

1.4 Summary of Environmental Impacts

Table 1-2 summarizes the environmental impacts from construction and operation of the proposed Project for each of the nine resource topics analyzed in Chapter 4, *Environmental Impact Analysis*, of this Draft EIR. Included in the summary for each topic are: an overview of the environmental impact; the determination of whether the impact is significant; an indication of applicable mitigation, including the mitigation measure(s) reference number(s) (see relevant sections in Chapter 4 for complete mitigation measure descriptions); and the level of impact significance after mitigation.

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Air Quality			
Impact 4.1.1-1: Construction of the proposed Project would result in estimated incremental increases in construction-related emissions that are greater than the daily mass emission thresholds established by South Coast Air Quality Management District (SCAQMD). This would be a significant and unavoidable impact for construction.	Construction: Significant (oxides of nitrogen [NO _x]) Significant (carbon monoxide [CO], volatile organic compounds [VOC], sulfur dioxide [SO _x]; short-term – approx. 4.5 months) ¹ Operations: Not Applicable	Construction: MM-AQ/GHG (ATMP)-1. Rock Crushing Operations. MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel. MM-C (ATMP)-1. Construction Mitigation Oversight. Operations: Not Applicable	Construction: Significant and Unavoidable (NO _x) Significant and Unavoidable (CO, VOC, SO _x ; short-term – approx. 4.5 months) ¹ Operations: Not Applicable
Impact 4.1.1-2: Operation of the proposed Project would result in estimated incremental increases in operations-related emissions that are greater than the daily mass emission thresholds established by SCAQMD. This would be a significant and unavoidable impact for operations.	Construction: Not Applicable Operations: Significant (NO _x , SO _x , PM ₁₀ , PM _{2.5})	Construction: Not Applicable Operations: MM-AQ/GHG (ATMP)-3. Parking Cool Roof. MM-AQ/GHG (ATMP)-4. EV Charging Infrastructure. MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing. MM-AQ/GHG (ATMP)-6. Solar Energy Technology. MM-T (ATMP)-1. Vehicle Miles Traveled (VMT) Reduction Program.	Construction: Not Applicable Operations: Significant and Unavoidable (NO _x , SO _x , PM ₁₀ , PM _{2.5})
Impact 4.1.1-3: Construction of the proposed Project would result in estimated incremental ambient concentrations due to construction-related emissions that would be less than the concentration thresholds established by SCAQMD. This would be a less than significant impact for construction.	Construction: Less than Significant Operations: Not Applicable	No mitigation is required	Construction: Less than Significant Operations: Not Applicable

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Impact 4.1.1-4: Operation of the proposed Project would result in estimated incremental ambient concentrations due to operations-related emissions that would be greater than the concentration thresholds established by SCAQMD. This would be a significant and unavoidable impact for operations.	Construction: Not Applicable Operations: Significant (PM ₁₀)	Construction: Not Applicable Operations: MM-AQ/GHG (ATMP)-3. Parking Cool Roof. MM-AQ/GHG (ATMP)-4. EV Charging Infrastructure. MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing. MM-AQ/GHG (ATMP)-6. Solar Energy Technology. MM-T (ATMP)-1. Vehicle Miles Traveled (VMT) Reduction Program.	Construction: Not Applicable Operations: Significant and Unavoidable (PM ₁₀)
Human Health Risk			
Impact 4.1.2-1: The proposed Project would not increase incremental cancer risk greater than, or equal to, 10 in 1 million (10 x 10 ⁻⁶) for potentially exposed off-airport workers, residents, or school children. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Impact 4.1.2-2: The proposed Project would not result in a cancer burden greater than, or equal to 0.5 excess cancer cases in areas within the greater than 1 in 1 million zone of impact. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Impact 4.1.2-3: The proposed Project would not result in a total incremental chronic hazard index (HI) greater than, or equal to, 1 for any target organ system at any receptor location. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Impact 4.1.2-4: The proposed Project would not result in a total incremental acute HI greater than, or equal to, 1 for any target organ system at any receptor location. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Impact 4.1.2-5: The proposed Project would not result in an exceedance of Permissible Exposure Limits - Time Weighted Average or Threshold Limit Values for workers. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Cultural Resources (Historical Resources)			
Impact 4.2-1: Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Energy			
Impact 4.3-1: The proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operations. As such, this would be a less than significant impact for construction and operations.	Less than Significant	No mitigation is required	Less than Significant
Impact 4.3-2: The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As such, there would be no impact for construction and operations.	No Impact	No mitigation is required	No Impact

