
1.0 INTRODUCTION AND EXECUTIVE SUMMARY

This document is a Draft Environmental Impact Report (Draft EIR) for the Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvements Project (Project) at Los Angeles International Airport (LAX). LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of LAX, as well as LA/Ontario International Airport, Van Nuys Airport, and LA/Palmdale Regional Airport. Los Angeles World Airports (LAWA) is a self-supporting administrative department of the City of Los Angeles charged with administering the day-to-day operations of LAX. This Draft EIR has been prepared by LAWA as the lead agency in conformance with the California Environmental Quality Act (CEQA).

An Initial Study was prepared in August 2013 which identified the resource areas that could be subject to significant impacts from the proposed Project. If significant impacts from the proposed Project are anticipated, it would require the incorporation of mitigation measures where feasible. Based on a preliminary review of the Project site and in consideration of the proposed activities associated with the proposed Project, LAWA determined that potentially significant effects may occur in Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, and Mandatory Findings of Significance. As a result, these resources are evaluated further in the Draft EIR.

LAWA determined that impacts related to Aesthetics, Agriculture and Forestry Resources, Cultural Resources, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems have been found to be less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR (see **Appendix A**). Federal, State, regional, and local agencies, as well as the public were afforded the opportunity to comment on the findings of the Initial Study through the 30-day scoping period associated with circulation of the Notice of Preparation (NOP) for this Environmental Impact Report (EIR). No other areas of controversy concerning the resources determined in the Initial Study as being less than significantly impacted were identified. Therefore, these topics are not evaluated further.

1.1 Summary of the Proposed Project

The City of Los Angeles, through its aviation department, LAWA, proposes to construct improvements to the RSA for Runway 6L-24R and RSA for Runway 6R-24L located on the north airfield of LAX. These improvements are being proposed in order to comply with the requirements of the *Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115). This Act requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*, to comply with Federal Aviation

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Administration (FAA) design standards by December 31, 2015.¹ LAWA is also evaluating additional RSA improvements to Runway 6R-24L that would be implemented at a later date, which would be the subject of a separate environmental evaluation.

The proposed Project would involve the covering of portions of the Argo Ditch, the relocation of a portion of a service road along Lincoln Boulevard, closure of a portion of a service road located within the Runway 6L-24R RSA south of the runway, relocation of a portion of a service road located within the Runway 6R-24L RSA north of the runway, and closure of parking areas located within the Runway 6R-24L RSA. The proposed Project would also implement declared distances on Runway 24R and Runway 6R. Specific components of the proposed Project related to Runway 6L-24R and Runway 6R-24L RSA improvements include:

- Implementation of declared distances on Runway 6L and Runway 6R
- Demolition of service road segments on the west end of Runway 6L
- Service roads in the eastern portion of the Runway 6L-24R RSA would be relocated outside the RSA
- Two segments of service roads would be constructed for access to navigational aids (navaids) east of the runways
- Service road segments would be constructed between the Runway 6L-24R RSA and the Runway 6R-24L RSA
- Cover a segment of the Argo Ditch
- Pavement rehabilitation of Runway 6L-24R and Taxiway AA
 - Runway centerline and touchdown lighting replacement
 - Runway pavement markings
- Closure of vehicle service roads located within the Runway 6R-24L RSA
- Relocate security gate(s)
- Relocate Air Operations Area (AOA) Fence
- LAWA equipment parking areas closures
- Realignment of taxiway hold bars
- Construction Staging Areas

1.2 Relationship to Existing Plans and Documents

Several other projects besides the proposed Project are also being studied and/or implemented at LAX. Some of these projects are part of the LAX Master Plan, approved by the City of Los Angeles City Council in December 2004. This document serves as a broad policy statement regarding the conceptual strategic planning framework for future development at LAX. The LAX Master Plan also outlines how projected growth in passengers and cargo at LAX can be

¹ U.S. National Archives and Records Administration. *Code of Federal Regulations*, Title 14, Part 139, Certification and Operations: Land Airports Serving Certain Air Carriers, January 1, 2002.

