
4.5 Cultural Resources

4.5.1 Introduction

This section addresses the potential for the SPAS alternatives to adversely affect historical and archaeological resources (i.e., cultural resources) of federal, state, and local significance. This section is based in part on more comprehensive information contained in Appendix E, *Cultural Resources*. The potential impacts of the SPAS alternatives were considered as they relate to known cultural resources, including both archaeological and historical resources, identified in previous surveys undertaken in association with the LAX Master Plan EIR. In addition, previously unevaluated buildings/structures within the cultural resources study area for the SPAS alternatives, which were not old enough to be considered for evaluation as part of the previous LAX Master Plan EIR historical resources surveys but are now over 45 years in age, have been evaluated for purposes of this Draft EIR.

Potential impacts on paleontological resources were addressed in the revised LAX SPAS EIR Notice of Preparation/Initial Study (October 2010), included as Appendix A, *Notice of Preparation/Scoping*. As discussed therein, impacts on paleontological resources were evaluated in the LAX Master Plan EIR, and with implementation of mitigation measures required pursuant to that EIR (Mitigation Measures CR-1 and CR-2), impacts would be less than significant. Accordingly, further analysis of paleontological resources is not provided in this section.

4.5.2 Methodology

Baseline data for cultural resources was collected in 2011. As site conditions relative to historic and archaeological resources did not change between 2010 and 2011, 2011 conditions are considered to be representative of 2010. With respect to historical resources, use of 2011 is more conservative as resources that would not have been considered eligible for listing on the National Register of Historic Places (National Register) solely based on age (i.e., at least 50 years in age) are eligible for consideration with use of a 2011 baseline year.

4.5.2.1 Historical Resources

The historical resources investigations involved a multi-step methodology. On December 13, 2011, qualified architectural historians from PCR Services Corporation (PCR) conducted a cultural resources records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (see Section 4.5.2.2 below). The SCCIC records search results were reviewed, as was the Supplemental Section 106 Report completed for the LAX Master Plan EIS/EIR,²⁴⁰ to identify previously recorded historical resources within the cultural resources study area for further consideration in the LAX SPAS EIR. For the purposes of this Draft EIR, the study area for cultural resources investigations is defined by the property boundaries of LAX and the combined acquisition areas for Alternatives 1 through 9 (see **Figure 4.5-1**), since this is the area in which construction would occur.

After review of the SCCIC records search, PCR conducted field inspections of potentially eligible, eligible, and listed historical resources situated within the cultural resources study area with potential to be adversely affected by the proposed SPAS alternatives. PCR also conducted a pedestrian survey of the cultural resources study area in December 2011 and January 2012, since more buildings are now 45-50 years old than at the time of the last survey in 2000. In conjunction with the field survey, PCR conducted site-specific property historical and architectural research for identified resources to support the eligibility evaluations and to inform the CEQA analysis. This research involved examination of primary and secondary materials, including building permits, tax assessor records, historic aerial photographs, newspapers, and other publications. PCR also reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations

²⁴⁰ City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix S-G, Supplemental Section 106 Report*, prepared by PCR Services Corporation, June 2003.

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and assessment programs. Buildings within the SPAS alternatives property acquisition areas that were over 45 years in age at the time of the December 2011-January 2012 survey and exhibit potentially important architectural and/or historical associations but were not previously recorded in 2000 as part of the LAX Master Plan EIR analysis were evaluated for eligibility based upon criteria used by the National Register, the California Register of Historical Resources (California Register), the City of Los Angeles Cultural Heritage Ordinance, and survey methodology of the California State Office of Historic Preservation (OHP). PCR also verified the eligibility status of previously identified properties, noting changes in age, site conditions, or eligibility requirements that may have affected previous findings. Finally, PCR reevaluated previously recorded historical resources in the cultural resources study area which were built prior to 1967, employing criteria used for the National Register (Criteria A-C) and the California Register (Criteria 1-3), in compliance with CEQA. These resources had been previously assessed in 2000 using only the National Register Criterion Consideration G for properties less than 50 years in age of exceptional significance.

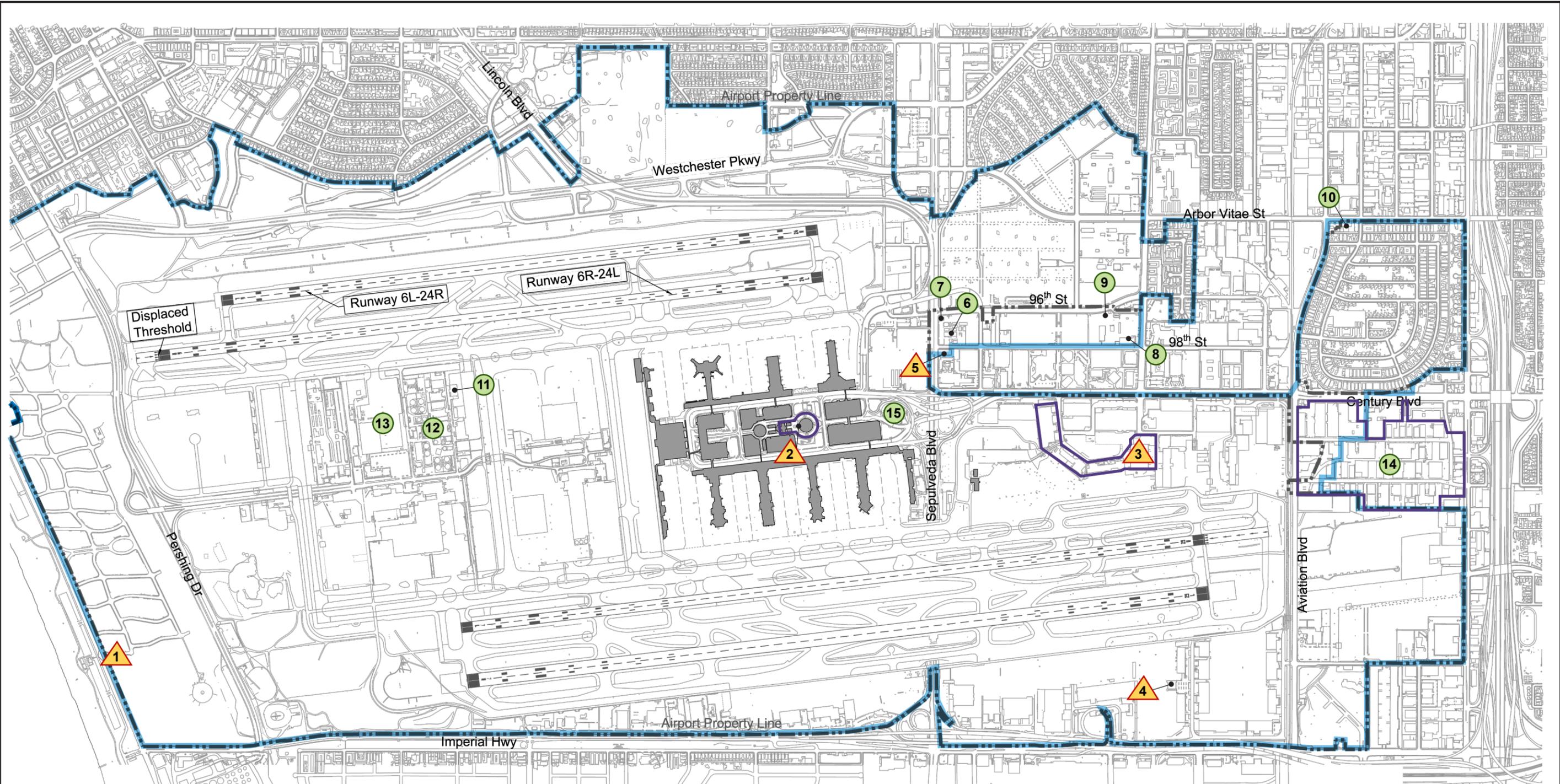
4.5.2.2 Archaeological Resources

The records search PCR conducted at SCCIC on December 13, 2011 included a review of all recorded archaeological and historical resources within a half-mile radius of the cultural resources study area as well as a review of cultural resource reports and historic topographic maps on file, in accordance with OHP guidelines and cultural resources industry practices, to determine what type of resources to expect in the project area. PCR also reviewed the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California Register, the National Register, the California State Historic Resources Inventory (HRI) listings, and the City of Los Angeles Historic Cultural Monuments (LAHCM) listings. The purpose of the records search was to determine whether or not there are previously recorded archaeological and historical resources within the study area and surrounding vicinity that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the cultural resources study area for additional and buried archaeological resources.

On December 7, 2011, a Sacred Lands File (SLF) records search was commissioned through the California Native American Heritage Commission (NAHC) to determine whether any Native American cultural resources in the NAHC database were located within the cultural resources study area or within a half-mile radius. The SLF records search was conducted to identify information as to the nature and location of additional prehistoric or Native American archaeological resources relevant to the current analysis whose records may not be available at the SCCIC.

On December 19, 2011, a Senate Bill (SB) 18 consultation was initiated on behalf of LAWA, which included Native American groups and/or individuals identified by the NAHC as having affiliation with the cultural resources study area vicinity. Each Native American group and/or individual listed was sent a "request to consult" letter and map and was asked to convey any knowledge regarding prehistoric or Native American resources (archaeological sites, sacred lands, or artifacts) located within the cultural resources study area or surrounding vicinity and/or any concerns they had with the proposed project. The letter included information such as project location and a brief description of the SPAS alternatives.

On January 26, 2012, PCR archaeologists conducted a pedestrian survey of the SPAS project components listed below that are located in undeveloped areas. No new archaeological resources were found. Ground surface visibility varied across survey areas as shown in **Figure 4.5-2**. Some areas of the project site were not surveyed because the ground surface area visibility was poor (0-10 percent visibility); these areas were spot checked by PCR but were not formally surveyed. Prior to the 2012 survey, the most recent comprehensive archaeological survey of LAX was conducted in 1995 by RMW



<p>Scale north</p> <p>Source: PCR Services Corporation, 2012. Prepared by: CDM Smith, 2012.</p>	<p>— SPAS Cultural Resources Study Area</p> <p>— Historic Resource Boundary</p>	Listed / Eligible / Potentially Eligible Properties		Ineligible Properties	
		<p> 1 World War II Munitions Storage Bunker</p> <p> 2 Theme Building and Setting</p> <p> 3 Intermediate Terminal Complex</p> <p> 4 Hangar One (Listed on National Register and California Register)</p> <p> 5 Union Savings and Loan Building</p>	<p> 6 Los Angeles City Aircraft School</p> <p> 7 6286 W. 96th Street</p> <p> 8 5926-5972 W. 96th Street</p> <p> 9 McCulloch Motors Corp. Building</p> <p> 10 Former Westchester Neighborhood School</p>	<p> 11 US Airways Maintenance Facility</p> <p> 12 LAX Fuel Farm</p> <p> 13 FedEx Aircraft Maintenance Facility</p> <p> 14 International Airport Industrial District</p> <p> 15 1961 Airport Traffic Control Tower</p>	

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Paleo Associates. The SPAS project components included in the January 2012 pedestrian survey included the following:

- ◆ Navigational aids areas
- ◆ Relocation/realignment/extension of runways and/or taxiways
- ◆ Lincoln Boulevard realignment
- ◆ Intermodal Transportation Center/Parking/Construction Staging Area G
- ◆ Parking
- ◆ Ground Transportation Center/Parking/Construction Staging Area F
- ◆ Construction Staging Areas A, B, C, D, and E

Where access and ground surface visibility permitted, the ground surfaces in these areas were examined for the presence of archaeological resources. Open areas, including the areas within the undeveloped portions, were surveyed using parallel pedestrian transects spaced not more than 10 to 15 meters. A Trimble® GeoXT™ sub-meter Global Positioning System unit was used for navigation and documenting distribution of cultural resources study area conditions. Detailed notes and digital photographs were also taken of the cultural resources study area and surrounding vicinity.

Previously recorded archaeological resources within the cultural resources study area that would potentially be affected by the SPAS alternatives were revisited to assess their current content and condition.

4.5.3 Existing Conditions

4.5.3.1 Regulatory Framework

Cultural resources (including historical and archaeological resources) fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification and, in certain instances, protection of cultural resources. Additionally, state and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act of 1966, as amended (NHPA); CEQA; the California Register; Public Resources Code 5024; and the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.130) are the primary federal, state, and local laws governing and affecting preservation of historical resources of national, state, regional, and local significance.

Federal Level

National Register

The National Register was established by the NHPA, as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."²⁴¹ The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. The National Register has established four Criteria for Evaluation to determine the significance of a resource:

- A. It is associated with events that have made a significant contribution to the broad patterns of our history;
- B. It is associated with the lives of persons significant in our past;
- C. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent

²⁴¹ 36 Code of Federal Regulations (CFR) Section 60.2, "Effects of Listing Under Federal Law."

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a significant and distinguishable entity whose components may lack individual distinction;
or

D. It yields, or may be likely to yield, information important in prehistory or history.²⁴²

Districts, sites, buildings, structures, and objects of potential significance that are at least 50 years in age must meet one or more of the above criteria. However, the National Register does not prohibit the consideration of properties less than 50 years in age whose exceptional contribution to the development of American history, architecture, archaeology, engineering, and culture can clearly be demonstrated.

In addition to meeting the Criteria for Evaluation, a property must have integrity. "Integrity is the ability of a property to convey its significance."²⁴³ According to National Register Bulletin (NRB) 15, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity, a property will always possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.²⁴⁴ The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association.

In assessing a property's integrity, the National Register criteria recognize that properties change over time; therefore, it is not necessary for a property to retain all of its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.²⁴⁵

Archaeological resources, in contrast to historical resources, are most often eligible under Criterion D for their "information potential." For properties eligible under Criterion D, less attention is given to their overall condition, than if they were being considered under Criteria A, B, or C. Archaeological sites, in particular, do not exist today exactly as they were formed as there are always cultural and natural processes that alter the deposited materials and their spatial relationships. For properties eligible under Criterion D, integrity is based upon the property's potential to yield specific data that address important research questions.²⁴⁶

Secretary of the Interior's Standards

The Secretary of the Interior's Standards (Standards) are intended to promote responsible preservation practices that help protect irreplaceable cultural resources. They cannot be used to make essential decisions about which features of the historic building should be saved and which can be changed. Once treatment is selected - preservation, rehabilitation, restoration, or reconstruction - the Standards provide treatment approaches and philosophical consistency to the work. Choosing the most appropriate treatment for a building requires careful decision-making about a building's historical significance as well as taking into account a number of other considerations including relative importance in history, physical condition, proposed use and mandated code requirements. Rehabilitation, the most common treatment, is the process of making possible a compatible use for a property through repair, alterations, and

²⁴² U.S. Department of Interior, National Park Service, "Guidelines for Completing National Register Forms," National Register Bulletin 16, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources, and registration in the National Register.