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Greenhouse Gas Emissions			
Impact 4.4-1: Construction and operation of the proposed Project would generate GHGs, directly and indirectly, that may have a significant impact on the environment. This would be a significant and unavoidable impact for construction and operations.	Construction and operations combined: Significant	<p>Construction:</p> <ul style="list-style-type: none"> MM-AQ/GHG (ATMP)-1. Rock Crushing Operations. MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel. MM-GHG (ATMP)-1. Demolition Waste. MM-C (ATMP)-1. Construction Mitigation Oversight. <p>Operations:</p> <ul style="list-style-type: none"> MM-AQ/GHG (ATMP)-3. Parking Cool Roof. MM-AQ/GHG (ATMP)-4. EV Charging Infrastructure. MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing. MM-AQ/GHG (ATMP)-6. Solar Energy Technology. MM-GHG (ATMP)-2. Organic Waste Collection and Diversion. MM-GHG (ATMP)-3. Green Procurement. MM-GHG (ATMP)-4. Enhanced Recycling. MM-GHG (ATMP)-5. Landscaping Water. MM-T (ATMP)-1. Vehicle Miles Traveled (VMT) Reduction Program. 	Construction and operations combined: Significant and Unavoidable
Impact 4.4-2: Construction and operation of the proposed Project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. This would be a significant and unavoidable impact for construction and operations.	Construction and operations GHG combined: Significant	<p>Construction:</p> <ul style="list-style-type: none"> MM-AQ/GHG (ATMP)-1. Rock Crushing Operations. MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel. MM-GHG (ATMP)-1. Demolition Waste. MM-C (ATMP)-1. Construction Mitigation Oversight. <p>Operations:</p> <ul style="list-style-type: none"> MM-AQ/GHG (ATMP)-3. Parking Cool Roof. MM-AQ/GHG (ATMP)-4. EV Charging Infrastructure. 	Construction and operations combined: Significant and Unavoidable

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
		MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing. MM-AQ/GHG (ATMP)-6. Solar Energy Technology. MM-GHG (ATMP)-2. Organic Waste Collection and Diversion. MM-GHG (ATMP)-3. Green Procurement. MM-GHG (ATMP)-4. Enhanced Recycling. MM-GHG (ATMP)-5. Landscaping Water. MM-T (ATMP)-1. Vehicle Miles Traveled (VMT) Reduction Program.	
Cumulative impacts: Construction and operation of the proposed Project would result in an incremental increase in GHG emissions. This would be a <i>cumulatively considerable</i> contribution for construction and operations.	Construction and operations combined: Cumulatively considerable	Construction: MM-AQ/GHG (ATMP)-1. Rock Crushing Operations. MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel. MM-GHG (ATMP)-1. Demolition Waste. MM-C (ATMP)-1. Construction Mitigation Oversight. Operations: MM-AQ/GHG (ATMP)-3. Parking Cool Roof. MM-AQ/GHG (ATMP)-4. EV Charging Infrastructure. MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing. MM-AQ/GHG (ATMP)-6. Solar Energy Technology. MM-GHG (ATMP)-2. Organic Waste Collection and Diversion. MM-GHG (ATMP)-3. Green Procurement. MM-GHG (ATMP)-4. Enhanced Recycling. MM-GHG (ATMP)-5. Landscaping Water. MM-T (ATMP)-1. Vehicle Miles Traveled (VMT) Reduction Program.	Construction and operations combined: Cumulatively considerable

Table 1-2			
Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Hazardous Materials			
Impact 4.5-1: The proposed Project would 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 associated with existing soil and/or groundwater contamination remediation activities. This would result in a less than significant impact for construction and no impact for operations.	Construction: Less than Significant Operations: No Impact	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: No impact
Impact 4.5-2: Although the proposed Project would be located on sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 or other government databases, the Project would not create a significant hazard to the public or the environment. This would result in a less than significant impact for construction and no impact for operations.	Construction: Less than Significant Operations: No Impact	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: No impact
Land Use and Planning			
Impact 4.6-1: Implementation of the proposed Project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This would be a less than significant impact for construction and operations.	Less than Significant	No mitigation is required	Less than Significant