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accommodated, in part, through the year 2015. The approved LAX Master Plan includes airfield modifications, development of new terminals, and new landside facilities to accommodate passenger and employee traffic, parking, and circulation. It also provides working guidelines to be consulted by LAWA as it formulates and processes site-specific LAX Master Plan projects. LAWA prepared a Program EIR for the LAX Master Plan, which, according to CEQA Guidelines Section 15168, is an EIR that applies to a series of actions that can be characterized as one large project.²

The proposed Project is not a component of the LAX Master Plan as the federal requirement for RSA compliance occurred under the Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006 (Public Law [P.L.] 109-115), which was adopted November 30, 2005. However, LAWA has incorporated many of the same commitments and mitigation measures identified in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) as part of the mitigation measures for the proposed Project. The commitments to be implemented as part of the proposed Project are identified in the individual sub-Chapters within Chapter 4. Relevant information from the LAX Master Plan Program EIS/EIR is incorporated in this document by reference.

1.3 Purpose of this Draft EIR

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

This EIR evaluates the environmental impacts identified by the IS/NOP to be potentially significant and provides mitigation measures as appropriate. This methodology is consistent with *CEQA Guidelines* Section 15063(c)(3)(A). Pursuant to *CEQA Guidelines* Section 15128, proposed Project effects found not to be significant are discussed in the IS/NOP, attached as Appendix A of this EIR. Areas of environmental concern evaluated in the IS were based on Appendix G, Environmental Checklist Form, of the *CEQA Guidelines*. Environmental areas determined to be less than significant in the IS are discussed in Chapter 6, *Other Environmental Considerations*, of this EIR.

In addition to evaluating environmental impacts specific to the proposed Project, this EIR also includes, pursuant to Section 15130 of the *CEQA Guidelines*, an examination of the effects of

² City of Los Angeles, Los Angeles World Airports and FAA, [Final Environmental Impact Statement/Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements](#), April 2004.

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cumulative development at LAX and in the study area. Cumulative development includes anticipated future projects that, in conjunction with the proposed Project, may result in a cumulative impact. In addition, this EIR evaluates the extent to which environmental effects could be reduced or avoided through the implementation of feasible alternatives to the proposed Project. For projects that result in significant unavoidable adverse environmental effects, LAWA may, after making a series of findings, pursuant to *CEQA Guidelines* Section 15091, certify the EIR and adopt a Statement of Overriding Considerations pursuant to *CEQA Guidelines* Section 15093.

1.4 Organization of this Draft EIR

This Draft EIR follows the preparation and content guidance provided by CEQA and its Guidelines. Listed below is a summary of the contents of each chapter of this report.

1.0 Introduction and Executive Summary. Chapter 1 provides a summary of the proposed Project; relationship to the LAX Master Plan; CEQA compliance requirements; Initial Study/NOP; the organization of the Draft EIR; and includes an Executive Summary that presents a brief summary of the proposed Project and alternatives, impacts, mitigation measures and areas of controversy known to the Lead Agency.

2.0 Project Description. Chapter 2 describes the location of the proposed Project, the proposed objectives of the Project, a description of the individual components of the proposed Project, and a construction schedule. In addition, this chapter identifies the intended use of the Draft EIR and the approvals required for implementation of the proposed Project.

3.0 Overview of Project Setting. Chapter 3 provides an overview of the existing environmental setting at and around the Project site, and describes other projects proposed in the nearby area that may, in conjunction with the proposed Project, need to be considered in order to assess cumulative impacts.

4.0 Environmental Impact Analysis. Chapter 4 describes the existing conditions; methodology used in the impact analysis; thresholds of significance; commitments incorporated into the proposed Project; impacts that would result from the proposed Project; applicable mitigation measures that would eliminate or reduce significant impacts; the residual impacts after mitigation for each environmental issue; and cumulative impacts. The chapter addresses seven main topics:

- Chapter 4.1 Air Quality
- Chapter 4.2 Biological Resources
- Chapter 4.3 Greenhouse Gas Emissions
- Chapter 4.4 Human Health Risk Assessment
- Chapter 4.5 Hydrology and Water Quality
- Chapter 4.6 Noise
- Chapter 4.7 Construction Surface Transportation

5.0 Alternatives. Chapter 5 provides an evaluation of Project alternatives that could feasibly attain most of the basic objectives of the Project while avoiding or substantially reducing any

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significant effects of the proposed Project identified in Chapter 4, *Environmental Impact Analysis*, in this EIR.

