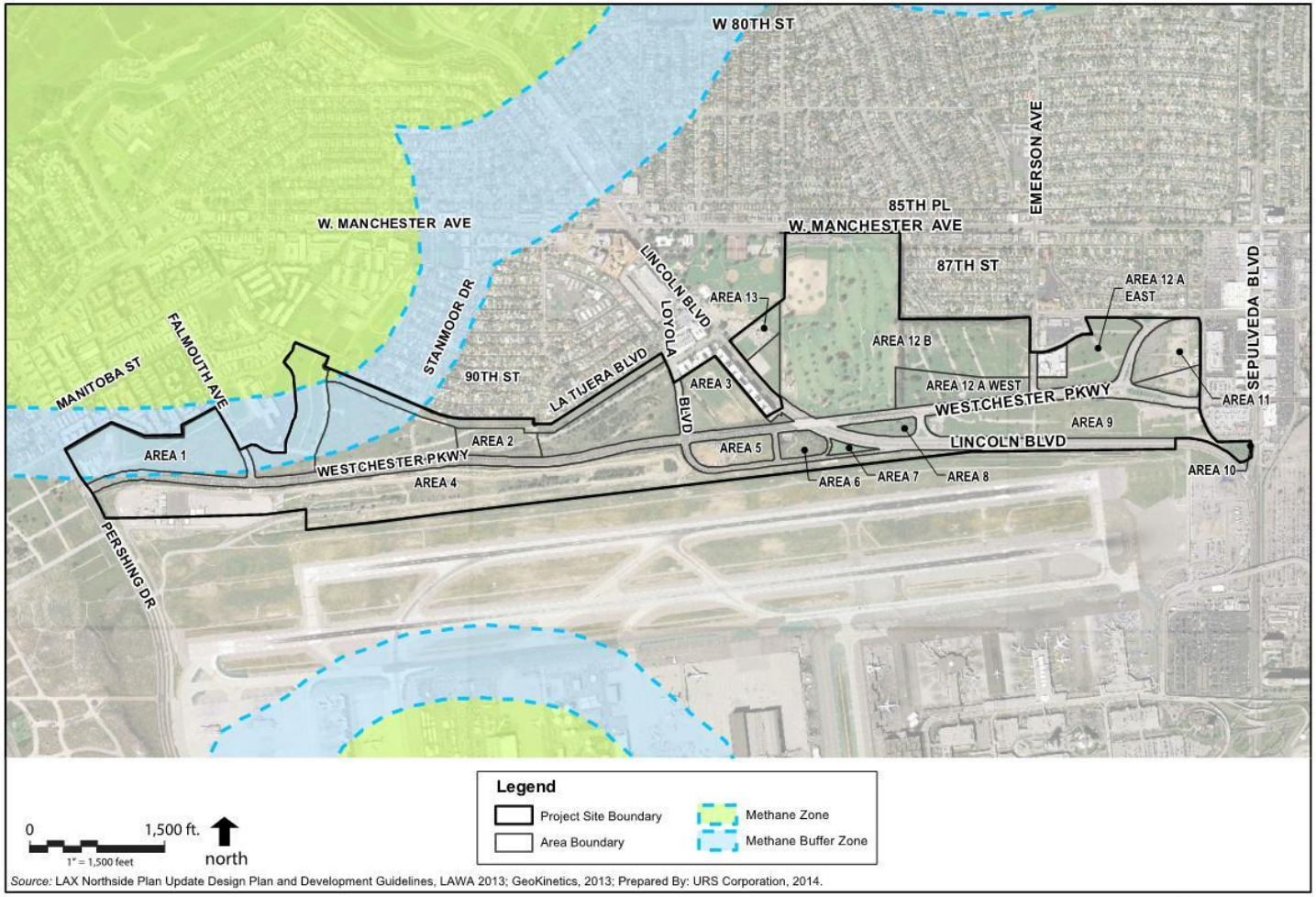
[7] GeoKinetics, Preliminary Geotechnical Assessment, LAX Northside Plan Update Project, 2013.

Area 2

A portion of Area 2A of is located within a City of Los Angeles-designated Methane Zone (**Figure 4.7-3**). Additionally, a portion of Areas 2B and 2C are located in a City of Los Angeles-designated Methane Buffer Zone.

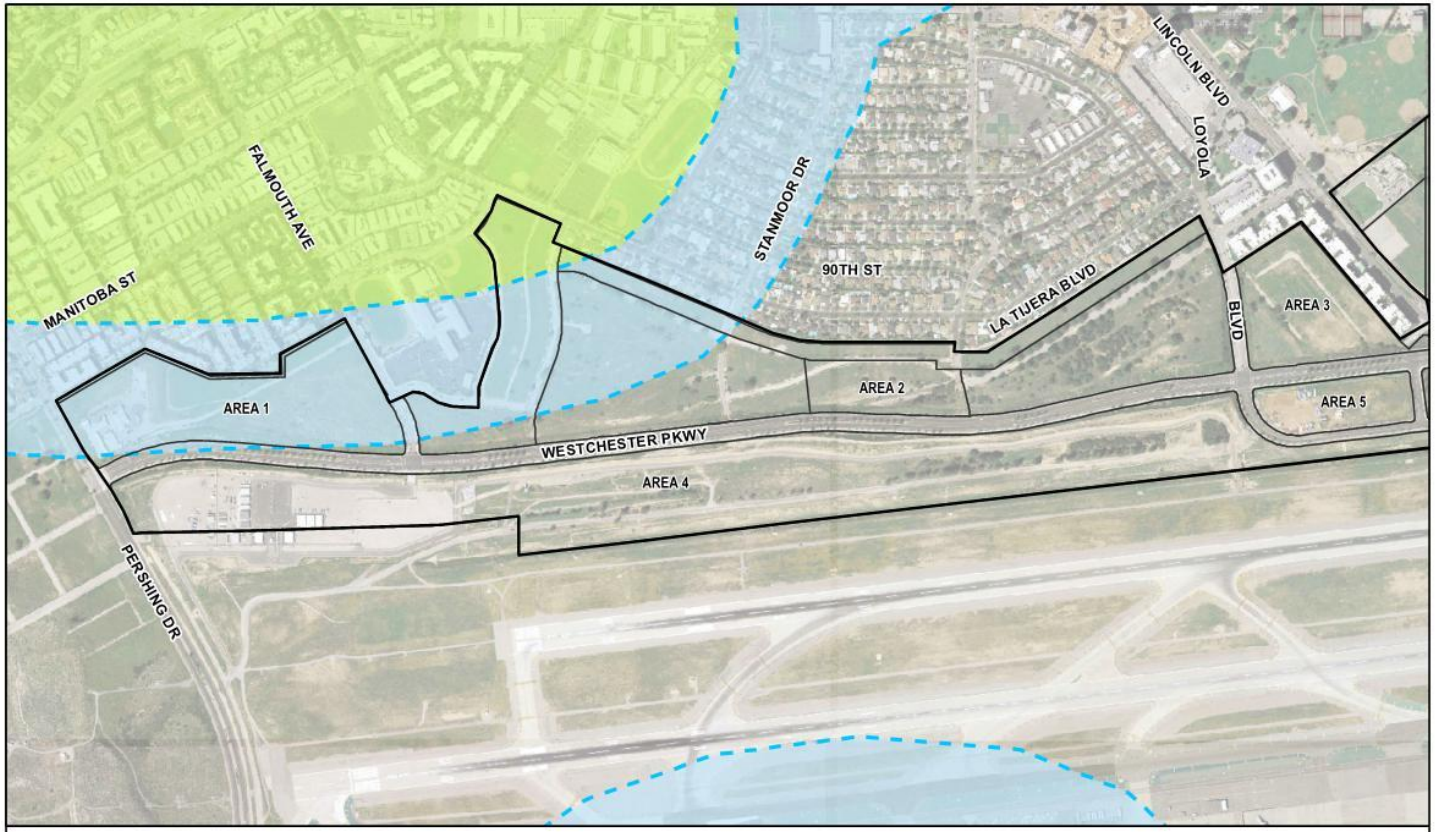
LAX Northside Airport Support District

The LAX Airport Support District is not located within a City of Los Angeles-designated Methane Zone or a Methane Buffer Zone (**Figure 4.7-2**).



Source: LAX Northside Plan Update Design Plan and Development Guidelines, LAWA 2013; GeoKinetics, 2013; Prepared By: URS Corporation, 2014.

Methane Hazards Map	Draft Environmental Impact Report LAX Northside Plan Update	FIGURE 4.7-2



Source: LAX Northside Plan Update Design Plan and Development Guidelines, LAWA 2013; GeoKinetics, 2013; Prepared By: URS Corporation, 2014.