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Aircraft Noise			
Impact 4.7.1-1 (65 CNEL Contours): Implementation of the proposed Project would generate aircraft noise that would increase noise levels at exterior use areas of noise-sensitive uses that would be newly exposed to 65 CNEL or above during construction (for a 4.5-month period) and operations, as compared to baseline conditions. This would be a significant impact for construction and operations.	Construction: Significant (short-term, approximately 4.5 months) ¹ Operations: Significant	Construction: No feasible mitigation is available. Operations: MM-AN (ATMP)-1. Sound Insulation Programs.	Construction: Significant and unavoidable (short-term, approximately 4.5 months) ¹ Operations: Significant and unavoidable
Impact 4.7.1-2 (1.5 dBA Increase in 65 CNEL Contours): Implementation of the proposed Project could cause a temporary construction-related increase in aircraft noise levels of 1.5 dBA or more in areas where noise-sensitive uses are already exposed to the 65 CNEL contour or above compared to baseline conditions. Project implementation would not result in a 1.5 dBA increase within the 65 CNEL contour during operations. This would be a significant impact for construction and a less than significant impact for operations.	Construction: Significant (short-term, approximately 4.5 months) ¹ Operations: Less than Significant	Construction: No feasible mitigation is available. Operations: No mitigation is required	Construction: Significant and unavoidable (short-term, approximately 4.5 months) ¹ Operations: Less than Significant
Impact 4.7.1-3 (Classroom Learning): Implementation of the proposed Project would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning, as compared baseline conditions, during construction or operations. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	Construction: No mitigation is required Operations: No mitigation is required	Construction: Less than Significant Operations: Less than Significant

Table 1-2 Summary of Potential Impacts and Mitigation Measures Associated with the Proposed Project			
Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Roadway Traffic Noise			
Impact 4.7.2-1: Future roadway traffic associated with proposed Project operations would not cause existing ambient noise levels at noise-sensitive uses to increase by more than the allowable limits. This would result in a <i>less than significant impact</i> for operations.	Operations: Less than Significant Construction: Not applicable	Operations: No mitigation is required Construction: Not applicable	Operations: Less than Significant Construction: Not applicable
Impact 4.7.2-2: Future roadway traffic associated with proposed Project operations would not cause future noise levels in the worst-hour to exceed existing ambient noise levels at noise-sensitive uses by 12 dBA or more. This would result in a <i>less than significant impact</i> for operations.	Operations: Less than Significant Construction: Not applicable	Operations: No mitigation is required Construction: Not applicable	Operations: Less than Significant Construction: Not applicable
Impact 4.7.2-6: Combined roadway traffic noise and aircraft noise associated with operation of the proposed Project would not cause ambient noise levels at noise-sensitive uses to increase by more than the allowable limits. This would result in a <i>less than significant impact</i> for operations.	Operations: Less than Significant Construction: Not applicable	Operations: No mitigation is required Construction: Not applicable	Operations: Less than Significant Construction: Not applicable
Construction Traffic and Equipment Noise and Vibration			
Impact 4.7.3-1: Construction traffic would not cause existing ambient noise levels measured at the property line of noise-sensitive uses to increase by 3 dBA or more in CNEL. This would result in a <i>less than significant impact</i> for construction.	Construction: Less than Significant Operations: Not Applicable	Construction: No mitigation is required Operations: Not Applicable	Construction: Less than Significant Operations: Not Applicable

Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Impact 4.7.3-2: Use of construction equipment in association with construction activities would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive uses. This would be a significant impact for construction.	Construction: Significant Operations: Not Applicable	Construction: MM-CN (ATMP)-1. Construction Noise Control Plan. MM-CN (ATMP)-2. Construction Scheduling. MM-CN (ATMP)-3. Construction Equipment. MM-C (ATMP)-1. Construction Mitigation Oversight. Operations: Not Applicable	Construction: Less than Significant Operations: Not Applicable
Impact 4.7.3-3: Implementation of the proposed Project would not generate excessive ground-borne vibration that would exceed damage criteria. This would be a less than significant impact for construction.	Construction: Less than Significant Operations: Not Applicable	Construction: No mitigation is required Operations: Not Applicable	Construction: Less than Significant Operations: Not Applicable
Cumulative Impact: With respect to construction equipment noise, implementation of the proposed Project, in conjunction with other development projects, would result in a significant cumulative impact for construction. The proposed Project's contribution to this significant cumulative impact would be cumulatively considerable . Cumulative construction traffic noise and construction vibration impacts would be less than significant .	Construction: Cumulatively Significant Operations: Not Applicable	Construction: MM-CN (ATMP)-1. Construction Noise Control Plan. MM-CN (ATMP)-2. Construction Scheduling. MM-CN (ATMP)-3. Construction Equipment. Operations: Not Applicable	Construction: Less than Significant Operations: Not Applicable
Transportation			
Impact 4.8-1: The proposed Project would not conflict with a plan, program, ordinance, or policy addressing the circulation system that would result in a significant impact to the environment. This would be a less than significant impact .	Less than Significant	No mitigation is required	Less than Significant

Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Impact 4.8-2: The proposed Project would generate VMT per employee exceeding 15 percent below the Projected Future Conditions Baseline (2028) VMT per employee (i.e., 20.4). This would be a significant impact .	Significant	MM-T (ATMP)-1. VMT Reduction Program.	Less than Significant
Impact 4.8-3: The proposed Project would increase total passenger VMT over the Projected Future Conditions Baseline (2028). This would be a significant impact .	Significant	MM-T (ATMP)-1. VMT Reduction Program.	Significant and Unavoidable
Impact 4.8-4: The proposed Project would induce substantial additional VMT compared to the Projected Future Conditions Baseline (2028). This would be a significant impact .	Significant	No feasible direct mitigation available. May be able to use VMT reduction credits from excess, if any, employee VMT reductions	Significant and Unavoidable
Impact 4.8-5: The proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. This would be a less than significant impact .	Less than Significant	No mitigation is required	Less than Significant
Water Supply			
Impact 4.9.1-1: The proposed Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Impact 4.9.1-2: The proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	No mitigation is required	Construction: Less than Significant Operations: Less than Significant

Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Wastewater Generation			
Impact 4.9.2-1: The proposed Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. This would be a less than significant impact for construction and operations.	Construction: Less than Significant Operations: Less than Significant	No mitigation is required	Construction: Less than Significant Operations: Less than Significant
Impact 4.9.2-2: The proposed Project would not exceed wastewater treatment capacity due to Project-related wastewater treatment demand. There would be no impact for construction and operations.	Construction: No Impact Operations: No Impact	No mitigation is required	Construction: No Impact Operations: No Impact
Note: ¹ Short-term impacts would result from temporary runway closures during construction.			

1.4.1 Significant Unavoidable Impacts

Air Quality

- Construction emissions (Project-related and cumulatively considerable contributions) of the following pollutants:
 - Carbon monoxide (CO) (for two 4.5-month periods)
 - Volatile organic compounds (VOC) (for two 4.5-month periods)
 - Nitrogen oxides (NO_x)
 - Sulfur oxides (SO_x) (for two 4.5-month periods)
- Operational emissions (Project-related and cumulatively considerable contributions) of the following pollutants:
 - NO_x
 - SO_x
 - Respirable particulate matter (PM₁₀)
 - Fine particulate matter (PM_{2.5})
- Operational concentrations (Project-related and cumulatively considerable contributions) of the following pollutants:
 - PM₁₀

Greenhouse Gas Emissions

- Net increase in GHG emissions from construction and operations, combined
- Cumulatively considerable contribution to GHG emissions
- Project-related inconsistency with plans/policies related to GHG emission reductions

Noise

- Aircraft Noise
 - Construction
 - Increased noise levels at exterior use areas of noise-sensitive uses to 65 CNEL or above (for two 4.5-month periods)
 - Temporary increase in aircraft noise levels of 1.5 dBA or more within the 65 CNEL contour compared to baseline conditions (for two 4.5-month periods)
 - Operations
 - Increased noise levels at exterior use areas of noise-sensitive uses to 65 CNEL or above

Transportation

- Passenger VMT
- Short-term and Long-term induced VMT
- Cumulatively considerable contribution to VMT impacts

1.5 Alternatives Evaluated in the Draft EIR

As further described in Chapter 5, *Alternatives*, the alternatives to the proposed Project evaluated in detail in the Draft EIR are:

Alternative 1: No Project Alternative. Under the No Project Alternative, none of the improvements and activities proposed for the LAX Airfield and Terminal Modernization Project would occur. It is expected that the proposed Concourse 0 site would be used for surface parking (after the temporary taxi and rideshare pick-up area, termed “LAX-it”, is decommissioned), which was its use prior to implementation of LAX-it, because the site is already configured to accommodate vehicle entry, parking, and egress, and had a high utilization rate for parking. Under the No Project Alternative, the Terminal 9 site would continue to be used for airport-related uses (commuter aircraft operations and gates, aircraft parking, cargo handling/storage, and ground support equipment (GSE) facilities). As property acquisition would no longer be required, the private parcels would continue to be used for commercial airport and non-airport parking, and the existing on-airport taxi holding lot would remain in its current location. LAX would continue to experience growth in aircraft operations and passenger activity levels in the future, including through 2028 (the buildout year for the proposed Project), to meet the region’s demand for air service. As such, the projected future passenger levels in 2028 under the No Project Alternative would be the same as for the proposed Project (i.e., 110.8 million annual passengers, or MAP). Several improvements are assumed to occur under Alternative 1, including airfield improvements (i.e., Taxiway P), terminal improvements (i.e., Midfield Satellite Concourse [MSC] North project, MSC South project, Terminal 1.5 project, Terminals 2 and 3 modernization, Terminal 3 connection to TBIT, Terminal 4 modernization, Terminal 5 gate downgauging, and Terminal 6 renovation), landside improvements (i.e., LAX Landside Access Modernization Program), and other improvements/facilities (use of Concourse 0 site for surface parking, LAX Northside development, Delta hangar complex demolition). These improvements would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved,