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*EXECUTIVE SUMMARY*

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## ES.1 INTRODUCTION

The Federal Aviation Administration (FAA) is the lead federal agency for the preparation of this Environmental Impact Statement (EIS). This EIS was prepared in compliance with federal, state, and local regulations to analyze and disclose the potential environmental impacts resulting from the proposed replacement passenger terminal project (Proposed Action) at the Bob Hope "Hollywood Burbank" Airport (Airport).

The Proposed Action includes the following project components:

- » Construction of a replacement passenger terminal building
- » Construction of a 45,900-square-yard aircraft apron
- » Construction of replacement employee automobile parking
- » Construction of a public automobile parking structure
- » Construction of a new passenger terminal access road
- » Realignment of Avenue A
- » Construction of replacement airline cargo building
- » Construction of replacement Aircraft Rescue and Firefighting (ARFF) station
- » Construction of a ground-service equipment (GSE) and passenger terminal maintenance building
- » Construction of a central utility plant
- » Construction of ground access vehicle storage and staging area
- » Extension of Taxiway A and Taxiway C
- » Realignment of the Airport service road
- » Relocation of shuttle bus dispatch office and staging area
- » Demolition of existing passenger terminal building
- » Removal of commercial aircraft apron and adjacent taxilanes
- » Removal of parking booth
- » Removal of employee parking lot
- » Removal of Parking Lot A

- » Removal of Parking Lot B
- » Removal of Parking Lot E
- » Removal of public parking structure
- » Removal of tenant lease area
- » Demolition of airline cargo and GSE maintenance building and associated pavement
- » Removal of shuttle bus dispatch office and staging area

The Proposed Action would not result in changes to the Airport's runway configuration or length, aircraft fleet mix, time of aircraft operations, number of aircraft operations, or airspace around the Airport.<sup>1</sup>

## ES.2 ENVIRONMENTAL REVIEW PROCESS

The FAA's environmental review process complies with environmental regulations and requirements, including the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ's) *Regulations of Implementing the Procedural Provisions of NEPA*,<sup>2</sup> and FAA Orders 1050.1F and 5050.4B.

The EIS process was initiated when the FAA published the Notice of Intent (NOI) in the *Federal Register* on December 18, 2018. Two scoping meetings, one for federal, state, regional, and local agencies and the second for the public, were held on January 29, 2019, at the Buena Vista Library in Burbank, California. Oral and written comments were accepted at both scoping meetings. In addition, written comments were accepted during the scoping comment period, which ended on March 1, 2019.

The FAA's Air Traffic Organization (ATO) announced that a separate Environmental Assessment (EA) will be prepared to address proposed amendments to the Airport's existing aircraft departure routes. This is an independent project to the Proposed Action and not considered a connected action. Public involvement and input will be part of that ATO EA process.<sup>3</sup>

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<sup>1</sup> The FAA Air Traffic Division (ATO) announced that an Environmental Assessment (EA) will be prepared to address proposed amendments to the Airport's existing aircraft departure routes. This is an independent project to the Proposed Action and not considered a connected action. Public involvement and input will be part of that ATO EA process (see: [https://www.faa.gov/air\\_traffic/community\\_involvement/bur/](https://www.faa.gov/air_traffic/community_involvement/bur/)).

<sup>2</sup> 40 CFR § 1500-1508.

<sup>3</sup> See: [https://www.faa.gov/air\\_traffic/community\\_involvement/bur/](https://www.faa.gov/air_traffic/community_involvement/bur/)

### **ES.2.1 Agency Scoping Meeting**

No verbal agency comments were received during the agency scoping meeting. Six agencies provided written comments during the scoping comment period (see Appendix B of this EIS).

### **ES.2.2 Public Scoping Meeting**

During the public scoping meeting, a stenographer was available to transcribe oral comments. A total of 19 persons provided oral comments at the public scoping meeting, which the stenographer transcribed, and about 200 written public comments were received during the public scoping meeting. About 300 written public comments were received during the scoping comment period (see Appendix B of this DEIS).

## **ES.3 PURPOSE AND NEED**

The purpose of the Proposed Action is to provide a replacement passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The existing passenger terminal building does not meet current FAA standards related to runway separation and object free areas. It is also obsolete in terms of contemporary passenger terminal building design and efficient utilization standards. Further, it does not meet current building requirements or current and future passenger amenities. FAA's need is defined by the statutory requirement to decide whether to unconditionally approve the Proposed Action as depicted on the ALP developed by the Burbank-Glendale-Pasadena Airport Authority (the Authority), pursuant to USC § 47107(a)(16).

The Authority has specific objectives to meet the goal of modernizing the passenger terminal and to meet the expectations of the current and future travelling public. The Authority's objectives of the Proposed Action are to have a replacement passenger terminal that meets Americans with Disabilities Act (ADA) standards, as well as the latest seismic (earthquake) design requirements of California Building Code; have a replacement passenger terminal that consolidates air facilities (including passenger, tenant, and Authority facilities) into a single passenger terminal building; provide an energy-efficient passenger terminal with the same number of aircraft gates and the same number of public parking spaces for commercial passengers; and maintain intermodal connectivity between the replacement passenger terminal and the various fixed-rail and bus options located near the Airport.