Detailed View of Northside Campus District	Draft Environmental Impact Report LAX Northside Plan Update	FIGURE 4.7-3

4.7.2.2.4 Known Soil and Groundwater Contamination

The groundwater basin underneath then Project site extends from south of the Ballona escarpment and Baldwin Hills to the Los Angeles-Orange County line and west of the Newport Inglewood Uplift/Fault to the Santa Monica Bay. Regional groundwater flow is generally in a westerly direction toward the Pacific Ocean. An apparent groundwater divide exists on the western edge of LAX, including the Project site, causing groundwater to flow west toward the Pacific Ocean and inland to the east/southeast. Review of the seismic hazards report for the Venice 7.5-minute quadrangle indicates historic high groundwater levels greater than approximately 40 feet below the surface. Current groundwater levels are indicated to be more than 100 feet below the ground surface, based on contour maps compiled by the Water Replenishment District of Southern California. Previous hydrology and water quality technical reports have identified local groundwater levels generally about 100 feet below the surface, as well as some perched discontinuous groundwater at depths between 20 feet and 60 feet in the vicinity of LAX.[8] However, site-specific borings and subsurface exploration conducted at the Project site did not encounter groundwater at the maximum depth explored of 55.5 feet.[9] Groundwater levels below the Project site will fluctuate over time due to variations in rainfall, irrigation, and groundwater pumping. However, levels shallower than the historic high are not expected in the foreseeable future. As discussed in Section 4.7.2.2.1, the Project site is not listed on any of the Government Code Section 65962.5 federal and state environmental agency hazardous materials databases. In addition, as discussed in Chapter 4.8 Hydrology and Water Quality, groundwater quality in the West Coast Basin, in which the Project site is located, is of generally good quality. There is no known soil or groundwater contamination on the Project site.[10]

4.7.2.2.5 Hazards

Airport-Related Hazards

The Project site is adjacent to the LAX North Airfield. Portions of Areas 4, 9, and 10 within the LAX Airport Support District, are within the RPZs for the North Airfield (**Figure 4.7-4**).[11] The LAX Plan provides regulations and guidelines for implementation of compatible land use to maintain safe aviation operations at LAX, and is the City of Los Angeles' land use plan for LAX. The Project site is currently mostly vacant and, therefore, does not present a airport operations hazard. Structures that exist on the Project site are located outside the established RPZs and have low profiles which do not present a hazard to departing or arriving aircraft on the north runways. Additionally, the existing vegetation on the Project site is maintained by LAWA in order to comply with FAA requirements for wildlife hazards management. Maintenance activities include elimination of standing water, controlling and reducing vegetation through mowing and disking, and reducing other wildlife attractants. The Project site is also within the County of Los Angeles CLUP plan area, which provides guidance and advisory input on development in proximity to County of Los Angeles Airports. The existing conditions on the Project site do not pose aviation and aircraft hazards that would conflict with the CLUP guidance.

[8] Los Angeles World Airports, Technical Report LAX Master Plan EIS/EIR 6, Hydrology and Water Quality Technical Report, 2001, p.7, online at http://www.ourlax.org/docs/draft_eir_NE/T06_LR.pdf, accessed August 8, 2012.
[9] GeoKinetics, Preliminary Geotechnical Assessment, LAX Northside Plan Update Project, 2013.
[10] LAWA, LAX Specific Plan Amendment Study EIR Section 4.7.3 Hazardous Materials, 2012.
[11] City of Los Angeles, Board of Airport Commissioners, SPAS Airfield Update, Existing Conditions – North Airfield, August 2010, online at http://www.ourlax.org/pdf/SPAS%20BOAC%20Presentation%20Airside%2008-09-10.pdf, accessed March 2013.

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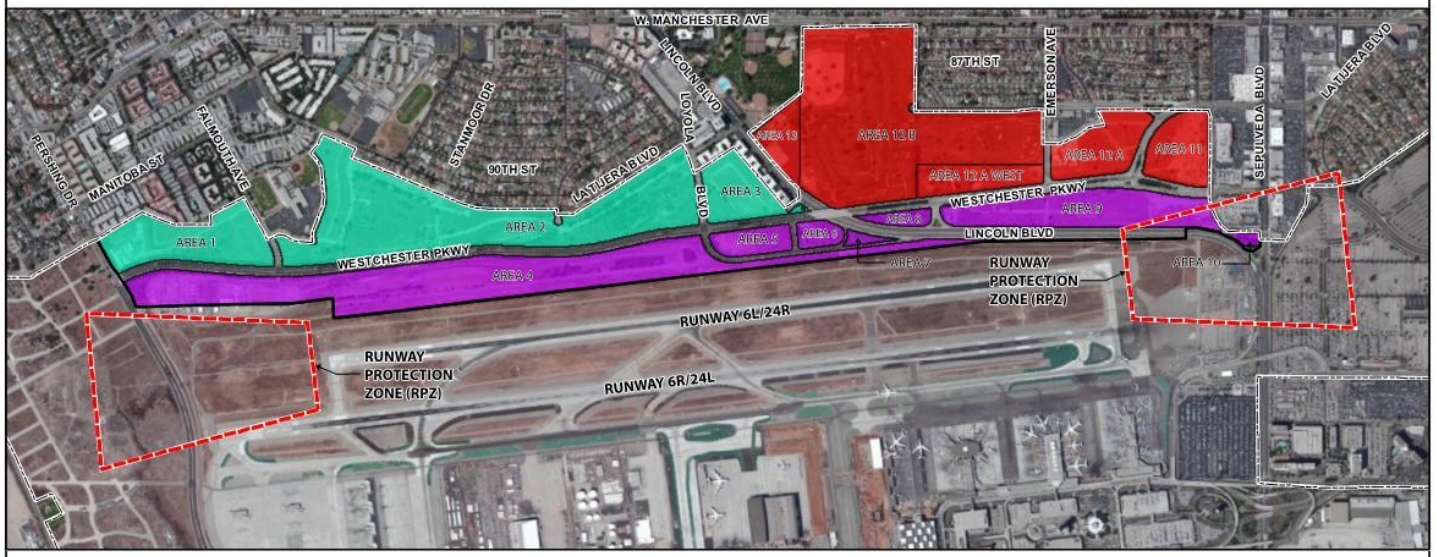

Source: LAX Northside Plan Update Design Plan and Development Guidelines, LAWA 2013; ESRI Maps & Data, 2014; Prepared By: URS Corporation, 2014.

Runway 6L/24R Runway Protection Zone (RPZ)	**Draft Environmental Impact Report LAX Northside Plan Update**	**FIGURE 4.7-4**

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Emergency Response Plans

The following are the known emergency response plans that are applicable to the Project site and/or its vicinity, including the surrounding cities.

FAA FAR Sections 139.315 through 139.319 – Air Rescue and Fire Fighting (ARFF)

Aircraft rescue and fire fighting (ARFF) is regulated under FAR Sections 139.315 through 139.319. Handling and storage of hazardous substances and materials which require fire safety training in fuel farm and storage areas, and required compliance with locally-adopted fire codes are provided for under FAR 139.321. Under FAR 139.325, airport safety plans require coordination with fire fighting services and provision of rescue vehicles large enough to handle the maximum persons carried aboard the largest aircraft that can be served. ARFF protocol requires apparatus to respond in three minutes or less from the position of the equipment to all areas within aircraft operating areas. Should equipment become inoperable for a period exceeding 48 hours, the FAA requires that airport operations be limited to the response capability of equipment in operative condition unless waived by the FAA. The FAA-operated Control Tower at LAX activates the emergency telephone system which notifies airlines when they are involved in safety-related operations. In addition, the Control Tower coordinates runway assignments with the LAX Airfield Operations personnel and stops all aircraft traffic on runways and taxiways that are adjacent to the scene of an emergency response, as required.

FAA FAR 139.325(f) – Air/Sea Disaster Response

Due to its unique nature, an accident involving an aircraft over water requires a two-part command and control system. FAR 139.325(f) requires that airport emergency plans also provide a plan "for the rescue of aircraft accident victims from significant bodies of water or marsh lands adjacent to the airport…" The Coast Guard is responsible for coordinating the search and rescue operations, including shore-side coordination and support with the assistance of representatives from the Los Angeles County Sheriff's Department (LACSD), Los Angeles County Lifeguards, Los Angeles County Fire Department (LACFD), LAWA, the Los Angeles Police Department (LAPD), Los Angeles Department of Airports Police Bureau (LADAPB), and airline representatives.