²⁴³ U.S. Department of Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, 1995, p. 44.

²⁴⁴ U.S. Department of Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, 1995, p. 44.

²⁴⁵ "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." U.S. Department of Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, 1995, p. 46.

²⁴⁶ U.S. Department of Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, 1995, p. 46.

additions while preserving those portions or features which convey its historical, cultural, or architectural values. The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.²⁴⁷

State Level

The OHP, as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a state-wide level. The OHP also carries out the duties as set forth in the Public Resources Code and maintains the HRI and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdiction. CEQA requires projects to identify, analyze, and provide feasible mitigation for substantial adverse impacts which may affect the significance of identified historical resources.

The California Register was created by Assembly Bill 2881, which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."²⁴⁸ The criteria for eligibility for the California Register are based upon National Register criteria.²⁴⁹ Certain resources are determined by the statute to be automatically included in the California

²⁴⁷ U.S. Department of Interior, National Park Service, The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, 2001, Available: http://www.nps.gov/hps/tps/standguide/rehab/rehab_standards.htm, accessed April 27, 2012.

²⁴⁸ California Public Resources Code, Section 5024.1(a).

²⁴⁹ California Public Resources Code, Section 5024.1(b).

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Register, including California properties formally determined eligible for, or listed in, the National Register.²⁵⁰ Per OHP's Instructions for Recording Historical Resources, physical evidence of human activities over 45 years old may be recorded for purposes of inclusion in OHP's filing system although, similar to the National Register, resources less than 45 years old may also be filed.²⁵¹

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- ◆ California properties listed on the National Register and those formally Determined Eligible for the National Register;
- ◆ California Registered Historical Landmarks from No. 770 onward; and
- ◆ CPHI that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.²⁵²

Other resources which may be nominated to the California Register include:

- ◆ Individual historical resources;
- ◆ Historical resources contributing to historic districts;
- ◆ Historical resources identified as significant in historical resources surveys with significance ratings of Categories 1 through 5; and
- ◆ Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.²⁵³

To be eligible for the California Register, a historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.²⁵⁴

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility. It is possible that a historical resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.²⁵⁵

²⁵⁰ California Public Resources Code, Section 5024.1(d).

²⁵¹ California State Office of Historic Preservation, Instructions for Recording Historical Resources, March 1995.

²⁵² California Public Resources Code, Section 5024.1(d).

²⁵³ California Public Resources Code, Section 5024.1(e).

²⁵⁴ 14 California Code of Regulations, Chapter 11.5 Section 4852(c), California Register of Historical Resources.

²⁵⁵ 14 California Code of Regulations, Chapter 11.5 Section 4852(c), California Register of Historical Resources.

Under CEQA, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."²⁵⁶ This statutory standard involves a two-part inquiry. The first part is a determination of whether the project involves a historical resource. If it does, the inquiry addresses whether the project may cause a "substantial adverse change in the significance" of the resource. State CEQA Guidelines Section 15064.5 provides that, for the purposes of CEQA compliance, the term "historical resources" shall include the following:²⁵⁷

- ◆ A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register.
- ◆ A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant for purposes of CEQA unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- ◆ Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets one of the criteria for listing on the California Register.
- ◆ The fact that a resource is not listed in or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

CEQA also requires lead agencies to determine if a proposed project would have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the EIR must address the issue of those resources. An EIR is not required to address non-unique archaeological resources.²⁵⁸ As defined in Section 21083.2 of the Public Resources Code, a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- ◆ Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- ◆ Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- ◆ Is directly associated with a scientifically recognized important prehistoric or historic event or person.

State CEQA Guidelines Section 15064.5 broadens the approach of classifying archaeological resources by recognizing that certain archaeological resources may also have significance as historical resources. Under State CEQA Guidelines Section 15064.5(a) a historical resource includes: (1) a resource in the California Register; (2) a resource included in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k) or identified as significant in a historical resource survey meeting the

²⁵⁶ California Public Resources Code, Section 21084.1.

²⁵⁷ State CEQA Guidelines, Section 15064.5(a), "Determining the Significance of Impacts to Archaeological and Historical Resources."

²⁵⁸ California Public Resources Code, Section 21083.2(a).

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requirements of Public Resources Code Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and Section 15064.5 of the State CEQA Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the Guidelines, then the site is to be treated in accordance with the provisions of Public Resources Code Section 21083.2, which refer to a unique archaeological resource. The Guidelines note that, if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. (State CEQA Guidelines Section 15064.5(c)(4)).

Local Level - City of Los Angeles

The City of Los Angeles enacted a Cultural Heritage Ordinance in April 1962 (Los Angeles Administrative Code, Section 22.130), which defines LAHCMs for the City. According to the ordinance, LAHCMs are sites, buildings, or structures of particular historical or cultural significance to the City of Los Angeles in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. LAHCMs are regulated by the City's Cultural Heritage Commission and the City Council. The Historic Preservation Overlay Zone (HPOZ) Ordinance is a planning tool that enables the designation of historic districts. The City of Los Angeles Conservation Element of the General Plan makes provisions for the preservation and protection of archaeological sites.

The City of Los Angeles Cultural Heritage Ordinance establishes criteria for designating local historical resources and/or historic districts (HPOZs) as LAHCMs. These properties must retain integrity and convey their significance under one or more of the following criteria:

1. Historic structures or sites in which the broad cultural, economic, or social history of the nation, state, or community is reflected and exemplified; identified with important events in the main currents of national, state, or local history.
2. Identified with personages in the main currents of national, state, or local history.
3. Embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

Local Level - Los Angeles World Airports

In accordance with LAX Master Mitigation Measure MM-HA-4, Discovery, LAWA prepared an Archaeological Treatment Plan (ATP)²⁵⁹ to ensure the long-term protection and proper treatment of archaeological discoveries of federal, state, and/or local significance found during LAX Master Plan implementation. The ATP requires monitoring of LAX Master Plan-related construction in sensitive areas. In the event that subsurface deposits are encountered, the ATP will be used as a guideline for the evaluation and treatment of such resources consistent with federal and state requirements.

²⁵⁹ City of Los Angeles, Los Angeles World Airports, Environmental Management Division, LAX Master Plan Mitigation Monitoring and Reporting Program Archaeological Treatment Plan, prepared by Brian F. Smith and Associates, June 2005.

4.5.3.2 Historical Resources

Historical Setting

LAX began as Mines Field in 1928, when the City of Los Angeles leased 640 acres of the Bennett Rancho. The first permanent building at the airfield was constructed in 1929 by the Curtiss-Wright Flying School. Known as Hangar One, the building was designed by Los Angeles architects Gable and Wyant in a distinctive Spanish Colonial Revival style. Additional construction followed, until there were five hangars, a 2,000-foot paved runway, and administrative offices for the then Department of Aviation. Hangar One is now listed on the National Register.

Plans for a new modern airport were derailed by World War II. Wartime production activity at the aircraft manufacturing plants on and around the airport intensified dramatically. In 1942, the federal government assumed control of the airport and the Army Air Corps stationed planes and men at the field. After the war, a master plan envisioning two stages of development, an initial stage to immediately accommodate commercial operations and a long-range expansion of the field, was implemented. The Intermediate Facilities, consisting of four passenger terminals, new administrative buildings, and hangars for individual airlines, were opened on the north side of the airfield in 1946.

A boom in commercial air travel followed, accompanied by marked increases in air freight traffic. A new master plan for the Los Angeles International Airport, so named in 1949, began to be developed. In 1954, in the midst of the Cold War, a Nike missile surface-to-air defense battery was located by the Army on the northwest corner of the airport; it was one of several such facilities located around the Los Angeles basin.

In 1956, a new master plan for a "jet-age" airport was developed by an architectural joint venture of several prominent Los Angeles architects. Their innovative scheme incorporated a U-shaped access road flanked by six ticketing buildings that, in turn, were connected via subterranean passageways to remote satellite buildings containing the actual boarding gates. Passenger amenities were located in the individual satellites. The center of the "U" contained parking, an administrative building surmounted by a state-of-the-art control tower at the extreme east end of the site, an eye-catching Theme Building restaurant in the center of the site, and support facilities including a cooling tower, utility plant, and a service building located west of the Theme Building. Inspired by the aesthetics of the Jet Age, the Theme Building quickly became an internationally recognized symbol and centerpiece of the new airport, distinguished by its parabolic arches from which a flying saucer-shaped restaurant was suspended.

Continuing growth of both commercial and freight traffic at the airport has resulted in numerous improvements over the last few decades. These have included the development of two cargo centers, Cargo City (late 1960s) and the Imperial Cargo Complex (1980s); the Bradley International Terminal (1984); and a new Airport Traffic Control Tower (1996). The earlier control tower, while considered state-of-the-art in 1961, was considerably altered in 1996 when the FAA relocated to the new airport traffic control tower.

During the course of implementing these various changes, a parking lot was improved with Terminal 1 in 1984 and Terminal 2 was substantially demolished and rebuilt in 1989 to its current altered configuration, while partial redevelopment of Terminal 3 was completed in several stages between 1980 and 1987, including a new passenger connector and baggage system linked to the existing "jet-age" satellite. The redevelopment of Terminal 4 was completed in 1983, including a new passenger connector and second level ticketing. The original satellite was also modified around 1970 to accommodate wide-bodied aircraft, as was done to Terminals 3, 6, and 7. Terminals 7 and 8 were redeveloped prior to the 1984 Olympics. Terminal 6 redevelopment was completed in 1987, and Terminal 5 in 1989. To the west of the Central Terminal Area (CTA), the airport has undergone considerable change and development during the last four decades. It appears that the only structures that existed prior to 1967, which were still present in 2011, are the FedEx hangar and the U.S. Airways maintenance building, both located north of World Way West.

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The evolution of the airport has resulted in the development of a surrounding industrial center. Soon after the airfield opened, a few aircraft manufacturers set up shop close to the airfield. The most notable early milestones in the growth of the aircraft industry in the vicinity were the establishment of the Douglas El Segundo plant in 1932 and the construction of the North American Aviation Inglewood factory in 1934. After the end of World War II in 1945, industries down-sized. New avenues of growth were offered in the post-war period by the Korean Conflict, the growth of civilian and commercial air traffic, the replacement of the propeller-driven fleet with jet aircraft, and the Cold War with its accompanying arms and space races. The giants of the industry, such as Douglas and North American, secured new contracts, and new companies appeared.

The demand for industrial space by non-aircraft concerns also resulted in the expansion of the airport-related industrial area. One development in particular was notable. Located just east of the south runway, the International Airport Industrial District (1950-1955) was the product of the partnership of Samuel Hayden and S. Charles Lee. The two men purchased and subdivided a 95-acre parcel and Lee, a prominent architect known mostly for the design of theatres, also designed demonstration factories, customizing the façades of standardized buildings to suit the image of individual tenants. Unlike the majority of industrial improvements in the airport area, these buildings exhibited an awareness of post-war design trends. The International Airport Industrial District has since undergone considerable change and loss of integrity as a cohesive collection of related buildings and, as such, is now considered to be ineligible for listing on the national, state, or local registers. Another complex, which was distinguished by its architectural qualities, was constructed for cosmetic manufacturer Merle Norman north of the airport (1950-1951). The Merle Norman Complex is now considered eligible for listing on the National Register.

Records Search Results

The records search for cultural resources involved review of previous surveys records and reports on file at the SCCIC records center and PCR's in-house files. With regard to historical resources, comprehensive surveys of LAX and adjacent areas were completed in association with the LAX Master Plan EIS/EIR.²⁶⁰ The LAX Master Plan Composite Area of Potential Effect (APE) was defined as a composite of all of the development alternatives proposed at that time (i.e., Alternatives A-D).²⁶¹ The composite APE was originally established in consultation with the FAA for the initial LAX Master Plan Draft EIS/EIR.²⁶² This composite APE included land owned by LAWA and parcels that would be acquired by LAWA and improved as part of the development programs associated with the proposed LAX Master Plan Alternatives A, B, and C. In addition, to further assess potential indirect impacts on historic properties due to soundproofing, the composite APE included several isolated areas that would, due to aircraft noise, be newly exposed to 65 Community Noise Equivalent Level (CNEL) noise levels or to increases of 1.5 decibels within the 65 CNEL noise level contour. Alternative D was later considered in the LAX Master Plan Supplement to the Draft EIS/EIR. Because the area encompassing Alternative D was within the composite APE previously established for Alternatives A, B and C, the APE boundary remained the same and was, in part, based on anticipated direct and indirect effects the proposed LAX Master Plan alternatives may have on identified historic properties. The composite APE also included all locations associated with the LAX Master Plan alternatives that would result in the direct alteration and disturbance of surface and/or subsurface soils that contain or may have the potential to contain archaeological/cultural resources. These surveys identified ten properties as either designated or potentially eligible for federal, state, and/or local designation, as well as one property that was considered to be ineligible (see **Table 4.5-1**). Six of these properties are located within the SPAS cultural resources study area, while five are not.

²⁶⁰ City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.9.1, April 2004.

²⁶¹ The Composite Area of Potential Effects Map for the LAX Master Plan Draft EIS/EIR was included in the LAX Master Plan Supplement to the Draft EIS/EIR, Appendix S-G, Supplemental Section 106 Report, Map 2.

²⁶² For specific details on each Alternative's APE boundary please see Appendix I, Section 106 Report, of the Draft EIS/EIR and Appendix S-G, Supplemental Section 106 Report, of the Supplement to the Draft EIS/EIR.

Table 4.5-1

Previously Recorded Historical/Architectural Resources within the LAX Master Plan Composite APE

Property	Location	Year Built	NR	CR/LAHCM/ Other
Hangar One	LAX	1929	Listed	Listed
Theme Building	LAX	1961-62	Eligible	Listed
1961 Airport Traffic Control Tower	LAX	1961	Ineligible	Ineligible
World War II Munitions Storage Bunker	LAX	1942	Eligible	Eligible
Intermediate Terminal Complex	LAX	1946	Ineligible	Eligible
International Airport Industrial District	LAX	1950-55	Ineligible	Ineligible ¹
Merle Norman Headquarters Complex	Outside of SPAS Study Area	1950-51	Eligible	Eligible
Academy Theatre	Outside of SPAS Study Area	1939	Eligible	Eligible
Morningside Park Neighborhood	Outside of SPAS Study Area	1930s	Ineligible	Eligible
Centinela Adobe	Outside of SPAS Study Area	c. 1844	Listed	Listed
Randy's Donuts	Outside of SPAS Study Area	1953	Eligible	Eligible

Notes:

NR = National Register of Historic Places.