## ES.4 ALTERNATIVES

This EIS identifies a range of reasonable alternatives that fulfill the purpose and need for the Proposed Action, rigorously explores and objectively evaluates all reasonable alternatives, and—for alternatives that were eliminated from detailed study—briefly discusses the reasons for their elimination. This EIS also identifies the FAA’s preferred alternative.

The following reasonable alternatives were identified for this EIS:

- » New Airport
- » Remote Landside Facility
- » Transfer Activity to Other Airports
- » Other Modes of Transportation
- » Airfield Reconfiguration
- » Replacement Passenger Terminal Building in Southeast Quadrant
- » Replacement Passenger Terminal Building in Southwest Quadrant
- » Replacement Passenger Terminal Building in Northwest Quadrant
- » Replacement Passenger Terminal Building in Northeast Quadrant (Proposed Action)
- » No Action Alternative

For this EIS, the FAA established a two-step screening process to identify and evaluate a range of reasonable alternatives to the Proposed Action. Step 1 of the screening analysis included an analysis of each alternative to determine whether the alternative could achieve the Purpose and Need. This included meeting all current FAA standards, current and future passenger demand, and State building requirements, as well as improving utilization and operational efficiency of the terminal building. Step 2 of the screening analysis included whether an alternative would be practical or feasible to implement from a technical or economic standpoint. Following the two-step screening analysis, the Proposed Action and the No Action Alternative remained for full environmental analysis.

## ES.5 ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

This EIS discusses potential impacts resulting from implementation of the Proposed Action and the No Action Alternative. The impacts associated with each resource

category<sup>4</sup> for the Proposed Action and No Action Alternative have been analyzed. Specific study years were broken out for certain resources (air quality, climate, noise, and socioeconomics [surface traffic]) in order to assess the near-term and long-term impacts.

Based on requirements set forth in FAA Order 1050.1F and Order 5050.4B and guidance in the FAA Order 1050.1F Desk Reference<sup>5</sup>, analyses of each resource category include direct and indirect effects of constructing and implementing the Proposed Action or No Action Alternative and comparing the impacts from the alternatives. Each environmental resource category was analyzed based on the significance thresholds as described in FAA Order 1050.1F and Order 5050.4B.

Where appropriate, mitigation, avoidance, and minimization measures to eliminate or reduce any potential impacts resulting from the Proposed Action are presented in this EIS, which would be implemented by the Authority. The FAA would identify any mitigation and minimization measures in the Record of Decision and ensure implementation of such measures through special conditions in grant-in-aid assurances and other appropriate follow-up actions in accordance with Title 40, Code of Federal Regulations (CFR) § 1505.3. A summary of the potential impacts resulting from construction and implementation of the Proposed Action when compared to the No Action Alternative, and the mitigation, avoidance, or minimization measures associated with potential impacts are presented in

**Table ES.5-1.**

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<sup>4</sup> Resource categories analyzed are in accordance with FAA's Section 4-1 of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA's 1050.1F Desk Reference.

<sup>5</sup> The July 2015 version of the 1050.1F Desk Reference was used for this EIS.

**TABLE ES.5-1  
ENVIRONMENTAL IMPACTS SUMMARY**

<b>IMPACT CATEGORY</b>	<b>NO ACTION ALTERNATIVE</b>	<b>PROPOSED ACTION</b>	<b>MITIGATION, AVOIDANCE, OR MINIMIZATION MEASURES</b>
Air Quality	No significant impact. Would not exceed National Ambient Air Quality Standards (NAAQS).	No significant impact. Would not exceed NAAQS.	Compliance with the Air Quality Implementation Plan (ACIP) and Memorandum of Understanding (MOU) with the South Coast Air Quality Management District (SCAQMD).
Biological Resources	No impact	No effect to any federally listed species. No adverse effect to non-federally listed species.	Tree removal to occur prior to nesting season. A qualified wildlife biologist to conduct preconstruction surveys for migratory birds and burrowing owls. A qualified wildlife biologist to perform a take avoidance burrowing owl survey.
Coastal Resources	Not Applicable (N/A)	N/A	N/A
Climate	No impact	No impact	Compliance with the State Implementation Plan (SIP) and Memorandum of Understanding (MOU) with the South Coast Air Quality Management District (SCAQMD).
Department of Transportation, Section 4(f)	No impact	No impact – no direct or constructive use	None required
Farmlands	N/A	N/A	N/A
Hazardous Materials, Solid Waste, and Pollution Prevention	No impact	Does not violate federal, state, tribal, or local laws or regulations, produce appreciably different quantity of hazardous	Compliance with SCAQMD rules that govern air quality pollutant emissions (specifically for volatile organic compound) emissions. Development of and compliance with a soil management

IMPACT CATEGORY	NO ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION, AVOIDANCE, OR MINIMIZATION MEASURES
		materials or solid waste, and does not adversely affect human health and the environment. The Proposed Action site is a former contaminated site, but the Regional Water Control Board (RWQCB) has determined the site as compatible for construction of the Proposed Action.	plan (SMP). Development of and compliance with an Asbestos Operations and Management Plan. Compliance with Cal-OSHA requirements for removal of lead-based paint. Compliance with all federal, state, and local regulations for the use, storage, transportation, disposal, and incidental spills of hazardous materials.
Historic, Architectural, Archaeological, and Cultural Resources			
<i>Historic and Architectural</i>	No historic architectural properties affected	No historic architectural properties affected	None required
<i>Archaeological and Cultural Resources</i>	No adverse effect	No adverse effect	Development of, and compliance with, measures recommended by the FAA to provide for the evaluation of unanticipated discoveries during construction.
Land Use	No land use, zoning, or Airport property boundary changes.	No land use, zoning, or Airport property boundary changes.	None required
Natural Resources and Energy Supply	No exceedance from demand on available or future supply of resources	No exceedance from demand on available or future supply of resources	Incorporate energy efficiency and sustainability measures during design wherever possible.

<b>IMPACT CATEGORY</b>	<b>NO ACTION ALTERNATIVE</b>	<b>PROPOSED ACTION</b>	<b>MITIGATION, AVOIDANCE, OR MINIMIZATION MEASURES</b>
Noise and Noise-Compatible-Land Use	No CNEL 1.5 dB increase in CNEL 65+ dB noise contour over noise sensitive land uses	No CNEL 1.5 dB increase in CNEL 65+ dB noise contour over noise sensitive land uses	None required
<i>Residential properties in the CNEL 65+ dB noise contour</i>	<i>1,159 residential properties in the CNEL 65+ dB noise contour</i>	<i>The same 1,159 residential properties in the CNEL 65+ dB noise contour as the No Action Alternative</i>	None required
<i>Other Noise Sensitive Sites in the CNEL 65+ dB noise contour</i>	<i>Five noise sensitive sites in the CNEL 65+ dB noise contour</i>	<i>The same five noise sensitive sites in the CNEL 65+ dB noise contour as the No Action Alternative.</i>	None required
<b>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks</b>			
<i>Socioeconomics</i>	No induced socioeconomic impacts	No induced socioeconomic impacts	None required
<b>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks</b>			
<i>Environmental Justice</i>	No disproportionately high and adverse effect on minority and low-income populations	No disproportionately high and adverse effect on minority and low-income populations	None required
<i>Children's Environmental</i>	No disproportionate environmental risks	No disproportionate environmental risks to the	None required

<b>IMPACT CATEGORY</b>	<b>NO ACTION ALTERNATIVE</b>	<b>PROPOSED ACTION</b>	<b>MITIGATION, AVOIDANCE, OR MINIMIZATION MEASURES</b>
<i>Health and Safety Risks</i>	to the health or safety of children	health or safety of children	
Visual Effects			
<i>Light Emissions</i>	Does not create annoyance or interfere with normal activities	Does not create annoyance or interfere with normal activities	Compliance with City of Burbank Zoning Ordinance and FAA regulations for airport lighting.
<i>Visual Resources and Visual Character</i>	Does not contrast, block or obstruct, or affect the aesthetic value of visual resources	Does not contrast, block or obstruct, or affect the aesthetic value of visual resources	None required
Water Resources			
<i>Wetlands</i>	N/A	N/A	N/A
<i>Floodplains</i>	No impact	No impact	None required
<i>Surface Waters</i>	No impact	No significant impact	Compliance with of Stormwater Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES) permit requirements. Development of and compliance with Spill Prevention, Control, and countermeasure (SPCC) Plan, and SMP. Compliance with Low Impact Development (LID) requirements.
<i>Groundwater</i>	No impact	No significant impact	Development of and compliance with SMP. Obtain RWQCB approval prior to initiating construction activities.

<b>IMPACT CATEGORY</b>	<b>NO ACTION ALTERNATIVE</b>	<b>PROPOSED ACTION</b>	<b>MITIGATION, AVOIDANCE, OR MINIMIZATION MEASURES</b>
<i>Wild and Scenic Rivers</i>	N/A	N/A	N/A
Cumulative Impacts	No impact	No impacts to any resource categories that would result in a significant impact and/or violate a factor to consider as identified by the FAA	None required
Irreversible and Irretrievable Commitment of Resources	No impact	No impacts on, or losses to, resources that cannot be recovered or reversed	None required

Source: RS&H, 2020.

## **ES.6 FAA'S PREFERRED ALTERNATIVE**

The FAA has identified the Proposed Action as its preferred alternative pursuant to 40 CFR § 1502.14(e). As defined in Council on Environmental Quality's (CEQ's) Forty Most Asked Questions Concerning NEPA Regulations, the agency's "preferred alternative" is the "alternative which the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical and other factors." In selecting a preferred alternative, the FAA considered the factors disclosed in this Draft EIS in the context and scope of implementing federal transportation policies within the framework of the FAA's statutory authorities and responsibilities

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