

6. Mitigation

The LOPD associated with the Proposed Action includes an area of the Authority's COB and Hangars 11 and 12, where structurally unsuitable material would be removed and replaced with fill structurally suitable for supporting the New North Concourse and its associated apron and taxiway. During the implementation of the Proposed Action, the Authority will:

- Develop and implement erosion and sediment control and stormwater management measures in accordance with the latest version of the Virginia Erosion and Sediment Control Handbook and Virginia Stormwater Management Laws and Regulations.
- Obtain and comply with all applicable permits and approvals associated with the enforceable policies of the Virginia Coastal Zone Management Program.
- Design and construct the project in accordance with the general performance standards of the Chesapeake Bay Preservation Act.
- Use best management practices to reduce air quality pollution during construction.
- Dispose of all contaminated material excavated from within the project area off-airport and test the material prior to disposal and dispose of any hazardous material in accordance with state and federal requirements.
- Continue coordination with the SHPO as design of the new facilities progresses and obtain their final concurrence of No Adverse Effect.
- Coordinate with Arlington County transportation staff to implement signal-timing optimization to mitigate change from LOS D to LOS E in the peak hour on northbound U.S. Route 1 during hauling operations.
- Impose noise-reduction methods during construction if projected noise levels exceed the Authority's 2014 *Design Manual's* nighttime noise criterion of an L_{max} of 55 dBA. Noise mitigation measures that may be used are further described in Section 5.11.2.4.

Vegetated wetlands (regulated by the ACE, Virginia Department of Environmental Quality, or VMRC), farmlands, and wild and scenic rivers are not located on Airport land within the LOPD.

Table 5-1 in Section 5 provides a summary of the potential environmental impacts by resource category.

- The Proposed Action would affect the following impact categories, but the impacts, after mitigation, do not meet or exceed the thresholds of significance:
 - Air Quality (for more information, please refer to Section 5.2)
 - Climate (for more information, please refer to Section 5.4)
 - Section 4(f) Resources; modifications to the South Hangar Line and Terminal A would occur; a conditional determination of No Adverse Effect has been received (for more information, please refer to Section 5.6)
 - Historical, Architectural, Archeological, and Cultural Resources; modifications to the South Hangar Line and Terminal A would occur; a conditional determination of No Adverse Effect has been received (for more information, please refer to Section 5.8)
 - Construction noise (for more information, please refer to Section 5.11.2.3)
 - Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks; temporary traffic impacts will result during construction (for more information, please refer to Section 5.12)
- Neither the Proposed Action nor the No Action Alternatives would impact:
 - Biological Resources, including Fish, Plants, and Wildlife, Federally and State-Protected Species (for more information, please refer to Section 5.3)
 - Coastal Resources (for more information, please refer to Section 5.5)
 - Farmlands (do not exist within the LOPD)
 - Hazardous Materials, Solid Waste, and Pollution Prevention (for more information, please refer to Section 5.7)
 - Land Use (for more information, please refer to Section 5.9)
 - Natural Resources and Energy Supply (for more information, please refer to Section 5.10)
 - Aircraft Noise and Noise-Compatible Land Use (for more information, please refer to Section 5.11.2.5)
 - Visual Effects (for more information, please refer to Section 5.13)
 - Water Resources, including Wetlands, Floodplains, Surface and Ground Water (for more information, please refer to Section 5.14)
 - Wild and Scenic Rivers (do not exist within the LOPD)

Because the Proposed Action is not expected to cause significant impacts, itself or cumulatively, in any of the environmental impact categories listed in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Appendix A, "Analysis of Environmental Impact Categories," a need for mitigation, other than described in this section, is not anticipated.