Employee Emergency Plans and Fire Prevention Plans (29 CFR 1910.38)

Natural disasters are emergency situations declared by the President of the United States in response to, and in agreement with, a request from the Governor of the State of California. Emergency action plans are addressed in general by 29 CFR 1910.38, Employee Emergency Plans and Fire Prevention Plans. The requirement for preparation for airport response to a natural disaster is regulated by FAR 139.325(4). In the event of a natural disaster, it is the responsibility of the Control Tower to issue a Notice to Airmen (NOTAM) if it is determined that this is necessary. In the event that the condition of the airport or any part of the airport is determined to be unsafe for landings or takeoffs, a NOTAM is issued closing the airport or any of its parts. In addition, the Control Tower verifies that the Navigational Aids system is operating.

State of California Uniform Fire Code – Fire Access

State regulations include the Uniform Fire Code which sets the framework for fire protection and safety within the State of California. The Uniform Fire Code contains several sections which provide authority and standards that pertain to operations at airport facilities.

Article 10 (Fire Protection), Division II (General Provisions), Section 10.207 specifies access roadway requirements for fire apparatus. Article 12 (Maintenance of Exit Ways), Section 12.109, provides standards for stair, ramp, and escalator enclosures.

The Mutual Aid Operations Plan

The Disaster Preparedness Section of the Los Angeles County Sheriff's Department, Emergency Operations Bureau conducts active disaster/emergency planning with other public and private organizations, all 88 incorporated cities within the County, the American Red Cross, and various public and private civil defense/disaster planning entities. The County of Los Angeles is required to organize a formal mutual aid agreement between all fire departments within its jurisdiction. Additional informal agreements may be made directly between the fire departments involved. The Mutual Aid Operations Plan is a reciprocal agreement between signatory agencies to provide personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. The Mutual Aid Operations Plan provides a structure of response should an emergency at LAX arise which requires immediate response by more law enforcement personnel than would be available to the LAFD using all other available resources.

LAX Rules and Regulations Manual

LAX fire protection services operate under the requirements and guidelines of the LAFD, as well as the guidelines and requirements of the LAX Rules and Regulations Manual, the Air/Sea Disaster Preparedness Plan, and the Fire Protection and Prevention Plan portion of the City of Los Angeles General Plan. The Airport Fire Inspector is required to inspect all buildings, structures, and premises periodically, as well as, enforce all applicable laws, rules and regulations regarding fire protection, including the Uniform Fire Code, National Fire Protection Association Codes and Standards, and the LAX Air/Sea Disaster Preparedness Plan. All of the fire and fire-related safety provisions of the LAX Rules and Regulations Manual and the LAX Air/Sea Disaster Preparedness Plan are in accordance with FAA Regulations, the Uniform Fire Code, the National Fire Protection Association Code, and the LAFD Fire Code.

Los Angeles International Airport Air/Sea Disaster Preparedness Plan

The Los Angeles International Air/Sea Disaster Preparedness Plan was approved by the FAA on November 26, 1991, with sections approved on August 19, 1991. The Air/Sea Disaster Response Plan is "established to provide a course of action to be followed in the event an accident involving an air carrier occurs in the immediate vicinity of Los Angeles International Airport (LAX) over water." During an aircraft incident over water (accidents at sea) or elsewhere, the LAFD provides the following personnel, aircraft, and nautical equipment as needed:

- Management and staff personnel to manage the incident, and treat and transport victims;
- Paramedic operated rescue ambulances for emergency treatment and transport;
- Fire companies staffed with personnel trained in emergency medical techniques (EMT);
- Four 15 person helicopters equipped to transport injured victims;
- Two five person helicopters for command and observation; and
- One small fireboat (34' Drake Craft) with two scuba divers available within one hour.

City of Los Angeles Fire Protection and Prevention Plan

The City of Los Angeles Fire Protection and Prevention Plan, adopted by the City Council on January 16, 1979, is an element of the General Plan of the City of Los Angeles. The Fire Protection and Prevention Plan specifies policy and establishes standards for the distribution, design, construction, and location of fire protection facilities in order to safeguard life, property, and the environment. The Fire Protection and Prevention Plan specifies general location requirements to minimize response time and is dependent on the type of fire company responding (i.e., engine or truck company) and the type of land use. Generally, commercial and industrial uses require a truck company response distance of 1 mile and an engine company response distance of ¾ mile. However, higher density uses would require truck and engine company response distances of 1½ and 1 mile, respectively. Neighborhood uses, such as residential neighborhoods, require a truck company response distance of 2 miles and an engine company response distance of 1½ miles.

4.7.3 Impact Analysis

4.7.3.1 Methodology

4.7.3.1.1 Sources Used

Hazards and hazardous materials studies involving areas of the Project site have been conducted in the past. These studies include the Westchester Stormwater Best Management Practices Project funded by the City of Los Angeles Proposition O[12] and the final environmental assessment for the Westchester Golf Course Expansion Project.[13] Additionally, this section is based on the Hazards and Hazardous Materials Technical Report conducted for the proposed Project, included in its entirety as Appendix J of this Draft EIR.

4.7.3.1.2 Hazardous Materials

Government databases, site history, and previous environmental documents were reviewed to determine whether hazardous materials or contamination exist on the Project site, including lead and asbestos containing materials. The reviewed databases included federal and state lists of known or suspected contaminated sites, known handlers or generators of hazardous waste, known waste disposal facilities, and permitted Underground Storage Tanks (UST). Databases surveyed included the Cal/EPA SWRCB Geotracker Database (Geotracker). The Geotracker database includes listings for Leaking USTs, Permitted UST Sites, Site Cleanup Program Sites, Military Sites, and Land Disposal (Land Fill) Sites. The Cal/EPA DTSC EnviroStor Database (EnviroStor) and the USEPA Envirofacts Multisystem Search (Envirofacts) were also surveyed. EnviroStor includes cleanup sites such as Federal Superfund Sites National Priorities List (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, and Tiered Permit Sites. In addition, the database includes hazardous waste facilities that are permitted and operating, are post-closure and permitted, and/or are historical. Envirofacts contains information about hazardous waste, toxic and air releases, Superfund sites, and water

[12] City of Los Angeles, Concept Validation/Pre-Design Technical Memorandum, Proposition O – Clean Water Bond, Westchester Rainwater Improvement Project, online at http://www.lapropo.org/sitefiles/westchester/WestFINALRepAUG08-1.pdf, accessed June 12, 2013.
[13] City of Los Angeles, Final Environmental Assessment, Proposed Westchester Golf Course Three-Hole Restoration Project, Section 3.10: Water Quality, 2009, p. 3-18.

discharge permits for facilities that are required to report activity to a state or federal system (Appendix J).

The Hazardous Materials analysis also takes into account standard procedures and typical materials that would be used during the construction and operations of the proposed Project.

4.7.3.1.3 Soil Gas

Soil gas was evaluated based on the presence of hazardous gases underneath the Project site. When a specific hazard, namely methane gas, was identified in specific locations, construction practices and operational requirements of the proposed Project were evaluated against the building code requirements and methane mitigation standards set forth by LADBS.

4.7.3.1.4 Soil and Groundwater Contamination

The soil and groundwater contamination analysis evaluates two major topics: hazards due to exposure of people to contaminated soil and groundwater and hazards due to contamination of soil or groundwater by the proposed Project. For the first topic, the full survey of the history and current condition of the Project site are taken into account. Results of database surveys, historical review, and all other information regarding contamination on site, if any, are evaluated. For hazards due to proposed Project contamination of soil and groundwater, anticipated construction practices, operational procedures, applicable regulations, and the LAX Master Plan Commitments are utilized as a framework for analysis. The analysis of impacts to groundwater quality in Section 4.8 Hydrology and Water Quality is also referenced.

4.7.3.1.5 Aviation and Aircraft Hazards

The aviation and aircraft hazards analysis considers hazards presented to the existing operations of aircraft at LAX, especially on the LAX North Airfield, which abuts the southern boundary of the Project site. Major categories of hazards considered are birdstrikes, placement of obstructions, and building heights. The birdstrike analysis focuses on the potential of the proposed Project to attract birds, especially in flocks or large congregations, which would increase the risk of a bird striking an aircraft. The placement of obstructions analysis reviews whether objects other than structures in the proposed Project would be placed in such a way as to increase the danger of landing, taking off, and operating aircraft. The evaluation of building heights considers the height of new and modified structures and their potential to obstruct and endanger aviation. These aviation and aircraft hazards are evaluated under the framework of the LAX Plan, LAX Specific Plan, CLUP, and FAA regulations.

4.7.3.1.6 Interference with Emergency Response Plans

Interference with emergency response plans was evaluated based on a compilation of existing and proposed local and regional emergency response plans.

4.7.3.2 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed Project would have a significant impact pertaining to hazards and hazardous materials if it were to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site; and/or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The following thresholds were evaluated in the LAX Northside Plan Update Initial Study (IS) and were determined to have No Impact. Therefore, they have not been carried forward into the EIR.

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site; and
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.3.3 LAX Master Plan Commitments and Project Design Features

4.7.3.3.1 LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted several mitigation measures and commitments pertaining to Hazards and Hazardous Materials to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. The following commitments are applicable to the proposed Project and were considered in the Hazards and Hazardous Materials analysis herein.

- **Hazardous Materials (HM)-1: Ensure Continued Implementation of Existing Remediation Efforts.** Prior to initiating construction of a Master Plan component, LAWA will conduct a pre-construction evaluation to determine if the proposed construction will interfere with existing soil or groundwater remediation efforts. For sites currently on LAX property, LAWA will work with tenants to ensure that, to the extent possible, remediation is complete prior to the construction. If remediation must be interrupted to allow for Master Plan-related construction, LAWA will notify and obtain approval from the

regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the Regional Water Quality Control Board (RWQCB) or another agency with jurisdiction. In such cases, LAWA will coordinate the design of the Master Plan component and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system currently in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation effort, LAWA will obtain approval to initiate construction from the agency with jurisdiction.

For properties to be acquired as part of the Master Plan, LAWA will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA will assess the projected time required to complete the remediation activities and will coordinate with the land owner and the agency with jurisdiction to ensure that remediation is completed prior to scheduled demolition and construction activities, if possible. In cases where remediation cannot be completed prior to demolition and construction activities, LAWA will undertake the same steps required above, namely, an evaluation of the need to conduct monitoring; implementation of temporary measures to stop migration, if required; and reinstatement of remediation following completion of construction, if required.

- **HM-2: Handling of Contaminated Materials Encountered During Construction.** Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations. As part of this program, LAWA will identify the nature and extent of contamination in all areas where excavation, grading, and pile-driving activities are to be performed. LAWA will notify the appropriate regulatory agency when contamination has been identified. If warranted by the extent of the contamination, as determined by the regulatory agency with jurisdiction, LAWA will conduct remediation prior to initiation of construction. Otherwise, LAWA will incorporate provisions for the identification, segregation, handling and disposal of contaminated materials within the construction bid documents. In addition, LAWA will include a provision in all construction bid documents requiring all construction contractors to prepare site-specific Health and Safety Plans prior to the initiation of grading or excavation. Each Health and Safety Plan would include, at a minimum, identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan.

In the event that any threshold of significance listed in the Hazardous Materials section of the EIS/EIR for the LAX Master Plan is exceeded due to the discovery of soil or groundwater contaminated by hazardous materials or if previously unknown contaminants are discovered during construction or a spill occurs during construction, LAWA will notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified.

- **Construction (C)-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.
    - This office may undertake a variety of duties, including but not limited to:
    - Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
    - Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
    - Establish staging areas;
    - Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
    - Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
    - Monitor and coordinate deliveries;
    - Establish detour routes;
    - Work with residential and commercial neighbors to address their concerns regarding construction activity; and
    - Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

4.7.3.3.2 Project Design Features

The proposed LAX Northside Design Guidelines and Standards set forth the following Project Design Features intended to minimize impacts related to hazards and hazardous materials.

Hazardous Materials

The proposed Project would not permit the research, development, or testing of hazardous and/or biological materials in the Research and Development land use designation.

Airport Hazards

Construction Activities

- **PDF Hazards and Hazardous Materials (H)-1:** FAR Part 77 governs objects affecting navigable space. Proposed buildings heights would comply with these FAA requirements. If any construction activities would meet the thresholds set in FAR 77 Sec. 9, the proposed Project would be required to notify the FAA. These include construction or alterations more than 200 feet above ground level (AGL), any construction or alteration exceeding certain slope requirements, construction or alteration at a public use airport listed in the Airport/Facility Directory, and several other thresholds. As LAX is listed a public use airport

listed in the Airport/Facility Directory, and the Project site falls within the LAX Plan, filing of notice of construction with the FAA would be required.

Landscaping and Wildlife Hazards

- **PDF H-2:** Landscaping within the LAX Northside Airport Support District is required to limit plantings due to its proximity to the adjacent airfield.
- **PDF H-3:** Trees in the LAX Northside Airport Support District are required to be limited and most plant material would be either groundcover or shrubs.
- **PDF H-4:** Replacement trees that are introduced to replace dying or damaged existing trees along existing airport security fence boundaries are required to be chosen to prevent illegal access to the airfield.
- **PDF H-5:** Landscaping throughout the Project site is designed to create a "sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses."
- **PDF H-6:** Landscaping is allowed if it is compatible with the operation of aircraft at the adjacent airfield.
- **PDF H-7:** Landscaping would not be permitted to promote the proliferation of wildlife that might have an impact on the functioning of the airfield. As such, plant materials are restricted to those that:
    - Have a sparse to moderately dense foliage growth;
    - Do not produce fruits or seeds; and/or
    - Do not require extensive maintenance to maintain appropriate foliage.

The Project Design Features include elements intended to reduce the proliferation of wildlife in order to preserve safe aviation operations at LAX.

- **PDF H-8:** Trees are required to be spaced to reduce the possibility of attracting flocking birds.
- **PDF H-9:** Casting and spraying seed for sod is prohibited.
- **PDF H-10:** The landscape zones defined in the proposed LAX Northside Design Guidelines and Standards control allowable plant materials to ensure appropriate locations.

Building Heights

The proposed Project would be designed to prevent impacts on the functioning airfield. The proposed LAX Northside Design Guidelines and Standards seek to ensure that all future development is compatible with FAA regulations and the safe operation of aircraft at LAX today and into the future. The proposed LAX Northside Design Guidelines and Standards specify height restrictions designed to be compatible with safe aviation for each district and the areas within each district. The goal of restricted building heights is to ensure that building heights comply with applicable FAA restrictions for the safety of individuals adjacent to an active airfield.

- **PDF H-11:** Building heights are limited as follows:
    - Area 11 and 12A East: 60'
    - Area 12A West: 20'
    - Area 13: 45'

- Areas 1 and 2: 45'
- Area 3: 60'
- Areas 4, 5, 6, 7, 8, 9, and 10: 30'

- **PDF H-12:** The proposed Project would allow for limited transfers and exchanges of development rights and land uses within the individual districts, but not between districts. Transfers and exchanges would be subject to the proposed LAX Northside Design Guidelines and Standards' development, environmental, and design constraints.

Lighting and Glare

Lighting of the Project site, including building and pedestrian lighting, includes several measures to prevent impacts to the aircraft operations. These include:

- **PDF H-13:** Lighting for buildings will be designed to prevent disruption of the function of the airfield.
- **PDF H-14:** Recreational uses will be secured with a 10-foot tall perimeter fence and will have "established hours of operation, preventing the need for lighted fields and possibility of light trespass."

The proposed LAX Northside Design Guidelines and Standards also includes specific requirements for the lighting of the Project site, proposed parking structures, proposed structures, and proposed signage.

- **PDF H-15:** Light spillover, glare, and light trespass are prohibited.
- **PDF H-16:** Materials that are mirrors or are reflective are not permitted as primary building materials.

4.7.3.4 Project Impacts

The proposed Project would develop three districts within the Project site: the LAX Northside Campus District (Areas 1, 2, and 3), LAX Northside Center District (Areas 11, 12, and 13), and LAX Northside Airport Support District (Areas 4, 5, 6, 7, 8, 9, and 10). Each district would have a unique identity and an associated set of uses. Proposed Project impacts related to hazards and hazardous materials are analyzed by district. Where site specific conditions exist, potential impacts are further analyzed by Area.

4.7.3.4.1 Transportation, Use or Disposal of Hazardous Materials

Construction

LAX Northside Center District

Construction activities in the LAX Northside Center District would occur on Area 11, a portion of Area 12A East, Area 12A West, and a portion of Area 13. The existing First Flight Child Development Center, Westchester Golf Course, and LAFD Station No. 5 located within the LAX Northside Center District would remain in their existing locations and configurations and no construction activities would occur in these locations.

The proposed Project would potentially include demolition of existing infrastructure (i.e. old pavement), grading, excavation, and construction of new structures and infrastructure. No

existing structures would be demolished, and exposure to or release of hazardous materials such as asbestos and lead-based paint (LBP) used in structures would therefore not occur. Additionally, the LAX Northside Center District does not contain any known hazardous materials sites. However, asbestos and LBP would potentially be encountered in limited quantities in infrastructure materials that the proposed Project would demolish in the LAX Northside Center District, such as roadway stripes and curb paint (potential LBP sources) as well as trans-site piping (potential asbestos source). Construction of the proposed Project in the LAX Northside Center District would remove these potential sources of LBP and asbestos. Once removed, these potential hazardous materials would not be routinely transported, used, or disposed of in the LAX Northside Center District.

Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Center District.

Additionally, in compliance with LAX Master Plan EIR/EIS Commitment HM-2, the proposed Project would be required to develop a site-specific Health and Safety Plan (HSP) which would include, at a minimum, "identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan." The HSP would be prepared in accordance with project specific industry standards for health and safety. Construction workers would be properly trained for and prepared to deal with these hazardous materials and wastes. The hazardous wastes covered by LAX Master Plan Commitment HM-2 include the asbestos, LBP, and typical construction materials discussed above. If a spill occurs during construction, LAWA would "notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified."

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, to avoid any significant hazards to the public or the environment. Additionally, the proposed Project construction activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction impacts in the LAX Northside Center District related to transportation, use, or disposal of hazardous materials would be less than significant.

LAX Northside Campus District

Construction activities in the LAX Northside Campus District would occur on a portion of Area 1, Area 2, and Area 3. The existing Jet Pets animal quarantine facility would remain in its existing location and configuration in Area 1 and no construction activities would occur in that location.

The proposed Project would potentially include demolition of existing infrastructure (i.e. old pavement), grading, excavation, and construction of new structures and infrastructure. No

existing structures would be demolished, and exposure to or release of hazardous materials such as asbestos and lead-based paint (LBP) used in structures would therefore not occur. Additionally, the LAX Northside Campus District does not include any known hazardous materials sites. However, asbestos and LBP would potentially be encountered in limited quantities in infrastructure materials that the proposed Project would demolish in the LAX Northside Campus District, such as roadway stripes and curb paint (potential LBP sources) as well as trans-site piping (potential asbestos source). Construction of the proposed Project in the LAX Northside Campus District would remove these potential sources of LBP and asbestos. Once removed, these hazardous materials would not be routinely transported, used, or disposed of in the LAX Northside Campus District.

Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Campus District.

Construction activities in the LAX Northside Campus District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP as discussed above.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, to avoid any significant hazards to the public or the environment. Additionally, the proposed Project construction activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction impacts in the LAX Northside Campus District related to transportation, use, or disposal of hazardous materials would be less than significant.

LAX Northside Airport Support District

Construction activities in the LAX Northside Airport Support District would occur on Area 4. Construction activities are not anticipated to occur on Areas 5 through 10 due to development restrictions associated with proximity to the active airfield.

The proposed Project would potentially include demolition of existing infrastructure (i.e. old pavement), grading, excavation, and construction of new structures and infrastructure. No existing structures would be demolished, and exposure to or release of hazardous materials such as asbestos and lead-based paint (LBP) used in structures would therefore not occur. Additionally, the LAX Northside Airport Support District does not contain any known hazardous materials sites. However, asbestos and LBP would potentially be encountered in limited quantities in infrastructure materials that the proposed Project would demolish in the LAX Northside Airport Support District, such as roadway stripes and curb paint (potential LBP sources) as well as trans-site piping (potential asbestos source). Construction of the proposed Project in the LAX Northside Airport Support District would remove these potential sources of LBP and asbestos. Once removed, these hazardous materials would not be routinely transported, used, or disposed of in the LAX Northside Airport Support District.

Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. All potentially hazardous construction

materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Airport Support District.

Construction activities in the LAX Northside Airport Support District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP as discussed above.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, to avoid any significant hazards to the public or the environment. Additionally, the proposed Project construction activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction impacts in the LAX Northside Airport Support District related to transportation, use, or disposal of hazardous materials would be less than significant.

Operations

LAX Northside Center District

The LAX Northside Center District would consist of moderate intensity commercial development including retail, shopping, dining, hotel, and office. The uses proposed in the LAX Northside Campus District are typical commercial, civic, and open space uses, and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides. These hazardous materials are regulated by the applicable federal, state, and local regulations discussed above in Section 4.7.2.1. Compliance with these requirements would serve to minimize the health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts in the LAX Northside Center District related to transport, use, or disposal of hazardous materials would be less than significant.

LAX Northside Campus District

The LAX Northside Campus District would consist of a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north. The LAX Northside Campus District would allow research and development Uses, however biological and/or hazardous materials research, development, or testing is prohibited.

The uses proposed in the LAX Northside Campus District are typical office, civic, and open space uses, and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides. These hazardous materials are regulated by the applicable federal, state, and local regulations discussed above in Section 4.7.2.1. Compliance with these requirements would serve to minimize the health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts in the LAX Northside Campus District related to transport, use, or disposal of hazardous materials would be less than significant.

LAX Northside Airport Support District

The LAX Northside Airport Support District would not include private commercial development, and would be used for airport support uses such as maintenance shops, storage, parking, and temporary construction materials storage. Indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, and airport recycling yards would also be permitted. However, aircraft engine testing would be prohibited.

The uses proposed in the LAX Northside Airport Support District are typical light industrial uses, and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, pesticides, solvents, and lubricants. These hazardous materials are regulated by the applicable federal, state, and local regulations discussed above in Section 4.7.2.1. Compliance with these requirements would serve to minimize the health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Additionally, public access to the LAX Northside Airport Support District is prohibited, further minimizing the potential for public exposure to any hazardous materials used on-site. Therefore, operational impacts in the LAX Northside Airport Support District related to transport, use, or disposal of hazardous materials would be less than significant.

4.7.3.4.2 Accidental Release of Hazardous Materials

Methane

Construction

LAX Northside Center District

The proposed Project would require grading where development would occur and excavation for building foundations and subterranean parking up to 45 feet bgs. However, none of the Areas within the LAX Northside Center District are located in a City of Los Angeles Methane Hazard or Methane Hazard Buffer zone. Therefore, construction impacts related to accidental release of hazardous gases would be less than significant.

LAX Northside Campus District

Portions of the LAX Northside Campus District in Areas 1 and 2 are located in the City of Los Angeles Methane Hazard and Methane Hazard Buffer zone. The proposed Project would require grading where development would occur and excavation for building foundations and subterranean parking up to 20 feet bgs. The LAX Northside Campus District's commercial, office, and educational uses as well as the Los Angeles Bureau of Sanitation's (LABOS) proposed below-grade stormwater treatment and ground water injection facility in Area 1 (a separate and independent related project within the Project site), if permitted, would involve these activities and would potentially be exposed to methane risks. However, the LADBS would require all new structures within a designated methane zone to be provided with methane mitigation improvements. The LADBS provides specific direction for site testing standards, site investigation, and construction in methane zones and methane buffer zones. New structures in Areas 1 and 2 would be required to comply with all LADBS procedures and regulations for methane risk. In order to minimize the risks of accidental release or explosion, the proposed Project would also comply with all federal, state, and local regulations for working in an environment with soil gas, including Chapter 71 of the City of Los Angeles Building Code.

In addition, the proposed Project's HSP, required by LAX Master Plan Commitment HM-2, would include sufficient training and protective measures for construction workers. All construction would incorporate industry best practices and standards in addition to complying with all regulations regarding working with and around methane. Incorporation of appropriate monitoring and safety provisions in the HSP and proposed Project design would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, construction impacts related to accidental release of hazardous gases would be less than significant.

LAX Northside Airport Support District

The proposed Project would require grading where development would occur and excavation for building foundations. Area 4 in the LAX Northside Airport Support District would be developed with light industrial uses. Grading and excavation for construction would thus potentially occur in Area 4 of Airport Support District. However, none of the Areas within the LAX Northside Airport Support District are located in a City of Los Angeles Methane Hazard or Methane Hazard Buffer Zone. Therefore, construction impacts related to accidental release of methane would be less than significant.

Operations

LAX Northside Center District

The proposed Project would include subterranean elements, such as parking garages and underground utility vaults and lines, during operations. However, none of the Areas within the LAX Northside Center District are located in a Methane Hazard or Methane Hazard Buffer zone. Therefore, operational impacts related to accidental release of hazardous soil gas would be less than significant.

LAX Northside Campus District

Portions of the LAX Northside Campus District are located in a City of Los Angeles Methane Hazard or Methane Hazard Buffer zone. The proposed Project would include subterranean elements, such as parking garages and underground utility vaults and lines, during operations. Area 1 would potentially include a below-ground LABOS stormwater treatment and groundwater injection facility (a separate and independent related project within the Project site), if approved.

Buildup of methane gases could increase danger in confined spaces such as underground garages and could endanger building occupants in these areas. Underground utility line corridors and vaults with gravel beds would also increase potential hazards due to the possibility of methane infiltration and buildup.

Areas within designated methane zones would be classified on a scale of Level 1 to Level 5 (from lowest to highest level of methane). This would be in compliance with LADBS requirements and would determine the appropriate methane mitigation improvements to be included in the proposed Project.[14] The design of the buildings and any associated subterranean parking within these areas would be required to comply with LADBS methane mitigation standards. This would include compliance with the City of Los Angeles Methane Code Ordinance No. 175790 and Ordinance No. 180619.[15] Methane mitigation requirements include

[14] GeoKinetics, Preliminary Geotechnical Assessment, LAX Northside Plan Update Project, 2013.
[15] City of Los Angeles, Department of City Planning, ZIMAS website, online at http://zimas.lacity.org/, accessed March 5, 2013.

passive systems (de-watering, perforated horizontal pipes, gravel blanket thickness under impervious membrane, gravel thickness surrounding perforated horizontal pipes, vent risers, and impervious membrane), active systems (pressure sensors below impervious membrane, mechanical extraction systems, gas detection system, mechanical ventilation, alarm system, and control panels), and miscellaneous systems (trench dams, conduit or cable seal fittings, additional vent risers). As a result of compliance with these regulations, the proposed Project would manage and mitigate risks from methane and would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, operational impacts related to accidental release of hazardous soil gas would be less than significant.

LAX Northside Airport Support District

The proposed Project would include subterranean elements, such as underground utility vaults and lines, during operations. However, none of the Areas within the LAX Northside Airport Support District are located in a City of Los Angeles Methane Zone or Methane Buffer Zone. Therefore, operational impacts related to soil gas would be less than significant.

Contaminated Soils, Groundwater, and Other Hazardous Materials

Construction

Overall Project Site

Construction of the proposed Project would require potential demolition of existing infrastructure (such as old pavement and utility lines) as well as grading and excavation. Construction of the proposed Project would not involve demolition of structures as all existing uses would remain in their existing locations and configurations. Excavation for subterranean parking would occur to depths of 20 to 45 feet below ground surface (bgs). As discussed in Section 4.7.2.2 Existing Conditions, the Project site does not contain any known contamination or known previous uses likely to cause contamination. Groundwater in the West Coast Basin is of good quality and contaminated groundwater is not anticipated to be encountered during excavation for the proposed Project, as site specific borings conducted at locations throughout the Project site did not encounter groundwater at depths up to 55 feet. However, when soil excavation occurs and abandoned pavement is removed, exposed soils could indicate the need for additional soil sampling. Any such sampling and associated remediation would be carried out in accordance with RQQCB remediation options. Furthermore, OSHA guidelines would apply to ensure construction worker safety at, or near, sites with known contamination. All excavation, grading, and demolition associated with the proposed Project construction would be conducted in compliance with local, state, and federal regulations. Compliance with such regulations would reduce accidental release of hazardous materials risks to levels acceptable to regulatory agencies. Additionally, any hazardous materials/wastes uncovered by construction activities would be removed and managed, and areas would be remediated per applicable regulations, such that impacts would be reduced to levels acceptable to federal, state, and local regulatory agencies. Compliance with these regulations would effectively avoid worker exposure to hazardous materials that may be encountered during construction activities.

As discussed above, the proposed Project would also be developed in compliance with LAX Master Plan Commitment HM-2, Handling of Contaminated Materials Encountered During Construction. This Master Plan Commitment would require development of a program to coordinate all efforts associated with handling any contaminated materials in soil or groundwater

encountered during construction. Prior to any excavation, grading, or pile-driving for the proposed Project, LAWA would identify the nature and extent of contamination in the area. This investigation would be conducted in compliance with LAX Master Plan Commitment HM-2. If previously unidentified contaminated soil or groundwater is encountered, all activities would be required to comply with LAX Master Plan Commitment HM-2 and impacts would therefore be minimized. The contractor for the proposed Project would be required to prepare an HSP specific to the Project site with comprehensive coverage of managing contamination to soil and groundwater, including protective measures for workers, accident response, decontamination procedures, and more.

Compliance with LAX Master Plan Commitment HM-2, as well as with all applicable local, state, and federal regulations would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous soils and groundwater into the environment. Therefore, construction impacts related to accidental release of hazardous materials would be less than significant.

Operations

Overall Project Site

The proposed Project would introduce several new uses on the Project site, including office, research and development, mixed use commercial, community and civic, open space and recreation, and airport support uses. The Project site does not contain any known soil or groundwater contamination sites. Operation of the proposed uses within the Project site would not include ongoing digging, grading, or other activities that could potentially expose unknown contaminated soil and groundwater. As discussed above, any unknown contaminated soil or groundwater encountered during construction would be handled and remediated according to applicable regulations and would not pose a hazard to occupants of the proposed Project at the time of occupancy and during proposed Project operations. Incorporation of appropriate monitoring and safety provisions in the HSP and proposed Project design would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, operational impacts related to accidental release of hazardous soils and groundwater would be less than significant.

4.7.3.4.3 Hazardous Emissions and Materials within a Quarter Mile of Existing or Proposed Schools

Construction

LAX Northside Center District

The schools located within a ¼-mile of the LAX Northside Center District are shown in **Table 4.7-1** and **Figure 4.7-1**. The LAX Northside Center District does not contain any known contamination or hazardous materials sites. Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Acutely hazardous materials would not be used during construction of the proposed Project. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these

materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Center District. Additionally, construction activities in the LAX Northside Center District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP as discussed above.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the LAX Northside Center District, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools in the vicinity of the LAX Northside Center District. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4. Therefore, construction impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

Northside Campus District

The schools located within a ¼-mile of the LAX Northside Campus District are shown in **Table 4.7-1** and **Figure 4.7-1**. The LAX Northside Campus District does not contain any known contamination or hazardous materials sites. Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Acutely hazardous materials would not be used during construction of the proposed Project. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Campus District. Additionally, construction activities in the LAX Northside Campus District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP as discussed above.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the LAX Northside Campus District, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools in the vicinity of the LAX Northside Campus District. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4. Therefore, construction impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

Airport Support District

The schools located within a ¼-mile of the LAX Northside Airport Support District are shown in **Table 4.7-1** and **Figure 4.7-1**. The LAX Northside Airport District does not contain any known contamination or hazardous materials sites. Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Acutely hazardous materials would not be used during construction of the proposed Project. All potentially hazardous construction materials would be used and stored in

accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the LAX Northside Airport Support District. Additionally, construction activities in the LAX Northside Airport Support District would comply with the LAX Master Plan EIR/EIS Commitment HM-2, including development of a site-specific HSP as discussed above.

The handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the LAX Northside Airport Support District, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools in the vicinity of the LAX Northside Airport Support District. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4. Therefore, construction impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

Operations

LAX Northside Center District

The allowable uses in the Northside Center District include mixed commercial, community and civic, and open space and recreation. Although schools are located within one-quarter mile of the LAX Northside Center District (Refer to **Table 4.7-1** and **Figure 4.7-1**), the types and amounts of hazardous materials associated with routine, day-to-day operation of the uses permitted in the LAX Northside Center District would include typical cleaning, building maintenance, and landscaping materials and chemicals. The use of these common cleaning, maintenance, and landscaping materials would not affect any of the schools in the vicinity of the LAX Northside Center District. Therefore, operational impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

LAX Northside Campus District

The allowable uses in the LAX Northside Campus District include open space and recreation, office, research, and development, and community and civic. The research, development, or testing of hazardous and/or biological materials is prohibited in the LAX Northside Campus District. Although schools are located within one-quarter mile of the LAX Northside Campus District (Refer to **Table 4.7-1** and **Figure 4.7-1**), the types and amounts of hazardous materials associated with routine, day-to-day operation of the uses permitted in the LAX Northside Campus District would include typical cleaning, building maintenance, and landscaping materials and chemicals. The use of these common cleaning, maintenance, and landscaping materials would not affect any of the schools in the vicinity of the LAX Northside Campus District. Therefore, operational impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

LAX Northside Airport Support District

The allowable uses in the LAX Northside Airport Support District include light industrial uses, which may emit gasoline fumes during operations. The use and emission of gasoline is highly regulated and development of airport support uses would be required to meet these regulations.

Although schools are located within one-quarter mile of the LAX Northside Airport Support District (Refer to **Table 4.7-1** and **Figure 4.7-1**), the types and amounts of hazardous materials associated with routine, day-to-day operation of the uses permitted in the LAX Northside Airport Support District would include typical cleaning, building maintenance, and landscaping materials and chemicals. The use of these common cleaning, maintenance, and landscaping materials would not affect any of the schools in the vicinity of the LAX Northside Airport Support District. Additionally, any use of gasoline would comply with all applicable regulations to ensure use, transport, and emissions meet regulatory standards. Therefore, operational impacts related to hazardous emissions and materials within a quarter-mile of a school would be less than significant.

4.7.3.4.4 Airport Hazards

Construction

Wildlife Hazards

Project Design Features such as prohibiting the casting and spraying of seed for sod would help to minimize aviation and aircraft hazards. Elimination of seeds that would potentially attract large flocks of birds would reduce the number of birds attracted to the Project site during construction. In addition, Project Design Features require that trees be planted to meet specified spacing requirements, and that trees that do not provide habitat or fruit would be planted.

The construction site itself would not attract significant numbers of birds. Construction debris and materials would be comprised of dirt, concrete, and other materials and would not attract birds. In addition, food waste from construction worker meals and other sources would generate little waste, and would be disposed of in sealed containers so as to not attract large flocks of birds. Therefore, construction impacts related to wildlife hazards would be less than significant.

Lighting and Glare Hazards

As the Project site is located directly north of the LAX North Airfield, lighting, glare, and reflection would need to be properly managed to ensure impacts to aircraft would not occur. Per the Project Design Features, construction lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. Additionally, reflective or mirroring building materials are not allowed as primary building materials and their use would be minimal during construction. Materials on the Project site during construction of structures would not create reflective hazards. Therefore, construction impacts related to lighting and glare hazards would be less than significant.

Airport Obstruction Hazards

LAX Northside Center District

Areas 11 and 12A East

In the LAX Northside Center District Areas 11 and vacant portions of 12A East, the maximum allowable height is 60 feet or approximately 5 stories (**Table 4.7-2**). Equipment such as cranes, required for construction of these structures, would exceed this height. However, Areas 11 and 12A East are not in the RPZs for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Areas 11 and 12A East would not occur.

Area 12A West

In the LAX Northside Center District Area 12A West, the maximum allowable height is 20 feet or approximately 2 to 3 stories (**Table 4.7-2**). It is anticipated that cranes may be required for some activities, and these cranes may exceed this height. However, Area 12A West is not in the RPZs for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Area 12A West would not occur.

Area 12B

There is no construction proposed for Area 12B under the proposed Project. Therefore, construction impacts related to airport obstruction hazards in Area 12B would not occur.

Area 13

The maximum allowable height in Area 13 is 45 feet or approximately 3 to 4 stories (**Table 4.7-2**). It is anticipated that cranes may be required for some activities, and these cranes may exceed this height. However, Area 13 is not in the RPZs for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Area 13 would not occur.

LAX Northside Campus District

Area 1 and Area 2

In the LAX Northside Campus District vacant portions of Area 1 and in Area 2, the maximum allowable height is 45 feet or approximately 3 to 4 stories (**Table 4.7-2**). Equipment such as cranes, required for construction of these structures, would exceed this height. However, Areas 1 and 2 are not in the RPZs for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Areas 1 and 2 would not occur.

Area 3

In the Northside Campus District Area 3, the maximum allowable height is 60 feet or approximately 5 stories (**Table 4.7-2**). Equipment such as cranes, required for construction of these structures, would exceed this height. However, Area 3 is not in the RPZs for the North Airfield runways, and the height of the cranes would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Area 3 would not occur.

LAX Northside Airport Support District

Areas 9 and 10

In the Northside Airport District Areas 9 and 10, the maximum allowable height is 30 feet or approximately 2 stories (**Table 4.7-1**). Portions of Areas 9 and 10 are located in the RPZs of the North Airfield runways and all construction activities would require filing notification with the FAA, and all construction activities would be approved by the FAA prior to construction. With approval of the FAA of the construction activities in Areas 9 and 10, construction impacts related to airport obstruction hazards in Areas 9 and 10 would be less than significant.

Areas 4, 5, 6, 7, and 8

In the Northside Airport District Areas 4, 5, 6, 7, and 8, the maximum allowable height is 30 feet or approximately 2 stories (**Table 4.7-2**). It is unlikely that construction of any allowable

development in these areas would require equipment such as cranes that would exceed this height. However, Areas 4, 5, 6, 7, and 8 are not in the RPZs for the North Airfield runways, and the height of the construction equipment would not interfere with aircraft operations. Therefore, construction impacts related to airport obstruction hazards in Areas 4, 5, 6, 7, and 8 would not occur.

Operations

Wildlife Hazards

Project Design Features such as prohibiting the casting and spraying of seed for sod would help to minimize aviation and aircraft hazards. Elimination of seeds that would potentially attract large flocks of birds would reduce the number of birds attracted to the Project site during operations. In addition, Project Design Features require that trees be planted to meet specified spacing requirements, and that trees that do not provide habitat or fruit would be planted.

There is no allowable development in the Project site that would attract a large number of birds or other wildlife, such as a recycling plant. During operations, food waste would be kept in appropriate containers to deter congregation of birds. The Project site would also implement any required measures to reduce wildlife attractants per FAA requirements. Therefore, operational impacts related to wildlife hazards would be less than significant.

Lighting and Glare Hazards

As the Project site is located directly north of the LAX North Airfield, lighting, glare, and reflection would need to be properly managed to ensure impacts to aircraft would not occur. Per the Project Design Features, building, street, and safety lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. The surfaces of buildings would not include reflective materials so as to avoid potential glare impacts. Therefore, operational impacts related to lighting and glare hazards would be less than significant.

Airport Obstruction Hazards

LAX Northside Center District

Areas 11 and 12A East

In Area 11 and the vacant portions of Area 12A East the maximum allowable height is 60 feet or approximately 5 stories (**Table 4.7-2**). Areas 11 and 12A East are not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Areas 11 and 12A East would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Areas 11 and 12A East would not occur.

Area 12A West

In Area 12A West the maximum allowable height is 20 feet or approximately 2 to 3 stories (**Table 4.7-2**). Area 12A West is not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Area 12A West would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Area 12A West would not occur.

Area 12B

There is no new development proposed for Area 12B under the proposed Project. Current development includes a golf course and clubhouse. Area 12B is not located within the RPZs for

the North Airfield runways. Therefore, operational impacts related to airport obstruction hazards in Area 12B would not occur.

Area 13

In Area 13 the maximum allowable height is 45 feet or approximately 3 to 4 stories (**Table 4.7-2**). Area 13 is not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Area 13 would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Area 13 would not occur.

LAX Northside Campus District

Areas 1 and 2

In Area 1 and in Area 2 the maximum allowable height is 45 feet or approximately 3 to 4 stories (**Table 4.7-2**). Areas 1 and 2 are not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Areas 1 and 2 would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Areas 1 and 2 would not occur.

Area 3

In Area 3 the maximum allowable height is 60 feet or approximately 5 stories (**Table 4.7-2**). Area 3 is not located within the RPZs for the North Airfield runways, and the heights of the proposed buildings and landscape in Area 3 would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Area 3 would not occur.

LAX Northside Airport Support District

Areas 9 and 10

In Areas 9 and 10 the maximum allowable height is 30 feet or approximately 2 stories (**Table 4.7-2**). Areas 9 and 10 are located within the RPZs of the North Airfield runways. The proposed allowable building heights would meet FAA requirements under FAR Part 77, Subpart C, which provides standards for determining obstructions to Air Navigation or Navigational Aids or Facilities and the FAA Interim Guidance on Land Uses Within a Runway Protection Zone Memorandum.[16] In order to prevent creating obstacles for aircraft, the LAX Northside Airport Support District would have limited trees and landscaping would consist mostly of groundcover and shrubs due to proximity to the airfield. Any trees added under the proposed Project would replace dying or damaged existing trees and would be chosen to prevent illegal access to the airfield through the existing airport security fence. No uses within the Project site would produce smoke or steam that would potentially obstruct the vision of aircraft. As discussed in Section 4.7.3.3 Project Design Features, structures, signage, and all other proposed Project elements would be designed to avoid disruption of the North Airfield. Therefore, operational impacts related to airport obstruction hazards in Areas 9,and 10 would be less than significant.

Areas 4, 5, 6, 7, and 8

In the Northside Airport District Areas 4, 5, 6, 7, and 8, the maximum allowable height is 30 feet or approximately 2 stories (**Table 4.7-2**). Areas 4, 5, 6, 7, and 8 are not located within the RPZs for the North Airfield runways, and the heights of the proposed development would not interfere with aircraft operations. Therefore, operational impacts related to airport obstruction hazards in Areas 4, 5, 6, 7, and 8 would not occur.

[16] Federal Aviation Administration, Memorandum, Interim Guidance on Land Uses Within a Runway Protection Zone, September 2012, online at http://www.faa.gov/airports/planning_capacity/media/interimLandUseRPZGuidance.pdf, accessed March 2013.

4.7.3.4.5 Interference with Emergency Response Plans

Construction

A lack of adequate access could impair the implementation of adopted emergency response plans by impeding the movement of emergency vehicles. However, construction of the proposed Project would not substantially alter ground access to, from, and around the Project site. During construction, roadway access would be maintained by construction detours and diversions. Emergency access would be coordinated and ensured through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office. Therefore, construction impacts related to interference with the implementation of emergency response plans would be less than significant.

Operations

No aspects of the proposed Project would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Further, the proposed Project would comply with all applicable City policies related to disaster preparedness and emergency response. Although the proposed Project would have significant traffic impacts to certain intersections (Refer to Chapter 4.16 Traffic and Transportation), emergency vehicles use sirens to receive priority on roadways. Therefore, operational impacts related to interference with the implementation of emergency response plans would be less than significant.

4.7.3.4.6 Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area within Districts (the LAX Northside Center District, LAX Northside Campus District, and LAX Northside Airport Support District) on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Additionally, all development restrictions, Project Design Features, and LAX Master Plan EIR/EIS commitments would apply to any floor area transfer.

Floor area and land uses within each LAX Northside district would not be substantially different than that analyzed herein and would all have similar impacts related to hazards and hazardous materials. The proposed Project would still be required to comply with all of the LAX Master Plan EIS/EIR Commitments and the Project Design Features discussed in Section 4.7.3.3. These commitments and measures would continue to apply even if floor-area is transferred between uses within Districts and if uses are transferred within Districts. As such, floor area transfers would not alter the conclusions with regard to hazards and hazardous materials. Should floor area or land use types be transferred within Districts, the resulting impacts would be similar to those evaluated herein.

4.7.4 Cumulative Impacts

4.7.4.1 Transportation, Use, or Disposal of Hazardous Materials

4.7.4.1.1 Construction

As discussed in Section 4.7.3.4.1, the handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan

Commitment HM-2, the HSP, to avoid any significant hazards to the public or the environment. Additionally, the proposed Project construction activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction impacts related to transport, use, or disposal of hazardous materials would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.1.2 Operations

As discussed in Section 4.7.3.4.1, the uses proposed in all of the LAX Northside Districts are typical of commercial, civic, and open space uses, and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides. These hazardous materials are regulated by the applicable federal, state, and local regulations discussed above in Section 4.7.2.1. Compliance with these requirements would serve to minimize the health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts related to transport, use, or disposal of hazardous materials would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.2 Accidental Release of Hazardous Materials

4.7.4.2.1 Methane

Construction and Operations

Impacts related to methane emissions are site-specific and are not typically cumulatively considerable. The only parts of the Project site that are located in a methane and/or methane buffer zone are portions of the LAX Northside Campus District in Areas 1 and 2. However, as discussed in Section 4.7.3.4.2, the LADBS would require all new structures within a designated methane zone to be provided with methane mitigation improvements. The LADBS provides specific direction for site testing standards, site investigation, and construction in methane zones and methane buffer zones. New structures in Areas 1 and 2 would be required to comply with all LADBS procedures and regulations for methane risk. In order to minimize the risks of accidental release or explosion, the proposed Project would also comply with all federal, state, and local regulations for working in an environment with soil gas, including Chapter 71 of the City of Los Angeles Building Code.

In addition, the proposed Project's HSP, required by LAX Master Plan Commitment HM-2, would include sufficient training and protective measures for construction workers. All construction would incorporate industry best practices and standards in addition to complying with all regulations regarding working with and around methane. Incorporation of appropriate monitoring and safety provisions in the HSP and proposed Project design would ensure that the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, construction and operational impacts related to methane would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.2.2 Contaminated Soils, Groundwater, and Other Hazardous Materials

Construction and Operations

Impacts related to contaminated soils, groundwater, and other hazardous materials are site-specific and are not typically cumulatively considerable. As discussed in Section 4.7.3.4.2, the proposed Project's HSP, required by LAX Master Plan Commitment HM-2, would include sufficient training and protective measures for construction workers. All construction would incorporate industry best practices and standards in addition to complying with all regulations regarding working with and around contaminated soils, groundwater, and other hazardous materials. Therefore, construction and operational impacts related to contaminated soils, groundwater, and other hazardous materials would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.3 Hazardous Emissions and Materials within a Quarter Mile of Existing or Proposed Schools

4.7.4.3.1 Construction and Operations

As shown in Table 4.7-1 and Figure 4.7-1, there are several schools that are located within a quarter-mile of the Project site. However, as discussed in Section 4.7.3.4.3, the Project site does not contain any known contamination or hazardous materials sites. Construction of the proposed Project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Acutely hazardous materials would not be used during construction of the proposed Project. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with these standards and regulations. Emissions from such materials would be minimal and localized to the Project site. The handling of any hazardous materials, substances, and wastes during construction and operations would be controlled through the implementation of LAX Master Plan Commitment HM-2, the HSP, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the Project site, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4. Therefore, construction and operational impacts related to hazardous emissions and materials within a quarter-mile of existing or proposed schools would not be considered cumulatively considerable, and cumulative impacts would be less than significant

4.7.4.4 Airport Hazards

4.7.4.4.1 Wildlife Hazards

Construction and Operations

The allowable uses within the Project site would include Project Design Features and follow all required FAA guidance on minimizing wildlife attractants during construction and operations of the proposed Project. Wildlife hazards are typically site-specific and while the effect of wildlife attractants can be cumulative if sites are in close vicinity, it has been determined that impacts during construction and operations in the Project site would be less than significant. Therefore, construction and operational impacts related to wildlife hazards would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.4.2 Lighting and Glare Hazards

Construction and Operations

The area around LAX has a significant amount of nighttime illumination, although in its current mostly vacant condition, the Project site is not a considerable contributor to nighttime illumination or daytime glare. However, implementation of the Project Design Features related to lighting and glare would result in less than significant impacts during construction and operations of the proposed Project. Therefore, construction and operational impacts related to lighting and glare hazards would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.4.3 Airport Obstruction Hazards

Construction and Operations

Airport obstruction hazards are site-specific and obstructions on one site do not affect obstructions on another. Implementation of the Project Design Features related to airport obstruction hazards, including building heights as presented in **Table 4.7-1** would result in less than significant impacts during construction and operations of the proposed Project. Therefore, construction and operational impacts related to airport obstruction hazards would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

4.7.4.5 Interference with Emergency Response Plans

4.7.4.5.1 Construction and Operations

As discussed in Section 4.7.3.4.5, the proposed Project would not introduce elements that would interfere with the implementation of emergency response plans. The proposed Project would result in less than significant impacts related to interference with emergency response plans. Therefore, construction and operational impacts related to interference with emergency response plans would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

4.7.5 Mitigation Measures

4.7.5.1 Transportation, Use, or Disposal of Hazardous Materials

Impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. Additionally, the proposed Project would not contribute cumulatively to impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, no project-specific mitigation measures are required.

4.7.5.2 Accidental Release of Hazardous Materials

Impacts related to accidental release of hazardous materials would be less than significant. Additionally, the proposed Project would not contribute cumulatively to impacts related to accidental release of hazardous materials. Therefore, no project-specific mitigation measures are required.

4.7.5.3 Hazardous Emissions within a Quarter Mile of Existing or Proposed Schools

Impacts related to hazardous emissions within a quarter-mile of existing or proposed schools during construction and operation would be less than significant due to implementation of project design features, LAX Master Plan Commitments HM-1 and HM-2, and required regulations. Therefore, no project-specific mitigation measures are required.

4.7.5.4 Airport Hazards

Impacts related to airport hazards during construction and operation would be less than significant due to implementation of project design features. Additionally, the proposed Project would not contribute cumulatively to impacts related to airport hazards. Therefore, no project-specific mitigation measures are required.

4.7.5.5 Interference with Emergency Plans

Impacts related to interference with emergency plans during construction and operation would be less than significant due to implementation of project design features and existing regulation. Additionally, the proposed Project would not contribute cumulatively to interference with emergency plans. Therefore, no project-specific mitigation measures are required.

4.7.6 Level of Significance after Mitigation

Impacts related to the transport, use or disposal of hazardous materials; accidental release of hazardous materials; hazardous emissions within one-quarter mile of existing or proposed schools; airport hazards; and interference with emergency plans are less than significant.

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