6.0 Other Environmental Considerations. Chapter 6 includes a discussion of issues required by CEQA that are not covered in Chapter 4. This includes growth-inducing impacts, irreversible environmental changes, unavoidable significant impacts, reasons why the Project is being proposed, notwithstanding unavoidable significant impacts, and potential secondary effects. In addition, Chapter 6 includes a summary of the topics evaluated in the Initial Study but not carried forward for further evaluation in this Draft EIR (impacts found not to be significant).

7.0 List of Preparers, Distribution List, References, NOP Comments, and List of Acronyms. Chapter 7 provides the following: a list of the individuals from the City of Los Angeles and contractors that performed key roles in the preparation and development of this Draft EIR; a list of the parties to whom copies of this Draft EIR were sent for review or to whom notice of the availability of this Draft EIR was sent; a list containing a bibliography of documents used in the preparation of the Draft EIR; a list of agencies, organizations and individuals who provided comments on the NOP; and a list of acronyms used in the Draft EIR.

Appendices. The Appendices present data supporting the analysis contained in the Draft EIR. The appendices in this Draft EIR include:

- Appendix A Initial Study, NOP, and Scoping Materials
- Appendix B Air Quality and Greenhouse Gas Emissions Appendix
- Appendix C Biological Assessment
- Appendix D Jurisdictional Delineation Report
- Appendix E Human Health Risk Assessment Appendix
- Appendix F Noise Appendix
- Appendix G Construction Surface Transportation Appendix

1.5 Summary of Environmental Impacts

Table 1-1 presents a summary of environmental impacts of the proposed Project related to Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise and Transportation/Traffic, as defined in Chapter 4, *Environmental Impacts Analysis*, of this EIR. In accordance with the requirements of the *CEQA Guidelines*, and as further discussed in Chapter 6, *Other Environmental Considerations*, all other environmental categories addressed in Appendix G of the *CEQA Guidelines* were determined to be less than significant in the IS/NOP prepared for the proposed Project. These include impacts to Aesthetics, Agriculture and Forestry Resources, Cultural Resources, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.

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Table 1-1

Summary of Environmental Impacts for the Proposed Project by Resource Topic

Impact by Discipline	Level of Significance Before Mitigation	Existing Commitments and/or Mitigation Measures	New Mitigation Measures	Level of Significance After Mitigation
AIR QUALITY				
Construction	Significant <ul style="list-style-type: none"> Regional Construction Emissions (CO, VOC, NOx) Localized Construction Emissions (1-hour NO2) 	LAX-AQ-1. General Air Quality Control Measures (Measure Number 1a through 1g) LAX-AQ-2. Construction-Related Control Measures (2a through 2o)	Modified LAX-AQ-2 that will require: <ul style="list-style-type: none"> Use of 2010 model year on-road vehicles for all vehicles over 19,500 pounds (if available) Use of Tier 4 (final) equipment for off-road equipment greater than 50 horsepower (if available) 	Significant and Unavoidable
Operations	Less than significant	Not Applicable as Operational Capacity Would Not be Modified	None required	Less than significant
Cumulative Construction	Significant (same as for Air Quality-Construction above)	Same as for Air Quality-Construction above	Same as for Air Quality-Construction above	Significant and Unavoidable
Operations	Less than significant	Not Applicable as Operational Capacity Would Not be Modified	None required	Less than significant

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BIOLOGICAL RESOURCES				
Construction	Less than significant	MM-BC-1. Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area MM-BC-2. Conservation of Floral Resources: Lewis' Evening Primrose. MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control. MM-BC (BWP)-4. Conservation of Faunal Resources: Burrowing Owl MM-BC (BWP)-8. Conservation of Faunal Resources: Nesting Birds/Raptors.	None required	Less than significant
Operations	Less than significant	Same as for Biological Resources-Construction above	None required	Less than significant

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GREENHOUSE GAS EMISSIONS				
Construction and Operations	Less than significant	LAX-AQ-1. General Air Quality Control Measures (1f, 1g) LAX-AQ-2. Construction-Related Control Measures (2d through 2g, 2i through 2k, 2m, 2o)	None required	Less than significant
Cumulative Construction and Operations	Less than significant	Same as for Greenhouse Gases-Construction and Operations above	None required	Less than significant
HUMAN HEALTH RISK ASSESSMENT				
Construction: Acute non-cancer hazard index for acrolein	Significant	LAX-AQ-1. General Air Quality Control Measures (1a through 1g) LAX-AQ-2. Construction-Related Control Measures (2a through 2o)	No feasible mitigation identified	Significant and Unavoidable
Operations	Less than significant	Not Applicable as Operational Capacity Would Not be Modified	None required	Less than significant
Cumulative				
Construction	Significant	Same as for Human Health Risk Assessment-Construction above	No feasible mitigation identified	Significant and Unavoidable
Operations	Less than significant	Not Applicable as Operational Capacity Would Not be Modified	None required	Less than significant

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Impact by Discipline	Level of Significance Before Mitigation	Existing Commitments and/or Mitigation Measures	New Mitigation Measures	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY				
Construction	Less than significant	Treatment Best Management Practices HWQ-1. Develop Detailed Drainage Plan	None Required	Less than significant
Operations	Less than significant	Same as for Hydrology and Water Quality- Construction above	None required	Less than significant
Cumulative	Less than significant	Same as for Hydrology and Water Quality- Construction above	None required	Less than significant
NOISE				
Construction	Significant	MM-N-7. Construction Noise Control Plan MM-N-8. Construction Staging MM-N-9. Equipment Replacement MM-N-10. Construction Scheduling N-1. Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program ST-16. Designated Haul Routes ST-22. Designated Truck Routes	MM-N (RSA-N)-2. Zoned residential areas with residences located within the CNEL 1.5 dB increase contour will be invited to the Residential Sound Insulation Program (if not previously sound mitigated)	Less than significant
Operations	Less than significant	Not Applicable as the number and type of operations and flight tracks would not be modified	None required	Less than significant
Cumulative				

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Impact by Discipline	Level of Significance Before Mitigation	Existing Commitments and/or Mitigation Measures	New Mitigation Measures	Level of Significance After Mitigation
Construction	Potentially Significant	Same as for Noise-Construction above	MM-N (RSA-N)-1. If LAWA utilizes the Northeast Construction Staging/ Parking Area (Construction Staging Area B) during construction of the proposed Project, it will allow no other new noise-producing activities within this construction staging area until use of this construction staging area for the proposed Project is completed.	Less than significant
Operations	Less than significant	Not Applicable as Operational Capacity Would Not be Modified	None required	Less than significant

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Impact by Discipline	Level of Significance Before Mitigation	Existing Commitments and/or Mitigation Measures	New Mitigation Measures	Level of Significance After Mitigation
CONSTRUCTION SURFACE TRANSPORTATION				
Construction	Less than significant	C-1. Establishment of a Ground Transportation/Construction Coordination Office C-2. Construction Personnel Airport Orientation ST-9. Construction Deliveries ST-12. Designated Truck Delivery Hours ST-14. Construction Employee Shift Hours ST-16. Designated Haul Routes ST-17. Maintenance of Haul Routes ST-18. Construction Traffic Management Plan ST-22. Designated Truck Routes	None required	Less than significant
Cumulative	Less than significant	Same as for Construction Surface Transportation-Construction above	None required	Less than significant

Source: Ricondo & Associates, Inc., 2014.

1.6 Environmentally Superior Alternative

Section 15126.6(e)(2) of the State *CEQA Guidelines* requires an EIR to identify an environmentally superior alternative. If the environmentally superior alternative is the “no project” alternative, the EIR must identify an environmentally superior alternative among the other alternatives. As further described in Chapter 5, *Alternatives*, there was only one alternative to the proposed Project which was evaluated further:

Alternative 1 - No Project: Under the “No Project” alternative, none of the improvements and activities for the proposed Project would occur. This would result in non-compliance with Public Law 109-115, which requires all 14 CFR Part 139 certificated airports to comply with FAA RSA design guidelines by December 31, 2015. Regarding pavement reconstruction, it is reasonably foreseeable that under the No Project Alternative, typical, as-needed maintenance repair of poor quality pavement would potentially still be required on Runway 6L-24R and Taxiway AA to maintain safe airport operations.