CR = California Register of Historical Resources.

LAHCM = Los Angeles Historic-Cultural Monument.

Other = Local Landmark Potential (City of Inglewood: Although the city has no mechanism for designation).

¹ This site was considered potentially eligible at the local and state level in the LAX Master Plan EIS/EIR. As a result of the further historic evaluation since publication of the LAX Master Plan Final EIR, the International Airport Industrial District appears no longer eligible for listing in the California Register or for designation as a City of Los Angeles Historic-Cultural Monument because of the extent of change affecting its integrity since 2000.

Source: PCR Services Corporation, 2011.

National Register listed properties included Hangar One, listed in the National Register under Criterion A, and the Centinela Adobe, listed in the National Register in 1974 (NR No. 1970502). Eligible properties included the Theme Building, considered eligible for the National Register under Criteria Consideration G and Criterion C for exceptional architectural significance, and the World War II Munitions Storage Bunker, eligible for the National Register under Criteria A and C as a contributor to a potential thematic district of World War II Harbor Defenses. Hangar One, the Theme Building, and the World War II Munitions Storage Bunker are located within the cultural resources study area. The Centinela Adobe, as well as three additional National Register-eligible properties--the Merle Norman Complex, the Academy Theatre, and Randy's Donuts--are located outside of the SPAS cultural resources study area.

Four other properties were identified as potentially significant, but further evaluation revealed that they lacked sufficient integrity to be eligible for the National Register.²⁶³ Three of the four properties, the Intermediate Terminal Complex, the International Airport Industrial District, and the Morningside Park

²⁶³ Integrity refers to the present condition of a property in comparison to its historic condition. In order to be eligible for listing in the National Register, a property must not only be significant but must also retain those aspects of its original condition (location, design, setting, materials, workmanship, feeling, and association) that are essential to conveying its significance. A resource eligible for listing in the California Register must retain enough of its historic character or appearance to be recognized as a historical resource and able to convey the reasons for its significance. For the California Register, integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It is possible that a historical resource may not retain sufficient integrity to meet criteria for listing in the National Register, but it may still be eligible for listing in the California Register. The City of Los Angeles Cultural Heritage Ordinance does not stipulate an integrity threshold.

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Neighborhood, appeared at that time to meet the criteria for state and local designation.²⁶⁴ The fourth property, the 1961 Airport Traffic Control Tower, did not meet the criteria for federal, state, or local designation. This property was evaluated under National Register Criteria Consideration G and Criterion C, but was determined ineligible because of extensive alterations and lack of sufficient integrity.

Eight of these 11 sites were identified through the LAX Master Plan Supplemental Section 106 evaluation process as potentially significant historic/architectural resources within the Alternative D APE. Three of the eleven sites (Centinela Adobe, Randy's Donuts, and the Academy Theatre) are located outside of the APE for Alternative D, but within the larger composite APE for the LAX Master Plan. The listing of sites provided in **Table 4.5-1** is the most recent and comprehensive listing of recorded historical/architectural resources located with the composite APE for the LAX Master Plan.

At the time the Supplemental Section 106 Report was prepared, PCR, in agreement with FAA, reconfirmed National Register eligibility/listing for four properties, including Hangar One (Criteria A and C), the Theme Building (Criteria Consideration G and Criterion C, as described below), the World War II Munitions Storage Bunker (Criteria A and C), and the Merle Norman Complex (Criterion C). The eligibility of these properties was reconfirmed because over five years had passed since the time of the previous surveys and an additional alternative for the LAX Master Plan, Alternative D, had been formulated. The Supplemental Section 106 Report assessed the potential effects of Alternative D on historic/architectural and/or archaeological/cultural resources. Four additional properties, the 1961 Airport Traffic Control Tower, Morningside Park Neighborhood, the Intermediate Terminal Complex, and the International Airport Industrial District, were also identified as potentially eligible for the National Register, although were ultimately found ineligible for such designation at that level due to insufficient age, compromised integrity, and/or lack of adequate historical association and/or architectural significance necessary to satisfy federal level criteria.

Based on review of previous survey results and the results of the SCCIC records search update conducted by PCR in December 2011, there are 11 historical resources which have been previously recorded within the vicinity of the cultural resources study area, as shown in **Table 4.5-1**. The results of the SCCIC records search update for the SPAS alternatives was consistent with the information collected previously for the LAX Master Plan EIR and Supplemental Section 106 Report, and the 2011-2012 survey resulted in no new information on additional historical resources recorded within the cultural resources study area.

Of the 11 previously recorded properties, five are outside of the SPAS cultural resources study area and six are within the cultural resources study area. The previously recorded properties located within the cultural resources study area are listed in **Table 4.5-1** and described below and their locations are shown in **Figure 4.5-1**.

Previously Recorded Properties

The six previously recorded properties located within the SPAS cultural resources study area are described below.

Hangar One

Hangar One, the oldest building at LAX, is located inside the southern boundary of LAX. Hangar One was completed in 1929 and listed in the National Register in 1992 under Criterion A for its significance as the first structure built at LAX and for its association with a major California industry (aviation). As a National Register listed property, Hangar One is automatically listed in the California Register. Hangar One was also designated LAHCM #44 in 1966. Hangar One was reevaluated as part of the Section 106 compliance process for the LAX Master Plan. Although not listed in the National Register for its architectural qualities, the FAA has determined that the building is also eligible under Criterion C as a rare

²⁶⁴ As a result of the further historic evaluation since publication of the LAX Master Plan Final EIR, the International Airport Industrial District appears no longer eligible for listing in the California Register or for designation as a City of Los Angeles Historic-Cultural Monument because of the extent of change affecting its integrity since 2000.

example of the Spanish Colonial Revival style in an aviation type industrial building, and for its significance in the work of the locally prominent architectural firm of Gable and Wyant.

Theme Building

The Theme Building is situated at the center of the existing concourse and terminal facilities. It was previously determined eligible for listing in the National Register under Criteria Consideration G and Criterion C for its unique architecture, which has become symbolic not only of the airport but of the City of Los Angeles as a whole. Through the prior Section 106 process the FAA re-confirmed that the Theme Building satisfies National Register Criterion Consideration G for exceptional significance in a building less than 50 years old (at the time of the analysis), and determined it was eligible for listing in the National Register. In California, a property that has been determined eligible for listing in the National Register is automatically listed in the California Register.

Constructed in 1961-1962, the Theme Building was the centerpiece of the large expansion of LAX which converted it into a "jet-age airport." The arresting design of parabolic arches with a flying saucer-shaped restaurant suspended between them was conceived by joint venture architects William L. Pereira, Charles Luckman, Welton Becket, and Paul R. Williams. The Theme Building was designated LAHCM #570 in 1992.

1961 Airport Traffic Control Tower

The old Airport Traffic Control Tower is situated at the eastern end of the existing concourse and terminal facilities. Due to its lack of integrity, the FAA has determined that this property is ineligible for listing in the National Register. The exterior of the 1961 Airport Traffic Control Tower has been extensively modified. The most significant modification was the removal of the character-defining spans of fenestration and the bands of vertical metal window louvers around the tower with blue enamel window panels.

Although associated with the new Los Angeles "jet-age" International Airport of the early 1960s and associated with notable architects Pereira and Luckman, the old Airport Traffic Control Tower was not, at the time of the Supplemental Section 106 Report, found to reflect the exceptional importance necessary to satisfy Criterion Consideration G (properties less than 50 years of age at the time of the survey) of the National Register criteria.

World War II Munitions Storage Bunker

After the attack on Pearl Harbor in 1941, the seacoast defense construction program went into high gear in 1942, with priority for the sites along the Pacific Coast. The Harbor Defenses of Los Angeles program consisted of five units that covered the coastline of Southern California from Huntington Beach in Orange County north to Santa Barbara. These five units were responsible for approximately 15 batteries of varying size, including the El Segundo Battery at LAX. Upon completing a current assessment of the area, the now exposed Munitions Storage Bunker (originally placed underground) appears to be the only extant remnant of the El Segundo Battery. Due to its contribution to a unified entity (the Harbor Defenses of Los Angeles program), the Munitions Storage Bunker appears to be eligible for the National Register under Criteria A and C as a contributor to a thematic district that has not been fully documented. The potential district, which includes this bunker and several other World War II Harbor Defenses of Los Angeles batteries with extant structures, exhibits distinctive characteristics of a particular property type (military). The district and its contributors also exemplify, symbolize, and manifest tangible elements of the military history in Southern California and our conceptions of military preparedness during World War II. In addition, the bunker also appears eligible for the California Register and for local designation as a contributor to a potential thematic grouping of coastal defense properties located along the Southern California coastline. The Munitions Storage Bunker, however, is ineligible for the National Register as an individual resource because it lacks individual distinction and integrity.

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Intermediate Terminal Complex

The Intermediate Terminal Complex is located east of the concourse and terminal facilities and south of Century Boulevard. This complex was determined ineligible for listing in the National Register by the FAA due to alterations and loss of some structures. Intended to be temporary in nature, the Intermediate Terminal Complex originally included the two office buildings and double-arched hangar that are still extant, plus five additional buildings that were used as passenger terminals and hangars. Demolition of the passenger terminals and alterations to the double-arched hangar prevents the complex from meeting National Register requirements for integrity. However, previous PCR surveys found that, as a representative milepost in the evolution of LAX, the complex may be historically significant under LAHCM criteria and, thus, appeared eligible for local designation. It also appeared to meet Criterion 1 under the California Register for the same reasons as previously noted.

International Airport Industrial District

Located within the City of Los Angeles, this district is bounded by 102nd Street and Century Boulevard on the north, 104th Street on the south, La Cienega Boulevard on the east, and Aviation Boulevard on the west. Developed by architect S. Charles Lee, this district originally encompassed approximately 80 industrial buildings (1950-1955). It now contains approximately 48 buildings, 28 of which have undergone modifications to their exteriors. The structures within the district all share certain characteristics, such as massing, height, setback, materials, fenestration, adequate parking arrangements, and post-war Modern entries. However, because of its compromised integrity, the 2000 survey for the LAX Master Plan EIR determined this district was ineligible for listing in the National Register. Additionally, the 2000 survey concluded that none of the contributing properties to this district were eligible for individual designation at the federal, state, or local levels due to lack of sufficient integrity, historical associations, or architectural significance. However, the 2000 survey found that the district as a whole, at that time, retained sufficient integrity necessary for listing in the California Register and designation by the City of Los Angeles. Additionally, it appeared in the 2000 survey to satisfy the criteria for the California Register and designation as a City of Los Angeles HPOZ because the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and entrepreneurial instincts led to an innovative approach to early industrial development.

2011-2012 Survey Results

As part of the CEQA survey process and in accordance with OHP guidelines, PCR conducted an updated evaluation of historical resources that considered potential impacts to buildings/structures over 45 years old that are potentially eligible, eligible, or listed in the federal, state, or local registers, including the six previously-identified properties listed above. In addition, properties that were not previously evaluated due to their age at the time of the previous surveys were assessed because they had reached an age where evaluation was warranted. The results of the December 2011-January 2012 historical resources survey are discussed below and documented in Appendix E-1, *Cultural Resources Documentation*. A listing of the properties considered in this analysis is provided in **Table 4.5-2**.

Previously recorded resources situated within the cultural resources study area that could potentially be affected by the proposed SPAS alternatives were resurveyed to verify existing conditions, integrity, and eligibility. As a result of the new surveys, survey update forms (DPR 523 Continuation Sheet) were prepared for three properties that have changed in condition such that their eligibility status required amendment: 1) the 1961 Airport Traffic Control Tower, 2) the Theme Building and Setting, and 3) the International Airport Industrial District.

The 1961 Airport Traffic Control Tower remained ineligible but was found to contribute to the setting of the eligible Theme Building.

The Theme Building and Setting includes the original exterior and interior fabric of the Theme Building as well as its immediate surrounds and the related airport setting and views, as described below under the heading "Theme Building and Setting."

Table 4.5-2

Potentially Significant Historical/Architectural Resources within the SPAS Cultural Resources Study Area

Property	Location	Year Built	NR	CR/LAHCM/Other
Hangar One	LAX	1929	Listed	Listed
Theme Building and Setting	LAX	1961-62	Eligible	Listed (Theme Building); Eligible (Setting)
1961 Airport Traffic Control Tower	LAX	1961	Ineligible	Ineligible
World War II Munitions Storage Bunker	LAX	1942	Eligible	Eligible
Intermediate Terminal Complex	LAX	1946	Ineligible	Eligible
International Airport Industrial District	LAX	1950-55	Ineligible	Ineligible ¹
Terminal 3	LAX	1961	Ineligible	Ineligible
LAX Fuel Farm	LAX	1957-61	Ineligible	Ineligible
FedEx Aircraft Maintenance Facility	LAX	Prior to 1967	Ineligible	Ineligible
U.S. Airways Maintenance Facility	LAX	Prior to 1967	Ineligible	Ineligible
Union Savings and Loan Building	Acquisition Property	1964	Ineligible	Eligible

Notes:

NR = National Register of Historic Places.

CR = California Register of Historical Resources.

LAHCM = Los Angeles Historic-Cultural Monument.

Other = Local Landmark Potential (City of Inglewood: Although the city has no mechanism for designation).

¹ This site was considered potentially eligible at the local and state level in the LAX Master Plan EIS/EIR. As a result of the further historic evaluation since publication of the LAX Master Plan Final EIR, the International Airport Industrial District appears no longer eligible for listing in the California Register or for designation as a City of Los Angeles Historic-Cultural Monument because of the extent of change impacting upon its integrity since 2000.

Source: PCR Services Corporation, 2011.

Based upon the 2011-2012 survey results, the International Airport Industrial District now appears ineligible for listing in the California Register or for designation as a LAHCM because of the extent of change affecting its integrity since 2000 and its lack of demonstrated significance in industrial development and architecture.

Ten previously unevaluated properties over 45 years in age situated within the cultural resources study area that could be affected by the proposed SPAS alternatives due to demolition, alteration or adjacent new construction were surveyed and recorded on DPR 523 survey forms, provided in Appendix E-1, *Cultural Resources Documentation*. These properties include: 1) Terminal 3; 2) LAX Fuel Farm; 3) FedEx Aircraft Maintenance Facility; 4) U.S. Airways Maintenance Facility; 5) former Westchester Neighborhood School (5520 Arbor Vitae Street); 6) 5926-5972 W. 96th Street; 7) 6286 W. 96th Street; 8) former Los Angeles City Aircraft School (9700 S. Sepulveda Boulevard); 9) former McCulloch Motors Corp. Building (9775 Airport Boulevard); and 10) the former Union Savings and Loan Building (9800 S. Sepulveda Boulevard). Of these, one Modern commercial building, the Union Savings and Loan Building, appeared eligible for state and local designation; the remaining nine properties were found ineligible.

Of all the properties evaluated in the 2011-2012 survey, two were considered to be eligible historical resources under CEQA that would potentially be affected by one or more of the SPAS alternatives: 1) the Theme Building and Setting, and 2) the Union Savings and Loan Building. It was also determined that the World War II Munitions Storage Bunker (eligible), Hangar One (listed), and the Intermediate Terminal Complex would not be affected by any of the SPAS alternatives because of distance from the proposed improvements.

The other surveyed properties did not meet CEQA's definition of historical resources under State CEQA Guidelines Section 15064.5. These properties, all over 45 years in age, have undergone considerable

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alterations and/or additions and do not retain sufficient integrity or historical/architectural significance to merit eligibility under any of the applicable federal, state, or local criteria. A written description, accompanied by representative photographs, of each of these properties is provided on the California DPR Primary Record and Continuation Sheets in Appendix E-1, *Cultural Resources Documentation*. As these properties were not found eligible to be historical resources under CEQA, no further investigation or discussion of these properties is warranted in association with the SPAS alternatives.

Summaries of each of the properties considered to be eligible historical resources under CEQA and evaluated in the 2011-2012 survey are provided below.

Theme Building and Setting

The Theme Building remains eligible for listing in the National Register under Criterion C. Previously determined eligible by the FAA under National Register Criteria Consideration G for its unique architecture, the Theme Building also remains eligible for listing in the California Register for architectural merit under Criterion 3. The Theme Building was designated LAHCM #570 in 1992 and remains eligible for this designation. While the Theme Building was previously deemed eligible for its exceptional significance, the setting was not determined to be exceptionally significant at that time. Since then, the setting has reached the 45-year age threshold for consideration as a historical resource under CEQA and was therefore included in the 2011-2012 survey. The historic components of the Theme Building and Setting are summarized below and recorded on the survey update form (see California DPR Continuation Sheet in Appendix E-1, *Cultural Resources Documentation*).

The Theme Building's extant original exterior and interior character-defining features include, but are not necessarily limited to, the base, elevator core, restaurant space and extant original features, public viewing platform, structural arches and footings, surrounding concrete wall/grille around base, pedestrian entrance, associated hardscape such as pedestrian patios and planters/planting beds, and surrounding pedestrian and vehicular circulation, which were part of the architect's original design conception.

The 2011-2012 survey studied the setting surrounding the Theme Building to identify structures and spatial relationships/views remaining from the Central Complex of the "jet-age" airport that contribute to the setting of the Theme Building. Adjacent to the Theme Building on the west, two intact original Service Facility Buildings, which were individually ineligible, were also found to contribute to the setting of the Theme Building (see survey update forms for the 1961 Airport Traffic Control Tower and the Theme Building in Appendix E-1, *Cultural Resources Documentation*).

Historically, ticketing buildings and satellites were ringed around a sunken half-mile long "Central Complex," a grouping of support services located in the center of a 5,000-car parking area. The Central Complex is depicted on the original site plans of the "jet-age" airport. The Theme Building was the centerpiece of the Central Complex and the setting consisted of, from east-to-west, the 1961 Airport Traffic Control Tower (extant but no longer used as a control tower), the Theme Building (extant), the Service Facility (partially extant), the Utility Plant (altered) and a Cooling Plant (demolished). Since the completion of the airport in 1961, the Theme Building's setting has eroded. The circular Utility Plant adjacent to the new Airport Traffic Control Tower on the west is substantially altered. It has lost its connection to the Central Complex due to the construction of the intervening new Airport Traffic Control Tower and no longer contributes to the setting of the Theme Building.

Although the original surface parking lots have since been redeveloped with parking structures, the axial view between the Theme Building and the 1961 Airport Traffic Control Tower remains extant, and two Modern storage buildings from the Central Service Facility remain intact located immediately adjacent to the Theme Building on the west, described below. While the 1961 Airport Traffic Control Tower is substantially altered and not individually eligible, the axial relationship between the Theme Building and the 1961 Airport Traffic Control Tower to the east remains extant and this primary, substantially unobstructed east-west view corridor along the axial road alignment, still conveys the spatial relationships and original design intent of the Central Complex of which the Theme Building was the centerpiece within the context of the "jet-age" airport.

The two remaining Modern Service Facility Buildings of the former Central Service Facility are situated immediately west of the Theme Building. The Central Service Facility was originally designed as two multi-use one-story buildings containing offices and storage space with an overall rectangular footprint divided into approximately 15 units each. They were constructed of pre-cast concrete modular structural elements and distinguished by repetitive pre-cast arched concrete roofs. They were aligned along the east-west axis of the Central Complex between the Theme Building and the Central Utility Plant. The two extant Service Facility Buildings consist of two similar structures of three units each with arched concrete roofs over each unit. The two Service Facility Buildings are not individually eligible because the improvement of the Central Complex with a new Airport Traffic Control Tower to the west of the Theme Building required removal of the other approximately 24 similar units from the two original Service Facility Buildings, and their removal detracted from the integrity of the Central Service Facility. The two extant three-unit Modern Service Facility Buildings do, however, contribute to the setting of the Theme Building because they were designed and built as components of the Central Service Facility in 1961, and they are among the last vestiges of the "jet-age" setting in the immediate surrounds of the Theme Building that once comprised the Central Complex. Their location remains contiguous with the Theme Building and their design, materials, workmanship, feeling, and association also remain intact.

Although substantially altered with numerous additions and upgrades necessitated by the large expansion in service since the 1960s, the general character of the airport setting from the 1960s and 1970s remains residually recognizable, including the basic airport site plan and the airport's Jet Age/International Style architectural character and materials (rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, ribbon windows); the centrally located Theme Building, which remains visually and physically predominant within the U-shaped concourse and circulation complex; the horizontal forms and rectangular massing of the concourse buildings and their generally consistent scale and height and relationships of spaces, masses and voids; and the general relationship of the exterior terminals and associated airfields located to the north and south of the concourse area.

The visual predominance of the Theme Building as an architectural centerpiece of the airport is presently defined both by views from the Theme Building as well as the views of the Theme Building. The Theme Building's setting presently includes the axial road alignment and unobstructed view corridor in both directions between the Theme Building and the 1961 Airport Traffic Control Tower, from the Theme Building restaurant and public roof-top viewing platform to the 1961 Airport Traffic Control Tower, and from the control booth of the 1961 Airport Traffic Control Tower to the Theme Building. Mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and 360-degree views from the roof-top viewing platform include mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean, which can still be experienced as largely originally intended. Direct views of the Theme Building's north and south elevations from the U-shaped vehicular and pedestrian circulation paths within the concourse complex, and direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals, are also available.

Union Savings and Loan Building

The Union Savings and Loan Building, located at 9800 S. Sepulveda Boulevard and within the composite acquisition area for the SPAS alternatives, was not surveyed in 2000 as part of the LAX Master Plan because of its age at that time (38 years old). In December 2011, PCR conducted a reconnaissance survey of the property and found that the subject property displayed sufficient architectural merit to warrant an intensive survey. The subject property was documented because of the potential to exhibit significance necessary for federal, state, or local designation, pursuant to CEQA. A written description accompanied by representative photographs and a draft statement of significance for the subject property is provided in the California DPR 523 Primary Record, and Building Structure Object Record, in Appendix E-1, *Cultural Resources Documentation*.

The Modern mid-rise commercial building, built in 1964, exemplifies the distinctive characteristics of the work of the nationally prominent architectural firm Welton Becket and Associates, headquartered in Los

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Angeles. Becket's work was instrumental in the development of Los Angeles and American Modern architecture from the late 1950s through the 1970s. The Union Savings and Loan Building embodies the representative characteristics of New Formalism and is a distinctive example of this style among Becket's body of work in its use of decorative pre-cast exterior arcuated tracery over the glazed cladding and classical order/form as applied to a Modern bank within a master-planned commercial development, the 1960s Tishman Airport Center, which was associated with the earlier 1957-1962 development of LAX. While the Union Savings and Loan Building is not widely acknowledged among Becket's most noteworthy projects, as a part of the Tishman Airport Center, it remains an intact and important local example of a prominent architect's work, specifically a bank, for its masterful use of ornamental pre-cast concrete exterior cladding and classical order/form. The overall appearance of the Union Savings and Loan Building indicates that the integrity of the property has not been fundamentally compromised over the years in terms of design, location, setting, materials, workmanship, feeling, and association.

The 2011-2012 survey of the Union Savings and Loan Building found that the subject property is eligible at the state level under Criterion 3 because it represents the work of an important creative individual. It is also eligible for local designation as a LAHCM. As such, it meets the definition of a historical resource under State CEQA Guidelines Section 15064.5(a)(3)(C).

4.5.3.3 Archaeological Resources

A brief overview of the prehistory and cultural setting of LAX and vicinity is presented below for background.

Archaeological Setting

As further discussed in the Section 106 Reports prepared for the LAX Master Plan, the oldest directly dated human remains from coastal Southern California are those of the "Los Angeles Man." These remains were uncovered in a fragmentary condition at a depth of approximately four meters (13 feet) below the surface in a river bed near Ballona Creek which is approximately 1.75 miles north of LAX.²⁶⁵ The discovery was made in 1936, and in the months that followed, the remains of a mammoth were found at the same general depth some 400 meters (approximately 1,300 feet) from the human skeleton. "The skull is the oldest directly dated (>23,600 years before present (B.P.)) human fossil in the Americas."²⁶⁶ It is believed that the Ballona Creek region had a human population prior to the extinction of the North American mammoth.

Los Angeles County's oldest possible remains associated with the Milling Stone period (6,500-3,000 B.P.²⁶⁷) are those of "La Brea Woman." This skeletal material was recovered from the La Brea Tar Pits along with a mano (milling stone). The bones were radiocarboned and dated to 9,000 years (+/- 80) B.P. Thus, the earliest date for the Milling Stone period in this region is circa 7,000 B.C. None of the sites within the boundaries of the LAX Master Plan APE were identified as having a definite association with the Milling Stone period.

The Intermediate period is little known in most areas of the U.S., but is generally thought to have begun around 1,500 to 1,000 B.C. and to have lasted through about 500 A.D. During this period, the mortar and pestle came into common usage. The mortar and pestle were used to grind acorns. Sites dating to the Intermediate period are rare in Los Angeles County, as elsewhere. Many regional coastal sites which probably included Intermediate deposits have been destroyed.²⁶⁸

²⁶⁵ Lopatin, Ivan A., *Anthropos Institute*, 1940, pp. 35-36; Berger, R., "Results in Radiocarbon Dating: Early Man in North America," *World Archaeology*, 7, 1981; and Meighan, Clement W., "A Late Complex in Southern California Prehistory," *Southwestern Journal of Anthropology*, 10(2), not dated.

²⁶⁶ Berger, R., "Results in Radiocarbon Dating: Early Man in North America," *World Archaeology*, 7, 1981.

²⁶⁷ B.P. stands for Before the Present.

²⁶⁸ Bissell, Ronald, Rod Raschke, and Carol Stadum, "Paleontological and Archaeological Resources Reconnaissance of the Los Angeles International Airport (LAX) Property, Los Angeles County, California," 1995, pp. 8-9.

During the Late Prehistoric period, the Shoshonean-speaking people of the Great Basin migrated westward into what are now Los Angeles and Orange Counties. This resulted in the displacement of the indigenous populations either northward into Ventura County or south of the San Luis Rey River in San Diego County (areas which were inhabited respectively by the Chumash and Diegenos when the Spanish arrived). Judging by dialectical differences among the various branches of the Shoshonean language, it is estimated that the "Shoshonean Migration" may have taken place at least 1,000 years ago and perhaps as many as 1,500 years ago.²⁶⁹

Ethnographic Setting - The Gabrielino/Tongva

The SPAS cultural resources study area lies within a region that was occupied during the Late Prehistoric period by Native American groups now known as the Gabrielino.²⁷⁰ The Gabrielino may have numbered as many as 5,000 people at their peak in the pre-European contact period (estimated as 1769 in the Los Angeles basin). However, population estimates are very difficult to make because many of the Indians did not come under Spanish control and, consequently, were not included in census counts.

The Gabrielino were one of the most populous ethnic nationalities of aboriginal Southern California. Gabrielino territory included the Los Angeles Basin, from the coast of Aliso Creek in Orange County to the south, to Topanga Canyon in the north, the four southern Channel Islands, and watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers. Their name is derived from their association with Mission San Gabriel Archangel.

The Gabrielino were not the first inhabitants of the Los Angeles Basin, but arrived around 500 B.C. The language of the Gabrielino people has been identified as a Cupan language within the Takic family, which is part of the larger Uto-Aztecan language family. Uto-Aztecan speakers arrived in Southern California in what is known as the Shoshonean migration, which current archaeological and linguistic evidence suggests originated in the Great Basin and displaced the already established Hokan speakers. The Gabrielino were advanced in their culture, social organization, religious beliefs, and art and material production. Class differentiation, inherited chieftainship, and intervillage alliances were all components of Gabrielino society. At the time of European contact, the Gabrielino were actively involved in trade using shell and beads as currency. The Gabrielino were known for excellent artisanship in the form of pipes, ornaments, cooking implements, inlay work, and basketry. The Gabrielinos evolved an effective economic system which managed food reserves (storage and processing), exchanged goods, and distributed resources. Otherwise, few specifics are known of Gabrielino lifeways. Data collected and presented by A. L. Kroeber in 1925 indicate that homes were made of tule mats on a framework of poles, but size and shape have not been recorded. Basketry and steatite vessels were used rather than ceramics; ceramics became common only toward the end of the mission period in the nineteenth century. The Gabrielino held some practices in common with other groups in Southern California, such as the use of jimsonweed in ceremonies as did the Luiseño and Juaneño, but details of the practices and the nature of cultural interaction between the Gabrielino and other groups in Southern California are unknown.

Population estimates are based solely on estimates gleaned from historical reports. There were possibly more than 100 mainland villages and Spanish reports suggested village populations ranged from 50 to 200 people.²⁷¹ Prior to actual Spanish contact, the Gabrielino population had been decimated by diseases.²⁷² The diseases were probably European diseases spread via coastal stopovers by early Spanish maritime explorers.

²⁶⁹ Kroeber, A.L., "Handbook of the Indians of California," Bureau of American Ethnology, Bulletin 78, 1925.

²⁷⁰ Bean, Lowell John and Charles R. Smith, "Gabrielino," Handbook of North American Indians, Vol. 8, 1978, pp.538-549.

²⁷¹ Bean, Lowell John and Charles R. Smith, "Gabrielino," Handbook of North American Indians, Vol. 8, 1978, pp.538-549.

²⁷² Tac, Pablo, "Conversion de los San Luisenos de Alta California," Proceedings of the 23rd International Congress of Americanists, New York, 1930.

4.5 Cultural Resources

Records Search Results

The cultural resources records search through the SCCIC revealed that more than 15 cultural resource studies have been conducted within the SPAS cultural resources study area. These studies were conducted for various projects across LAX from 1974 to 2005 and encompass approximately 75 percent of the cultural resources study area footprint.

According to records at the SCCIC, eight archaeological resources have been recorded within the cultural resources study area. These resources are described in detail below. It should be noted that the location of each resource site is maintained as confidential information in order to avoid unauthorized exploration/excavation of such sites. CEQA prohibits the disclosure of information about the location of archaeological sites and sacred lands, or any other information subject to disclosure restrictions under the state Public Records Act (Gov. Code, Section 6254). (State CEQA Guidelines Section 15120(d).) The Public Records Act, in turn, does not require disclosure of any records of Native American graves, cemeteries, places, features, and objects in the possession of a local agency (Gov. Code, Section 6254(r)).

CA-LAN-202

This site was originally recorded in 1953 by Eberhart based on information from William Deane and was described then as approximately 61 meters (200 feet) in diameter, but no other details regarding the site's characteristics were given. In 1968, Tom King attempted to relocate the site; however, he reported that, at the time, the houses on the site were still occupied and that yard vegetation was quite dense. Mr. King identified a specimen of California mussel from an area of darkened soil but reported that the soil was likely "top soil brought in for garden purposes"²⁷³ as opposed to the soil being consistent with archaeological midden. RMW resurveyed the area in 1995 and identified another specimen of California mussel and several other shell materials, but concluded that these items were associated with the Older Dune Sands of Pleistocene age and were not consistent with archaeological midden. The Section 106 Reports prepared for the LAX Master Plan found this site to be ineligible for listing at the federal, state, and local level because the site does not meet the criteria for an archaeological site and was likely misclassified as one by earlier researches.²⁷⁴ Therefore, CA-LAN-202 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

CA-LAN-214

The site was also originally recorded in 1953 based on information from an informant; therefore, it is possible that the location where RMW mapped CA-LAN-214 is incorrect. The site was described as "small" and the artifact content is listed as "points." No other details regarding site characteristics were given. If the site is located where it is currently mapped, the artifact constituents have likely been displaced or covered over by single-family residential development since it was first recorded. RMW resurveyed the area in 1995 where the site was mapped and no archaeological evidence was identified. This was likely a result of the residential development in the area that likely obstructed ground surface visibility. The site may still exist underneath the pavement in the area where it is mapped. The Section 106 Reports prepared for the LAX Master Plan found this site to be ineligible for listing at the federal, state, and local level because the disturbances from residential development to the site have compromised its integrity.²⁷⁵ Specifically, these activities have likely displaced components of the site

²⁷³ King, Thomas, DPR Site Form for CA-LAN-202, "An Attempt to Revisit LAN-202," November 9, 1980. Record on file at the South Central Coastal Information Center, California State University, Fullerton.

²⁷⁴ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

²⁷⁵ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-214 meets any of the eligibility criteria. Therefore, CA-LAN-214 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

CA-LAN-691

This site was originally recorded in 1974 and was described as a shell scatter. The size was estimated as approximately 91 meters by 12 meters (300 by 40 feet) and the depth was estimated as at least 0.3 meters (one foot). As further discussed in the Section 106 Reports of the LAX Master Plan Final EIR,²⁷⁶ RMW resurveyed the area where CA-LAN-691 was mapped in 1995 and did not identify any archaeological material. According to RMW, the site area was then buried under approximately 15 meters (49 feet) of fill and may have been displaced by construction activity at LAX. The Section 106 Reports prepared for the LAX Master Plan found this site to be ineligible for listing at the federal, state, and local level because the disturbances from construction activities to the site have compromised its integrity and no evidence of archaeological material has been identified in the area since the site's initial discovery and recordation.²⁷⁷ Specifically, these construction activities have likely displaced components of the site from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-691 meets any of the eligibility criteria. Therefore, CA-LAN-691 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

CA-LAN-1118

This site was recorded in 1981 by G. Stickel and S. Appier and is described as a shell midden with lithic debitage. The site was large, covering an area of approximately 250 by 100 meters (820 feet by 328 feet). According to RMW, who resurveyed the area in 1995, the site has been extensively disturbed since its original recordation by Stickel and Appier. For instance, Westchester Parkway was constructed in the late 1980s directly through the center of the site. Further, the remaining site has been extensively graded and the area is currently being used for construction staging associated with ongoing development projects at LAX. Due to the lack of integrity, archaeological site CA-LAN-1118 has been determined ineligible for listing at the federal, state, and local level. Specifically, current and former construction activities have likely displaced components of the site from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Therefore, CA-LAN-1118 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

CA-LAN-2345

This site was recorded by RMW in 1995 and is described as a large, prehistoric site containing hundreds of stone tools, bones, shell fragments, and thermally-affected stones. There is also an intact feature partially exposed at one edge of a blowout. This feature appears to be a roughly circular construction of stones, some of which are tools. It may be a fire hearth. The feature is important because it is resting directly on or immediately above Older Dune Sands (Pleistocene age) deposits and is partially buried by Younger Dune Sands (Holocene age) material. According to RMW, the site may have the potential to yield important information in local prehistory. The location of the site indicates that it is extremely old, perhaps dating to the earliest of Milling Stone time. Some support for this age assessment is found in the lack of trade material (steatite, obsidian, fused shale) in the deposit. Some shell collected from CA-LAN-

²⁷⁶ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

²⁷⁷ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

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2345 was submitted to Beta Analytic in Coral Gables, Florida, for radiocarbon age assessment. Radiocarbon data range established for the sample (Beta 84842) is 1860 to 2020 B.C.E. (Before Common Era). This date clearly establishes that the site is a manifestation of the Milling Stone cultural period. Given the excellent integrity of the site and its potential to yield important information to the study of prehistory, site CA-LAN-2345 appears potentially eligible for federal (National Register), state (California Register), and local listing as a prehistoric archaeological site. Specifically, several intact components of the site have the potential to answer important scientific research questions regarding the prehistory of southern California during the Milling Stone period. Therefore, CA-LAN-2345 is a potential historical resource and a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

CA-LAN-2385H

This site (previously identified as CA-LAN-1H*) was recorded by RMW in 1995 and is described as a wide scatter of historic debris, including concrete, asphalt, glass (windowpane, bottle, and decorative), brick fragments, plaster, linoleum fragments, two kinds of countertop tiles, and metal fragments. An examination of the U.S. Geological Survey map, airport maps of the area, and photographs of the area show that this area was the site of the Nike missile testing site, which was constructed in 1954. This facility was demolished for the construction of Westchester Parkway, which was completed in 1993. It appears that this site material is debris left from the testing site facility and/or imported as part of the airport fill, since no homes were known to have been built in this area. The Section 106 Reports prepared for the LAX Master Plan found this site to be ineligible for listing at the federal, state, and local level since the historic debris consists of redeposited fill material and its association cannot be confirmed.²⁷⁸ Specifically, the historic debris was likely identified out of context and no association determination can be made, which diminishes the potential to determine whether CA-LAN-2385H meets any of the eligibility criteria. Therefore, CA-LAN-2385H is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

P-19-100115

This isolated prehistoric tool (previously recorded as "Isolate 2") is a large flake made of very dark, almost black, felsite porphyry, a type of igneous rock. The tool was recorded, but not collected. It is likely that current and former land-use disturbances have transported the resource out of context from its original location. The lack of solid provenance data for the isolate resources diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important information to the study of prehistory. The Section 106 Reports prepared for the LAX Master Plan found P-19-100115 to be ineligible for listing at the federal, state, and local level for these reasons.²⁷⁹ Therefore, P-19-100115 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

P-19-100116

This isolated artifact (previously recorded as "Isolate 1") is a large flake of reddish quartzite. The tool was recorded, but not collected. It is likely that current and former land-use disturbances have transported the resource out of context from its original location. The lack of solid provenance data for the isolate resources diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important

²⁷⁸ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

²⁷⁹ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

information to the study of prehistory. The Section 106 Reports prepared for the LAX Master Plan found P-19-100116 to be ineligible for listing at the federal, state, and local level for these reasons.²⁸⁰ Therefore, P-19-100116 is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively.

Sacred Lands File Search and SB 18 Native American Consultation

The NAHC SLF records search results indicate "Native American cultural resources were identified in the project site."²⁸¹ Pursuant to NAHC suggested procedure and SB 18, and on behalf of the City/LAWA, follow-up "request to consult" letters were sent by PCR via certified mail and electronic mail on December 19, 2011 to the four Native American individuals and organizations (that included Gabrielino/Tongva contacts) identified by the NAHC as being affiliated with the vicinity of the cultural resources study area to request any additional information or concerns they may have about Native American cultural resources that may be affected by the proposed project. As of May 14, 2012, PCR received responses from Mr. Sam Dunlap of the Gabrielino Tongva Nation and Mr. Andy Salas of the Gabrielino Band of Mission Indians. Both Mr. Dunlap and Mr. Salas requested that a Native American monitor be retained to observe excavation activities associated with LAX SPAS due to the identification of Native American cultural resources in the immediate vicinity. LAWA sent responses to Mr. Dunlap and Mr. Salas on May 15, 2012. The NAHC SLF results letter, SB 18 Native American contact list, Mr. Dunlap's and Mr. Salas' response letters, and LAWA's response letters, are provided in Appendix E-2, *Native American Consultation Documentation*.

Survey Results

PCR did not identify any new archaeological resources during the pedestrian survey. The pedestrian survey focused on areas of the SPAS alternatives. A map depicting the archaeological survey coverage and ground surface visibility is provided in **Figure 4.5-2**.

4.5.4 Thresholds of Significance

A significant impact upon historical and archaeological resources would occur if the direct and/or indirect changes in the environment that may be caused by the particular SPAS alternative would result in one or more of the following conditions:

- ◆ Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource, as defined in State CEQA Guidelines Section 15064.5(a), would be materially impaired. The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the National Register, California Register, a local register, a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, or as determined by LAWA for purposes of CEQA.
- ◆ Any action, such as clearing, scraping, soil removal, mechanical excavation, or digging that would disturb, damage, or degrade a "unique archaeological resource," as defined in Public Resources Code Section 21083.2.²⁸²

These thresholds reflect state guidance contained in State CEQA Guidelines Section 15064.5, which identifies standards for determining when a project may result in a substantial adverse change in the significance of a historical resource. Under CEQA, project compliance with the Secretary of the Interior's

²⁸⁰ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Appendix I, Section 106 Report, prepared by PCR Services Corporation, January 2001, and Appendix S-G, Supplemental Section 106 Report, prepared by PCR Services Corporation, June 2003.

²⁸¹ Singleton, Dave, Tribal Consultation Pursuant to [SB 18] for the Proposed LAX SPAS Project, 2011. Results letter on file at Los Angeles World Airports, 1 World Way, Los Angeles, CA 90045.

²⁸² City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

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Standards for the Treatment of Historic Properties (Standards) generally mitigates impacts on historical resources to a less than significant level.²⁸³ The Standards are described previously in Section 4.5.3.1.

4.5.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan, LAWA adopted one commitment and a number of mitigation measures pertaining to historical and archaeological resources (denoted with "HR" and "HA") in the Alternative D Mitigation Monitoring and Reporting Program (MMRP). The following commitment and mitigation measures are applicable to the SPAS alternatives and were considered in the cultural resources analysis herein.

4.5.5.1 Historical Resources

◆ HR-1. Preservation of Historic Resources.

In implementing the LAX Plan and conducting ongoing activities associated with operation of the airport, LAWA will support the preservation of identified significant historic/architectural resources through careful review of design and development adjacent to those resources and by undertaking any modifications to those resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Additionally, where sound insulation is proposed for identified significant historic/architectural resources under the Aircraft Noise Mitigation Program, LAWA will ensure that methods are developed with the approval of a qualified architectural historian or historic architect, who meets the Secretary of the Interior's Professional Qualifications Standards, in compliance with the Secretary of the Interior's Standards for Rehabilitation.

4.5.5.2 Archaeological Resources

◆ MM-HA-4. Discovery.

The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; OHP *Archaeological Resources Management*.²⁸⁴

◆ MM-HA-5. Monitoring.

Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or

²⁸³ State CEQA Guidelines, Section 15064.5(b)(3), "Determining the Significance of Impacts to Archaeological and Historical Resources."

²⁸⁴ LAX Master Plan Final EIR Mitigation Measure MM-HA-4 requires preparation of an ATP to ensure the long-term protection and proper treatment of archaeological discoveries of federal, state, and/or local significance found during LAX Master Plan implementation. Subsequent to publication of the LAX Master Plan Final EIR, the ATP was prepared, thereby satisfying the requirements of MM-HA-4. The ATP provides additional information and guidance for understanding the conditions and implementation of Mitigation Measures MM-HA-4 through MM-HA-10 and, in effect, supersedes these mitigation measures.

Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

◆ **MM-HA-6. Excavation and Recovery.**

Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the ATP. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.

◆ **MM-HA-7. Administration.**

Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.

◆ **MM-HA-8. Archaeological/Cultural Monitor Report.**

Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.

◆ **MM-HA-9. Artifact Curation.**

All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state standards.

◆ **MM-HA-10. Archaeological Notification.**

If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the State CEQA Guidelines shall be implemented.

4.5.6 Impacts Analysis

In addition to the above LAX Master Plan commitment and mitigation measures, and as previously discussed under 4.5.3.1, new development at LAX is subject to compliance with a number of design and lighting related regulations and guidelines. Compliance with applicable regulations and guidelines is supported through LAWA's design review process where plans are reviewed by the Facilities Planning Division, other airport divisions, and by the City of Los Angeles Building and Safety Department as part of the permitting process. The Building and Safety Department distributes the plans as appropriate to other City departments including Planning, Public Works, and Cultural Affairs with final design approval required by the Cultural Affairs Commission. The following analysis assumes that new development at LAX would be carried out in compliance with pertinent LAX Master Plan commitments and mitigation measures, and with relevant LAX and City of Los Angeles design regulations and guidelines.

4.5.6.1 Historical Resources

Two eligible historical resources potentially affected by the SPAS alternatives are analyzed below: the Theme Building and Setting and the Union Savings and Loan Building.

The World War II Munitions Storage Bunker (eligible), Hangar One (listed), and the Intermediate Terminal Complex are located within the cultural resources study area but would not be directly or indirectly affected because of their distance from the proposed SPAS alternative improvements, as shown in

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Figure 4.5-1. Hangar One (building number 4 in **Figure 4.5-1**) is situated within the far southeastern portion of the cultural resources study area. The site survey and review of the proposed SPAS alternatives found that Hangar One would not be directly or indirectly affected by any of the proposed alternatives, and no further investigation with regard to this resource was warranted. The World War II Munitions Storage Bunker (building 1 in **Figure 4.5-1**) is situated within the far western portion of the cultural resources study area. Review of the proposed SPAS alternatives found that the World War II Munitions Storage Bunker would not be directly or indirectly affected by any of the proposed SPAS alternatives and no further investigation with regard to this resource was warranted. The Intermediate Terminal Complex (building 3 in **Figure 4.5-1**) is situated in the far eastern portion of the cultural resources study area and would not be affected directly or indirectly by any of the SPAS alternatives. (This property was included in the 2011-2012 survey prior to this determination.) Therefore, no further analysis of this resource is provided in this section.

Other than the World War II Munitions Storage Bunker, Hangar One, the Theme Building and Setting, the Intermediate Terminal Complex, and the Union Savings and Loan Building, the remainder of surveyed properties did not meet the definition of a historical resource under State CEQA Guidelines Section 15064.5(a) and therefore the SPAS alternatives would have no impact to historical resources in relation to these properties.

Contributing features of the original Theme Building structure (extant original exterior and interior features) include, but are not necessarily limited to, the base, elevator core, extant original features of the restaurant space (excluding later alterations), public viewing platform, structural arches and footings, surrounding concrete wall/grille around base, pedestrian entrance, associated original hardscape features such as pedestrian patios and planters/planting beds, and surrounding pedestrian and vehicular circulation.

Contributing features of the Theme Building Setting include:

- ◆ The Central Service Facility Buildings (two similar one-story utility/office buildings with concrete arched roofs, remaining segment of original axial road alignment, associated concrete sidewalks and hardscape);
- ◆ The Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, from the Theme Building restaurant and public roof-top viewing platform, from the 1961 Airport Traffic Control Tower, and from vehicular and pedestrian circulation paths within the immediate vicinity of the view corridor;
- ◆ Although not eligible individually due to substantial later alterations, the 1961 Airport Traffic Control Tower remains recognizable; it retains its architectural form and distinctive control booth;
- ◆ Although substantially altered with numerous additions and upgrades necessitated by the large expansion in service since the 1960s, the general character of the airport setting from the 1960s and 1970s remains residually recognizable, including the site plan, horizontal forms and rectangular massing of the concourse buildings, their generally consistent scale and height, the figure-ground relationships of masses and voids, the relationships of spaces and use, general architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, ribbon windows) the centrally located Theme Building which remains predominant within the U-shaped concourse and circulation complex, and the exterior terminals and associated airfields located to the north and south of the concourse area;
- ◆ Mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and 360-degree views from the roof-top viewing platform including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean, which can still be experienced as originally conceived;

- ◆ Direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex; and
- ◆ Direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals.

4.5.6.1.1 Alternative 1

The airfield and terminal improvements under Alternative 1 would have no direct impacts and no adverse indirect impacts on historical resources because of their design, distance, and intervening development. There would be no direct physical impacts to the Theme Building and Setting, and no interruption of related views that characterize the Theme Building and Setting would occur under Alternative 1. The physical characteristics of the Theme Building and Setting would remain unaffected and no change in the significance of a historical resource would occur, pursuant to CEQA 15064.5(b)(1)(2).

With the exception of vantage points within the taller Theme Building, within the CTA, public views of the airfield and areas adjacent to the airport are blocked by the terminal buildings. Construction of airfield improvements, including the movement of Runway 6L/24R 260 feet north, the addition of a centerfield taxiway, the extension of Runway 6R/24L, improvements to Taxiway D and Taxiway E, and relocation of the service road, would have no adverse impact to the Theme Building and Setting since the general character of the airfield would remain and no intervening improvements would be constructed that would substantially obscure existing views of the airfield from the Theme Building.

The proposed terminal improvements, including the addition of a new Terminal 0, loss/modifications to concourse areas and/or gates at Terminals 1, 2, and 3, and the modification and northern extension of concourse area and gates at the Tom Bradley International Terminal (TBIT) and the future Midfield Satellite Concourse (MSC), would be compatible in design, scale, proportion and massing and would not have a direct impact or significant adverse indirect impact on the Theme Building and Setting. The proposed terminal improvements are located at the northern perimeter of the CTA and would be largely blocked from view from the Theme Building by the existing concourses. Furthermore, because of the height limitations of the proposed terminal improvements and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the impacts on the Theme Building and Setting from terminal improvements under Alternative 1 would be less than significant.

The ground access improvements under Alternative 1 would not have any impacts on the Theme Building and Setting or on the ineligible 1961 Airport Traffic Control Tower, as the buses entering the CTA on the dedicated access route would use existing roadways within the CTA in mixed-flow traffic. Potential indirect impacts to the Union Savings and Loan Building from the proposed ground access improvements, specifically, an elevated transit structure along 98th Street and extending over Sepulveda Boulevard, would be less than significant due to their proposed location within or north of the 98th Street right-of-way, their distance from the eligible Union Savings and Loan Building, and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources.

The ITF, proposed to be located between 96th Street and 98th Street west of Airport Boulevard, and the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards, would not have any direct physical impacts or indirect impacts on identified eligible or listed historical resources in the cultural resources study area due to their distance from these resources. Likewise, the relocation of Lincoln Boulevard would have no impact on identified eligible and listed historical resources.

The proposed parking improvements under Alternative 1 would not be visible from the Theme Building or the Union Savings and Loan Building. The proposed parking in Manchester Square, located east of Aviation Boulevard and north of Century Boulevard, would have no impact on identified eligible or listed

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historical resources in the area due to its distance of approximately one mile or more to the east from these resources.

4.5.6.1.2 Alternative 2

The distinguishing airfield improvement feature of this alternative is no northerly or southerly movement of existing runways and no addition of a centerfield taxiway, but modifications of high-speed exits from Runway 6L/24R. All other aspects of this alternative would be the same as those of Alternative 1, described above, with the exception of Lincoln Boulevard, which would not be relocated.

Under Alternative 2, impacts to historical resources would be the same as described above for Alternative 1. Because of the height limitations, design, and distance of the proposed terminal improvements and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the impacts on the Theme Building and Setting from terminal improvements under Alternative 2 would be less than significant. Similarly, due to distance and the incorporation of LAX Master Plan Commitment HR-1, impacts to the Union Savings and Loan Building would be less than significant. As with Alternative 1, under Alternative 2, impacts to the Theme Building and its Setting and to the Union Savings and Loan Building would be less than significant.

4.5.6.1.3 Alternative 3

Notable features of Alternative 3 with the potential to affect historical resources and views include airfield improvements--distinguished by the movement of Runway 6R/24L 340 feet south and extension to the east, the addition of a new centerfield taxiway, and the westerly extension of Runway 6L/24R and Taxiway D--and substantial terminal modifications, including the demolition of the concourses/gates at Terminals 1, 2, and 3 and replacement with a new linear concourse, elimination of the northernmost gates at TBIT, and replacement of the existing CTA parking structures with new passenger processing terminals. Key ground access improvements with the potential to affect historical resources and views include closure of the CTA to private vehicles; development of a Ground Transportation Center (GTC) at Manchester Square, an Intermodal Transportation Center (ITC) at the Continental City site with a pedestrian bridge to the existing Metro Green Line Aviation Station, and a Consolidated Rental Car Facility (CONRAC) at Lot C; development of two Automated People Mover (APM) systems (one that would link the ITC, CONRAC, and CTA, and a second that would link the GTC and the CTA); construction of new on-airport roads east of and parallel to Aviation Boulevard; and construction of a West Employee Parking facility. There would be no modifications to Lincoln Boulevard under this alternative.

As with Alternative 1, under Alternative 3, the SPAS airfield and taxiway improvements would have no impact on historical resources due to their distance from eligible and listed resources since the general character of the airfield would remain and no intervening improvements would be constructed that would substantially obscure existing views of the airfield from the Theme Building.

The proposed new linear concourse, passenger processing terminals and APM would have potential indirect long-term visual impacts on the National Register-eligible Theme Building and Setting. These effects relate to the potential for the design, bulk, placement, and/or proximity of the new linear concourse, new terminals, and APM to materially alter the immediate surroundings and/or the setting that contributes to the eligibility of the Theme Building and Setting as a historical resource, the potential for the APM to block views of the Theme Building, and the potential elimination of the view corridor between the Theme Building and the 1961 Airport Traffic Control Tower. The Service Facility Buildings west of the Theme Building would not be affected.

Alterations to the setting would include new adjacent construction that would eliminate Terminals 1, 2, and 3, replace the concourses north of the Theme Building, and replace the existing parking structures with new terminals, thus changing the features and spatial relationships of the CTA. The context immediately surrounding the Theme Building would be improved by the new terminal construction, which

would replace the existing parking structures. The construction of the new terminals to the west of the Theme Building would, however, interrupt the primary views between the Theme Building and the 1961 Airport Traffic Control Tower. Height limitations and incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, would largely address the effects of the new terminal construction adjacent to the historical resource. Nevertheless, the impacts on the Theme Building and Setting under Alternative 3 would be significant because the important axial relationship and views between the Theme Building and the 1961 Airport Traffic Control Tower would be eliminated.

Impacts resulting from the proposed design and/or construction of the APM between the existing roadway structure and the National Register-eligible Theme Building would also be significant. The construction of the APM along the north and south sides of the Theme Building would have potential long-term visual impacts by interrupting views of the north and south elevations of the Theme Building within the CTA from the north and south.

Mitigation Measure MM-HA (SPAS)-1, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.5.7.1 below, is proposed to address significant impacts to the Theme Building and Setting. With this measure, significant impacts would be avoided because the view corridor between the Theme Building and the 1961 Airport Traffic Control Tower would be protected, and views of the north and south elevations of the Theme Building would not be impaired by the APM.

As previously indicated, Alternative 3 includes the development of the CONRAC at Lot C, and two APM systems (one that would link the ITC, CONRAC, and CTA, and a second that would link the GTC and the CTA). When Alternative 3 was originally designed as part of the LAX Master Plan, the Union Savings and Loan Building located at 9800 S. Sepulveda Boulevard was not of an age to be considered historic. Although Alternative 3 (Alternative D at that time) did not propose construction of any new facilities on the site of the Union Savings and Loan Building, the property was identified for acquisition due to its proximity to the proposed APM. Since the building now meets the definition of a historical resource under State CEQA Guidelines Section 15064.5(a)(3), construction of the APM, as conceptually defined, could result in a significant impact due to building demolition or proximate indirect impacts. Accordingly, Mitigation Measure MM-HA (SPAS)-3, Preservation of Historic Resources: Union Savings and Loan Building is proposed (see Section 4.5.7.1 below). This measure would adjust the alignment of the APM to avoid demolition of, or unavoidable indirect impacts to, the historic building. Given that the APM alignment is defined at a very conceptual level, and as there is ample area to accommodate a shift in the alignment within the broad area identified for the CONRAC, avoidance of impacts to the Union Savings and Loan Building through this mitigation measure is feasible. With incorporation of Mitigation Measure MM-HA (SPAS)-3, impacts to the Union Savings and Loan Building would be reduced to a level that is less than significant because the APM alignment would be adjusted to avoid the building.

The remaining ground access improvements associated with this alternative, including development of a GTC, ITC with a pedestrian bridge, construction of new on-airport roads, and a West Employee Parking facility, would have no impact to historical resources due to their distance of one mile or more from identified eligible and listed resources. There would be no modifications to Lincoln Boulevard under this alternative.

4.5.6.1.4 Alternative 4

Under this scenario, none of the Yellow Light Projects or alternatives thereto would be constructed. Only ongoing and reasonably-foreseeable non-Yellow Light Projects would be developed, including an extension to Runway 6R/24L for Runway Safety Area (RSA) improvements, a CONRAC at Lot C, and a new parking structure at the ITC site to accommodate the public parking displaced by the CONRAC.

Under Alternative 4, the development of the CONRAC at Lot C would not result in significant impacts to the Union Savings and Loan Building because Alternative 4 does not include acquisition of this building.

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No impacts to the Theme Building and Setting would occur under Alternative 4 because there are no improvements proposed in proximity to these resources.

4.5.6.1.5 Alternative 5

Alternative 5 focuses on airfield and terminal improvements. Under Alternative 5, impacts to the Theme Building and Setting would be the same as those described above for Alternative 1. As with Alternative 1, these improvements would have no direct and no adverse indirect impacts on historical resources because of their design, distance, and intervening development. Because of the height limitations, design, and distance of the proposed terminal improvements and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the impacts on the Theme Building and Setting from terminal improvements under Alternative 5 would be less than significant. No impacts to the Union Savings and Loan Building would occur with implementation of Alternative 5 because there are no improvements proposed in proximity to this resource.

4.5.6.1.6 Alternative 6

Alternative 6 focuses on airfield and terminal improvements. Under Alternative 6, impacts to the Theme Building and Setting would be the same as those described above for Alternative 1. As with Alternative 1, these improvements would have no direct and no adverse indirect impacts on historical resources because of their design, distance, and intervening development. Because of the height limitations, design, and distance of the proposed terminal improvements and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the impacts on the Theme Building and Setting from terminal improvements under Alternative 6 would be less than significant. No impacts to the Union Savings and Loan Building would occur with implementation of Alternative 6 because there are no improvements proposed in proximity to this resource.

4.5.6.1.7 Alternative 7

Alternative 7 focuses on airfield and terminal improvements. Under Alternative 7, impacts to the Theme Building and Setting would be the same as those described above for Alternative 1. As with Alternative 1, these improvements would have no direct and no adverse indirect impacts on historical resources because of their design, distance, and intervening development. Because of the height limitations, design, and distance of the proposed terminal improvements and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, which supports the preservation of significant historic/architectural resources through careful review of design and development adjacent to such resources to ensure modifications are carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the impacts on the Theme Building and Setting from terminal improvements under Alternative 7 would be less than significant. No impacts to the Union Savings and Loan Building would occur with implementation of Alternative 7 because there are no improvements proposed in proximity to this resource.

4.5.6.1.8 Alternative 8

Alternative 8 focuses on ground access improvements. None of the components associated with this alternative are located within the CTA. The dedicated transit access associated with Alternative 8 would follow the same alignment as under Alternative 1. As with Alternative 1, due to the distance of this alignment from the Union Savings and Loan Building, and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, impacts to this eligible resource would be less

than significant. No impacts to the Theme Building and Setting would occur under Alternative 8 because there are no improvements proposed in proximity to this resource.

4.5.6.1.9 Alternative 9

Alternative 9 focuses on ground access improvements. However, Alternative 9 includes an APM from Manchester Square into the CTA. The APM route between Manchester Square and the east edge of the CTA would generally follow the same alignment as the elevated transit access associated with Alternatives 1, 2, and 8. As with Alternative 1, due to the distance of this alignment from the Union Savings and Loan Building, and the incorporation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources, impacts to this eligible resource would be less than significant. However, impacts resulting from the proposed design and/or construction of the APM within the CTA under Alternative 9, which would be similar to Alternative 3, on the National Register-eligible Theme Building and Setting would be significant. With incorporation of Mitigation Measure MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.5.7.1 below, potentially significant impacts to the Theme Building and Setting would be avoided because views of the north and south elevations of the Theme Building would not be impaired by the APM.

4.5.6.1.10 Summary of Impacts

Impacts of the SPAS alternatives on recorded historical resources are summarized in **Table 4.5-3** and in the text below. All potentially significant impacts on historical resources associated with Alternatives 1, 2, 3, 5, 6, 7, 8, and 9 would be less than significant with implementation of mitigation measures, as discussed later in this section. Alternative 4 would have no impact on historical resources.

No direct impacts to any historical resources would result from Alternatives 1, 2, 4, 5, 6, 7, or 8. Indirect impacts to historical resources associated with proposed concourse and terminal improvements under Alternatives 1, 2, 5, 6, and 7 would be less than significant due to their height limitations, design, and distance from the Theme Building and Setting and the intervening development. Similarly, indirect impacts to the Union Savings and Loan Building under Alternatives 1, 2, 8, and 9 would be less than significant due to the distance of the improvements to this resource. Impacts to historical resources under Alternatives 1, 2, and 5 through 9 would be further reduced with implementation of LAX Master Plan Commitment HR-1, Preservation of Historic Resources.

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Table 4.5-3

Summary of Impacts to Listed/Eligible Historical Resources After Mitigation

	Alt. 1		Alt. 2		Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
	Airfield/ Terminal	Ground Access	Airfield/ Terminal	Ground Access							
Hangar One	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Theme Building and Setting	LS	NI	LS	NI	SM	NI	LS	LS	LS	NI	SM
World War II Munitions Storage Bunker	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Intermediate Terminal Complex	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Union Savings and Loan Building	NI	LS	NI	LS	SM	NI	NI	NI	NI	LS	LS

Notes:

NI = No Impact

LS = Less Than Significant Impact

SM = Significant Impact (but mitigable to Less Than Significant)

Alternatives 1 through 4 consist of airfield, terminal, and ground access improvements. Alternatives 5 through 7 focus on airfield and terminal improvements only. Alternatives 8 and 9 focus on ground access improvements only. The airfield/terminal improvements associated with Alternatives 1, 2, 5, 6, and 7 could be paired with the ground access improvements associated with Alternatives 1, 2, 8, or 9. Similarly, the ground access improvements associated with Alternatives 1, 2, 8, and 9 could be paired with the airfield improvements associated with Alternatives 1, 2, 5, 6, or 7. The full impacts of any alternative must consider airfield, terminal, and ground access contributions. The airfield, terminal, and ground access improvements associated with Alternatives 3 and 4 are specific to each of those alternatives and cannot be paired with other alternatives.

Source: CDM Smith, 2012.

The impacts to historical resources under Alternative 3 are greater than those that would occur under any of the other alternatives because Alternative 3 would require considerable changes to the surroundings of the Theme Building to accommodate construction of a linear concourse, new terminals in place of the existing parking garages, and the APM. The proposed demolition of the concourses at Terminal 1, Terminal 2, and Terminal 3 and the construction of the new facilities such as the linear concourse and the passenger processing terminals near or around the Theme Building and the proposed APM would have indirect long-term visual impacts on the Theme Building and Setting. Therefore, the impacts on the Theme Building and Setting under Alternative 3 would be significant. While the LAX Master Plan supports preservation of historical/architectural resources, indirect impacts on the Theme Building and Setting would be significant due to the close proximity and large scale of the improvements as well as the fact that support for preservation of identified significant historic/architectural resources required by LAX Master Plan Commitment HR-1, Preservation of Historic Resources, does not specifically require their preservation. Mitigation Measures MM-HA (SPAS)-1, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.5.7.1 below, specifically protects the Theme Building and Setting and would reduce impacts to a level that is less than significant.

In addition, under Alternative 3, the Union Savings and Loan Building, an eligible historical resource, may be demolished. Since the building now meets the definition of a historical resource under State CEQA Guidelines Section 15064.5(a)(3), construction of the APM would require demolition of the building or unavoidable indirect effects that would constitute significant impacts. However, with incorporation of Mitigation Measure MM-HA (SPAS)-3, Preservation of Historic Resources: Union Savings and Loan Building, described in Section 4.5.7.1 below, no historical resources would be adversely affected under this alternative because the APM alignment would be adjusted to avoid the building, and the location and design of the APM would be compatible with the historic building.

Under Alternative 9, impacts to historical resources would be less than Alternative 3 but greater than the other alternatives. Impacts resulting from the proposed design and/or construction of the APM within the CTA between the existing roadway structure and the National Register-eligible Theme Building would be similar to Alternative 3, and would be significant. The construction of the APM between World Way and the Theme Building would have potential long-term visual impacts by interrupting views of the north and south elevations of the Theme Building within the CTA from the north and south. With incorporation of Mitigation Measure MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.5.7.1 below, potentially significant impacts to the Theme Building and Setting would be avoided because views of the north and south elevations of the Theme Building would not be impaired by the APM.

4.5.6.2 Archaeological Resources

The following addresses the potential for improvements associated with each alternative to have an impact on known archaeological resource sites. Only those resource sites located in general proximity to the improvements are addressed. One potentially eligible site under CEQA (CA-LAN-2345) would not be affected by any of the SPAS alternatives because it is located far enough away from the alternatives to not be impacted.

All potentially significant impacts on archaeological resources associated with Alternatives 1, 2, 3, 5, 6, 7, 8, and 9 would be less than significant with implementation of mitigation measures, as discussed later in this section. Alternative 4 would have no impact on historical resources.

4.5.6.2.1 Alternative 1

Airfield improvements associated with Runway 6L/24R and construction of a centerfield taxiway would not have an impact on CA-LAN-2385H and P-19-100115 because these resources are not historical resources or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, CA-LAN-2385H was likely identified out of context and no association determination can be made, which diminishes the potential to determine whether the site meets any of the eligibility criteria, and the lack of solid provenance data for P-19-100115 diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important information to the study of prehistory. Therefore, impacts to CA-LAN-2385H and P-19-100115 would be less than significant.

Use of Construction Staging Area A would have an impact on CA-LAN-1118. This resource is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. This is a result of current and former construction activities that have likely displaced components of the site from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 1. Despite the lack of recorded archaeological resources within the area affected by Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. However, with the exception of the north airfield and the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 1 are located in disturbed areas. The north airfield improvements and navigational aids would not require deep excavations, and the area subject to excavation for the navigational aids would be small. The lack of deep excavations reduces the potential to encounter undiscovered archaeological resources because deep excavations may encounter previously undisturbed soils conducive to retaining undiscovered archaeological resources. Shallow excavations are likely to be conducted in previously disturbed soils that are likely not conducive to retaining undiscovered archaeological resources because resources in these soils may have been destroyed or displaced from prior disturbances (e.g., rough

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grading or trenching, road/airstrip construction). Since improvements associated with the north airfield and navigational aids would include shallow excavations in disturbed soils, the likelihood of encountering undiscovered significant archaeological resources during construction is limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan (described in Section 4.5.7.2 below), is proposed to address significant impacts to previously unidentified archaeological resources by requiring construction activities to be undertaken in conformance with the ATP. In the event subsurface deposits are encountered, the ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. The procedures outlined in the ATP would reduce potentially significant impacts to previously unidentified archaeological resources associated with this alternative to a less than significant level.

4.5.6.2.2 Alternative 2

There are no previously recorded archaeological resources located within the improvement areas associated with Alternative 2. As with Alternative 1, use of Construction Staging Area A would not have an impact on CA-LAN-1118. This resource is not a historical resource or a unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. This is a result of current and former construction activities that have likely displaced components of the site from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 2. However, as with Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. As with Alternative 1, with the exception of the north airfield and the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 2 are located in disturbed areas. The north airfield improvements and navigational aids would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan (described in Section 4.5.7.2 below) would address this impact. The ATP includes detailed monitoring procedures and other procedures regarding treatment for archaeological resources that are accidentally encountered during construction. With the procedures required by the ATP, potential impacts to previously unidentified archaeological resources would be reduced to a less than significant level.

4.5.6.2.3 Alternative 3

Impacts to sites CA-LAN-2385H, P-19-100115, and CA-LAN-1118 associated with north airfield improvements and use of Construction Staging Area A would be similar to Alternative 1. These resources are not historical resources or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, CA-LAN-

2385H was likely identified out of context and no association determination can be made, which diminishes the potential to determine whether the site meets any of the eligibility criteria, and the lack of solid provenance data for P-19-100115 diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important information to the study of prehistory. Current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because these archaeological resources have been determined ineligible for listing at the federal, state, and local level, impacts to these resources would be less than significant.

The development of a CONRAC in Lot C would have an impact on CA-LAN-214. As indicated in Section 4.5.3.3 above, this site may be incorrectly mapped and surveys conducted in 1995 found no evidence of archaeological resources in this location. This archaeological site has been determined ineligible for listing at the federal, state, and local level because previous construction activities associated with a residential development have likely displaced components of the site from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-214 meets any of the eligibility criteria. Therefore, this resource is not a historical resource or unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Therefore, impacts to CA-LAN-214 would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 3. However, as with Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. With the exception of the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 3 are located in disturbed areas. The navigational aids would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan (described in Section 4.5.7.2 below) would address this impact. The ATP includes detailed monitoring procedures and other procedures regarding treatment for archaeological resources that are accidentally encountered during construction. With the procedures required by the ATP, potential impacts to previously unidentified archaeological resources would be reduced to a less than significant level.

4.5.6.2.4 Alternative 4

Impacts to site CA-LAN-214 associated with development of a CONRAC in Lot C would be the same as Alternative 3. Previous construction activities associated with a residential development have likely displaced components of CA-LAN-214 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-214 meets any of the eligibility criteria. Therefore, this site is not a historical resource or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-214 would be less than significant.

As with Alternative 1, use of Construction Staging Area A would have an impact on CA-LAN-1118. However, current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether the site meets any of the eligibility criteria. Therefore, this site is not a historical resource or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

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No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 4. However, as with Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. The improvements associated with Alternative 4, which include the easterly extension of Runway 6R/24L and the development of a CONRAC in Lot C, are located in disturbed areas. Moreover, these improvements consist of pavement areas and would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.5 Alternative 5

Impacts to archaeological resources associated with Alternative 5 would be the same as Alternative 1. Under Alternative 5, airfield improvements associated with Runway 6L/24R, construction of a centerfield taxiway, and use of Construction Staging Area A would have an impact on CA-LAN-2385H, P-19-100115, and CA-LAN-1118. These resources are not historical resources or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, CA-LAN-2385H was likely identified out of context and no association determination can be made, which diminishes the potential to determine whether the site meets any of the eligibility criteria, and the lack of solid provenance data for P-19-100115 diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important information to the study of prehistory. Current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Since these archaeological resources have been determined ineligible for listing at the federal, state, and local level, impacts to these resources would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 5. However, as with Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. With the exception of the north airfield and the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 5 are located in disturbed areas. The north airfield improvements and navigational aids would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.6 Alternative 6

Impacts to archaeological resources associated with Alternative 6 would be similar to Alternative 1. Under Alternative 6, airfield improvements associated with Runway 6L/24R, construction of a centerfield taxiway, and use of Construction Staging Area A would have an impact on CA-LAN-2385H, P-19-100115, and CA-LAN-1118. These resources are not historical resources or unique archaeological resources under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, CA-LAN-2385H was likely identified out of context and no association determination can be made, which diminishes the potential to determine whether the site meets any of the eligibility criteria, and the lack of solid provenance data for P-19-100115 diminishes its potential to yield important information to the study of prehistory. In addition, isolate resources are unlikely to retain additional buried components that would yield important information to the study of prehistory. Current and former construction activities have likely displaced components of CA-LAN-1118 from their original

location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Since these archaeological resources have been determined ineligible for listing at the federal, state, and local level, impacts to these resources would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 6. However, as with Alternative 1, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. With the exception of the north airfield and the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 6 are located in disturbed areas. The north airfield improvements and navigational aids would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.7 Alternative 7

Under Alternative 7, impacts to identified archaeological resources would be the same as described above for Alternative 2. As with Alternative 2, there are no previously recorded archaeological resources located within the improvement areas associated with Alternative 7. However, use of Construction Staging Area A would have an impact on CA-LAN-1118. This resource is not a historical resource or unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 7. However, as with Alternative 2, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. With the exception of the navigational aids in the Los Angeles/El Segundo Dunes, the improvements associated with Alternative 7 are located in disturbed areas. The navigational aids would not require deep excavations. Therefore, as described for Alternative 1, the likelihood of encountering undiscovered significant archaeological resources during construction would be limited. Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, discussed below, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.8 Alternative 8

Under Alternative 8, impacts to identified archaeological resources would be the same as described above for Alternative 2. As with Alternative 2, there are no previously recorded archaeological resources located within the improvement areas associated with Alternative 8. However, use of Construction Staging Area A would have an impact on CA-LAN-1118. This resource is not a historical resource or unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

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No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 8. However, as with Alternative 2, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. The improvements associated with Alternative 8 are located in disturbed areas that are likely not conducive to retaining undiscovered archaeological resources because resources in disturbed soils may have been destroyed or displaced from prior disturbances (e.g., rough grading or trenching, road/airstrip construction). Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.9 Alternative 9

Under Alternative 9, impacts to identified archaeological resources would be the same as described above for Alternative 2. As with Alternative 2, there are no previously recorded archaeological resources located within the improvement areas associated with Alternative 9. However, use of Construction Staging Area A would have an impact on CA-LAN-1118. This resource is not a historical resource or unique archaeological resource under State CEQA Guidelines Section 15064.5 and Section 21083.2 of the Public Resources Code, respectively. Specifically, current and former construction activities have likely displaced components of CA-LAN-1118 from their original location and have consequently reduced the integrity of the site and diminished the potential to determine whether CA-LAN-1118 meets any of the eligibility criteria. Because this site has been determined ineligible for listing at the federal, state, and local level, impacts to CA-LAN-1118 would be less than significant.