All of the significant effects from the proposed Project would occur during construction and would be temporary. While a wide range of alternatives were considered (see Chapter 5) no alternative would achieve the objectives of the Project, and all would involve greater construction activities (and thus, greater impacts) than the proposed Project. Thus, after the No Project alternative (which would involve no or minimal construction), the environmentally superior alternative is the proposed Project.

1.7 Areas of Known Controversy and Issues to be Resolved

Several letters were received during the public circulation period for the Initial Study (IS)/NOP prepared for this EIR; no comments were received at the Public Scoping Meeting held on September 5, 2013. The primary environmental concerns associated with the proposed Project that were raised are summarized below. The NOP comments are included in **Appendix A** of this EIR.

Air Quality

Concern was raised regarding air quality emissions associated with aircraft operations and construction of the proposed Project. Section 4.1, *Air Quality*, addresses potential air quality impacts associated with construction activities and the shift of aircraft operations during construction in compliance with South Coast Air Quality Management District (SCAQMD) guidance. Because the proposed Project would not result in any change in the number or type of aircraft operations, or in the takeoff, departure, or flight paths of aircraft at LAX, no change in air quality emissions after construction is completed (when compared to existing conditions) would occur.

Biological Resources

Concern was raised concerning potential impacts to nesting and migratory birds. Section 4.2, *Biological Resources*, evaluates the effects of the proposed Project on biological resources including nesting and migratory birds.

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Hazards and Hazardous Materials

Concern was raised regarding potential contaminants and other hazards and hazardous materials located at the Project site that could pose a risk to the public and the environment with implementation of the proposed Project. As noted in the Initial Study, the Project site is not located on a hazardous material site pursuant to Government Code Section 65962.5. However, mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) will be employed to mitigate any hazardous waste that may be encountered during construction. Therefore, further analysis of hazards and hazardous materials is not necessary and was not performed.

Hydrology and Water Quality

Concern was raised concerning potential effects to aquifers and water quality during construction. Section 4.5, *Hydrology and Water Quality*, evaluates the potential effect the construction of the proposed Project would have on the hydrology and water quality surrounding the Project site.

Human Health Risk

Concern was raised regarding potential contaminants and risks to human health from construction activities. Section 4.4, *Human Health Risk Assessment*, evaluates the potential health risks associated with construction of the proposed Project.

Noise and Construction Staging Areas

Concern was raised about construction noise and impacts from the construction staging areas on area residents. Construction noise effects, including noise effects from construction staging areas, were evaluated and are discussed in Section 4.6, *Noise*; traffic effects from construction staging areas are discussed and evaluated in Section 4.7, *Construction Surface Transportation*. Concern was also raised about noise associated with aircraft operations. Section 4.6, *Noise*, evaluates the change in noise from the shift in aircraft operations that would result during construction, but because the proposed Project would not result in any change in the number or type of aircraft operations, or in the takeoff, departure, or flight paths of aircraft at LAX, no change in aircraft noise after construction is completed (when compared to existing conditions) would occur.

Transportation/Traffic

Comments were provided that requested a detailed traffic analysis be performed to determine the traffic impacts on State routes and local roads; traffic volume counts for AM and PM peak periods; level of service before and during construction; construction vehicle trip discussion; and appropriate mitigation measures to alleviate any anticipated impacts. A detailed construction traffic analysis incorporating these elements has been prepared and included as part of this EIR in Section 4.7, *Construction Surface Transportation*.

Utilities and Service Systems

Comments were raised concerning potential impacts to sewers, utilities, and service systems. Section 4.5, *Hydrology and Water Quality*, evaluates the potential effect of the proposed Project on storm water and drainage systems at LAX. As noted in the Initial Study, the proposed

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Project would not induce changes in population or significant changes in employment. There would be a temporary increase in construction employment at the Airport, but this would be minimal. The proposed Project would result in the temporary need for additional water during construction; LAVA has committed to the usage of reclaimed water for dust suppression. Other water requirements during construction would be less than significant. Wastewater generation would also increase during construction, but the amount generated would be minimal and would have a less than significant impact on the sewer system. Additionally, mitigation measures contained in the LAX MMRP will be employed to maximize use of reclaimed water, conserve water, and minimize the production of solid waste during construction. Therefore, further analysis of utilities and service systems is not necessary and was not performed.