No other previously recorded archaeological resources have been identified in the improvement areas associated with Alternative 9. However, as with Alternative 2, this alternative has the potential to disturb or destroy significant, undiscovered archaeological resources during construction excavations. The improvements associated with Alternative 9 are located in disturbed areas that are likely not conducive to retaining undiscovered archaeological resources because resources in disturbed soils may have been destroyed or displaced from prior disturbances (e.g., rough grading or trenching, road/airstrip construction). Nevertheless, the potential for construction to affect previously unidentified archaeological resources is a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a less than significant level.

4.5.6.2.10 Summary of Impacts

Impacts of the SPAS alternatives on recorded archaeological resources are summarized in **Table 4.5-4** and in the text below. All potentially significant impacts on archaeological resources associated with all of the SPAS alternatives would be less than significant with implementation of mitigation measures, as discussed later in this section.

One potentially eligible site (CA-LAN-2345) would not be affected by any of the SPAS alternatives because it is located far enough away from the alternatives to not be impacted. Under Alternatives 1, 3, 5, and 6, impacts to CA-LAN-2385H and P-19-100115 associated with improvements to the north airfield would be less than significant because these sites are not historical resources or unique archaeological resources under the State CEQA Guidelines and have been determined ineligible for listing at the federal, state, and local level.

Under all of the alternatives, impacts to CA-LAN-118 associated with the use of Construction Staging Area A would be less than significant because this resource is not an historical resource or unique archaeological resource under the State CEQA Guidelines and has been determined ineligible for listing at the federal, state, and local levels.

Impacts to CA-LAN-214 associated with Alternatives 3 and 4 would be less than significant because this resource is not an historical resource or unique archaeological resource under the State CEQA Guidelines and has been determined ineligible for listing at the federal, state, and local levels.

Table 4.5-4

Summary of Impacts to Recorded Archaeological Resources

	Alt. 1		Alt. 2		Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
	Airfield/ Terminal	Ground Access	Airfield/ Terminal	Ground Access							
CA-LAN-202	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
CA-LAN-214	NI	NI	NI	NI	LS	LS	NI	NI	NI	NI	NI
CA-LAN-692	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
CA-LAN-1118	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
CA-LAN-2345	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
CA-LAN-2385H	LS	NI	NI	NI	LS	NI	LS	LS	NI	NI	NI
P-19-100115	LS	NI	NI	NI	LS	NI	LS	LS	NI	NI	NI
P-19-100116	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Notes:

NI = No Impact

LS = Less Than Significant Impact

Alternatives 1 through 4 consist of airfield, terminal, and ground access improvements. Alternatives 5 through 7 focus on airfield and terminal improvements only. Alternatives 8 and 9 focus on ground access improvements only. The airfield/terminal improvements associated with Alternatives 1, 2, 5, 6, and 7 could be paired with the ground access improvements associated with Alternatives 1, 2, 8, or 9. Similarly, the ground access improvements associated with Alternatives 1, 2, 8, and 9 could be paired with the airfield improvements associated with Alternatives 1, 2, 5, 6, or 7. The full impacts of any alternative must consider airfield, terminal, and ground access contributions. The airfield, terminal, and ground access improvements associated with Alternatives 3 and 4 are specific to each of those alternatives and cannot be paired with other alternatives.

Source: CDM Smith, 2012.

No other previously recorded archaeological resources have been identified in the improvement areas associated with any of the alternatives. Despite the lack of recorded archaeological resources, these alternatives have the potential to impact unidentified archaeological resources during construction excavations. This would be a significant impact. Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, described in Section 4.5.7.2 below, would reduce this impact to a level that is less than significant.

The ATP provides for evaluation and treatment of archaeological resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation and other applicable guidance. Requirements outlined in the ATP include specific procedures for archaeological monitoring, identifying and assessing the significance of resources, and for the recovery and curation of resources when warranted. For example, an archaeological excavation program to remove the resources may be implemented, if deemed necessary. In addition, the ATP includes guidance on retaining a Native American monitor if Native American cultural resources are encountered. If human remains are found, LAWA will need to comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Finally, the ATP details the reporting requirements to document the archaeological monitoring effort and provides guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards. The procedures outlined in the ATP would reduce significant impacts to previously unidentified archaeological resources associated with the SPAS alternatives to a less than significant level.

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4.5.7 Mitigation Measures

4.5.7.1 Historical Resources

Alternative 4 would not have any impacts on historical resources. Implementation of LAX Master Plan Commitment HR-1 would ensure that impacts to the Theme Building and Setting associated with Alternatives 1, 2, 5, 6, and 7, and impacts to the Union Savings and Loan Building associated with Alternatives 1, 2, 8, and 9, would be less than significant. Therefore, no mitigation specific to SPAS is required for these alternatives relative to the identified historical resources. However, even with implementation LAX Master Plan Commitment, HR-1 there would be a significant impact to the Theme Building and Setting as a result of the implementation of the APM under Alternatives 3 and 9 and terminal improvements associated with Alternative 3. In addition, there would be a significant impact to the Union Savings and Loan Building associated with Alternative 3. To address this impact, the mitigation measures specific to SPAS listed below are proposed. The focus of Mitigation Measures MM-HA (SPAS)-1 and MM-HA (SPAS)-2 is to provide specific guidance to ensure that alteration of the surrounding setting of the Theme Building in connection with Alternative 3 or Alternative 9 is undertaken in accordance with the Secretary of the Interior's Standards.

◆ **MM-HA (SPAS)-1. Preservation of Historic Resources: Theme Building and Setting (Alternative 3).**

Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, this measure will ensure that the historic character of the Theme Building and Setting will be retained and preserved. The Theme Building's integrity will be preserved and removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility will be avoided (Standards for Preservation 1-7). The contributing Setting of the Theme Building shall be protected and maintained (Standards for Rehabilitation and Guidelines for Rehabilitation) and changes to the features and spatial relationships of the CTA shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment (Standards for Rehabilitation 9 and 10).

The historic features of the Theme Building include the extant original exterior and interior features of the structure such as the base, elevator core, original features of the restaurant space, public viewing platform, structural arches and footings and associated original hardscape/landscape features and circulation elements immediately surrounding the structure (concrete wall/grille around base, pedestrian entrance, patios, planters/planting beds, and pedestrian and vehicular circulation). The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility shall be avoided (Standards for Preservation 1-7). Necessary alterations to the Theme Building shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards for Rehabilitation 9 and 10).

Changes to the features and spatial relationships of the CTA that may remove or alter features, spaces, and spatial relationships that characterize the Setting of the Theme Building and contribute to the Theme Building's eligibility shall also be avoided (Standards for Rehabilitation 1-7). Necessary alterations to the Theme Building Setting shall conform to the Secretary of the Interior's Standards for Rehabilitation 9 and 10. Contributing features and views of the Theme Building's Setting include:

- ◆ the two Central Service Facility Buildings and a segment of original axial road alignment and associated concrete sidewalks and hardscape;
- ◆ the architectural form of the 1961 Airport Traffic Control Tower and its distinctive control booth;
- ◆ the general character of the airport setting, including the centrally located and visually predominant Theme Building within the U-shaped concourse area, and the horizontal forms, rectangular massing and generally consistent scale and height of the concourse buildings and

their Modern architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, and ribbon windows);

- ◆ the Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, the view to the 1961 Airport Traffic Control Tower from the Theme Building restaurant and public roof-top viewing platform, the view from the 1961 Airport Traffic Control Tower to the Theme Building, and the view from vehicular and pedestrian circulation paths within the immediate vicinity of the Primary Axial view corridor;
- ◆ the mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and the 360-degree views from the roof-top viewing platform, including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean;
- ◆ direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex where, at a minimum, the upper portions of the Theme Building would be visible; and
- ◆ direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals where, at a minimum, the upper portions of the Theme Building would be visible.

Changes to non-contributing features and spatial relationships of the CTA that may indirectly impact the Theme Building and Setting shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation 9 and 10, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment. New terminals shall be designed to protect the important axial relationship and view corridor between the Theme Building and the 1961 Airport Traffic Control Tower. In addition, the design of the APM shall ensure that important contributing views of the north and south elevations of the Theme Building are not materially impaired.

Prior to the final design of the new terminals and APM, a qualified historic preservation consultant shall be engaged by LAWA to review the compatibility of new design and construction components adjacent to the Theme Building for conformance with Secretary of the Interior's Standards that provide guidelines for sensitively and respectfully managing changes to the defining characteristics of a historic property's site and environment. With regard to adjacent new construction, Standard for Rehabilitation 9 recommends that destruction of historic materials that characterize the property be avoided where feasible, and that adjacent new work shall be compatible with the massing, size, scale, and architectural features of the historical resource to protect the historic integrity of the property and its environment. Standard for Rehabilitation 10 requires that new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. This mitigation measure and the required Standards conformance review by a qualified historic preservation consultant shall achieve and document compliance with the applicable Standards through the requisite plan reviews and sign-off of plans. In addition, a letter report will be provided to the City of Los Angeles Office of Historic Resources documenting the results.

◆ **MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting (Alternative 9).**

Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, this measure will ensure that the historic character of the Theme Building and Setting will be retained and preserved. The Theme Building's integrity will be preserved and removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility will be avoided (Standards for Preservation 1-7). The contributing Setting of the Theme Building shall be protected and maintained (Standards for Rehabilitation and Guidelines

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for Rehabilitation) and changes to the features and spatial relationships of the CTA shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment (Standards for Rehabilitation 9 and 10).

The historic features of the Theme Building include the extant original exterior and interior features of the structure such as the base, elevator core, original features of the restaurant space, public viewing platform, structural arches and footings and associated original hardscape/landscape features and circulation elements immediately surrounding the structure (concrete wall/grille around base, pedestrian entrance, patios, planters/planting beds, and pedestrian and vehicular circulation). The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility shall be avoided (Standards for Preservation 1-7). Necessary alterations to the Theme Building shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards for Rehabilitation 9 and 10).

Changes to the features and spatial relationships of the CTA that may remove or alter features, spaces, and spatial relationships that characterize the Setting of the Theme Building and contribute to the Theme Building's eligibility shall also be avoided (Standards for Rehabilitation 1-7). Necessary alterations to the Theme Building Setting shall conform to the Secretary of the Interior's Standards for Rehabilitation 9 and 10. Contributing features and views of the Theme Building's Setting include:

- ◆ the two Central Service Facility Buildings and a segment of original axial road alignment and associated concrete sidewalks and hardscape;
- ◆ the architectural form of the 1961 Airport Traffic Control Tower and its distinctive control booth;
- ◆ the general character of the airport setting, including the centrally located and visually predominant Theme Building within the U-shaped concourse area, and the horizontal forms, rectangular massing and generally consistent scale and height of the concourse buildings and their Modern architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, and ribbon windows);
- ◆ the Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, the view to the 1961 Airport Traffic Control Tower from the Theme Building restaurant and public roof-top viewing platform, the view from the 1961 Airport Traffic Control Tower to the Theme Building, and the view from vehicular and pedestrian circulation paths within the immediate vicinity of the Primary Axial view corridor;
- ◆ the mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and the 360-degree views from the roof-top viewing platform, including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean;
- ◆ direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex where, at a minimum, the upper portions of the Theme Building would be visible; and
- ◆ direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals where, at a minimum, the upper portions of the Theme Building would be visible.

Changes to non-contributing features and spatial relationships of the CTA that may indirectly impact the Theme Building and Setting shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation 9 and 10, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the

historic resource and its environment. The design of the APM shall ensure that important contributing views of the north and south elevations of the Theme Building are not materially impaired.

Prior to the final design of the APM, a qualified historic preservation consultant shall be engaged by LAWA to review the compatibility of new design and construction components adjacent to the Theme Building for conformance with Secretary of the Interior's Standards that provide guidelines for sensitively and respectfully managing changes to the defining characteristics of a historic property's site and environment. With regard to adjacent new construction, Standard for Rehabilitation 9 recommends that destruction of historic materials that characterize the property be avoided where feasible, and that adjacent new work shall be compatible with the massing, size, scale, and architectural features of the historical resource to protect the historic integrity of the property and its environment. Standard for Rehabilitation 10 requires that new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. This mitigation measure and the required Standards conformance review by a qualified historic preservation consultant shall achieve and document compliance with the applicable Standards through the requisite plan reviews and sign-off of plans. In addition, a letter report will be provided to the City of Los Angeles Office of Historic Resources documenting the results.

◆ **MM-HA (SPAS)-3. Preservation of Historic Resources: Union Savings and Loan Building (Alternative 3).**

LAWA shall design the improvements associated with Alternative 3 in a manner that avoids demolition of, and unavoidable indirect impacts to, the Union Savings and Loan Building.

4.5.7.2 Archaeological Resources

The following mitigation measure specific to SPAS has been developed to ensure compliance with the ATP, which incorporates the requirements of LAX Master Plan Mitigation Measures MM-HA-4 through MM-HA-10:

◆ **MM-HA (SPAS)-4. Conformance with LAX Master Plan Archaeological Treatment Plan (Alternatives 1 through 9).**

Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to

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document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.

4.5.8 Level of Significance After Mitigation

4.5.8.1 Historical Resources

With implementation of SPAS Mitigation Measures MM-HA (SPAS)-1 and MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, significant indirect impacts associated with changes to the setting and primary views of the Theme Building under Alternatives 3 and 9 would be reduced to a level that is less than significant. With implementation of Mitigation Measure MM-HA (SPAS)-3, Preservation of Historic Resources: Union Savings and Loan Building, impacts to the Union Savings and Loan Building associated with Alternative 3 would be reduced to a level that is less than significant.

4.5.8.2 Archaeological Resources

Compliance with the ATP, as ensured by SPAS Mitigation Measure MM-HA (SPAS)-4, Conformance with LAX Master Plan Archaeological Treatment Plan, would reduce impacts to previously unidentified archaeological resources that may be discovered during construction of all of the SPAS alternatives to a level that is less than significant.