3. OVERVIEW OF PROJECT SETTING

3.1 Introduction

This chapter provides an overview of the existing land use, environmental, and development setting relevant to the proposed Secured Area Access Post Project (proposed project). More detailed descriptions of the existing setting specific to each of the environmental topics evaluated in this Environmental Impact Report (EIR) are provided within their respective sections in Chapter 4, Environmental Impact Analysis. This chapter also describes other development projects proposed at and adjacent to Los Angeles International Airport (LAX) that may, in conjunction with the proposed project, result in cumulative impacts to the environment.

3.2 Land Use Setting

As indicated in Chapter 1, *Introduction and Executive Summary*, and Chapter 2, *Project Description*, and depicted in Figure 2-1 and Figure 2-2, the proposed project is located at LAX, within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways), and residential uses. More specifically, the proposed project site is located within the western portion of LAX, parallel to and south of World Way West (see Figure 2-3). The project site includes paved areas currently used for vehicle parking and the former Continental Airlines (CAL) General Office (GO) Building, which is vacant, and associated facilities. The LAX Plan, the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX A Zone: Airport Airside Sub-Area. The proposed project is consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan.[27,28]

The land use setting around the project site is characterized by airport operations and aircraft maintenance facilities. Existing adjacent and nearby uses include: the LAX Fuel Farm and LAWA administrative offices/vehicle parking to the north and northwest, respectively; a remain overnight (RON) aircraft parking area to the east; the American Airlines (AA) Operations Support Facility (OSF), AA Engineering Building, United Airlines Maintenance Hangar, and Los Angeles Fire Department (LAFD) Fire Station 80/Aircraft Rescue and Fire Fighting Facility (ARFF) to the south and southeast; and the former CAL Training Building (vacant) to the west.

The closest land uses in the project vicinity that are not airport-related include the following:

- The City of Los Angeles communities of Westchester and Playa del Rey north of LAX;
- A mix of commercial, hotel, office, industrial, and residential uses east of LAX in the City of Los Angeles, City of Inglewood, and unincorporated community of Lennox;
- Residential, commercial, office, and institutional uses to the south of LAX in the City of El Segundo and the unincorporated community of Del Aire; and
- Dockweiler State Beach, the Pacific Ocean, and the Los Angeles/El Segundo Dunes to the west.

The Dunes Specific Plan Area, a designated Los Angeles County Significant Ecological Area, is located approximately 0.9 mile to the west of the project site, opposite Pershing Drive. The proposed project site is not located within the Coastal Zone, which is approximately 0.9 mile to the west of the project site.

---

[27] City of Los Angeles, Department of City Planning, *LAX Plan,* Originally Adopted December 4, 2004, last amended May 24, 2013. Available: http://planning.lacity.org/complan/specplan/pdf/LAXPLAN_AMENDED20130524_FINAL(SECURED).pdf.

[28] City of Los Angeles, Department of City Planning, *LAX Specific Plan*, adopted by Los Angeles City Council December 14, 2004, last amended June 14, 2016. Available: http://clkrep.lacity.org/onlinedocs/2013/13-0285-s3_ORD_184348_6-15-16.pdf.

The only unique resources located on or within the vicinity of the project site are the CAL GO Building and CAL Training Building, which are examples of Mid-century Modern corporate architecture. In addition, the former Continental Airlines maintenance complex (including hangars, shops, offices and storage facilities) is located in the immediate vicinity of the project site and is considered a contributor to a potential historic district that includes the CAL GO Building and CAL Training Building, as further discussed in Section 3.3.2 below.

3.3 Environmental Setting

This section provides an overview of the existing environmental setting related to the proposed project and the topical issues evaluated in Chapter 4, *Environmental Impact Analysis*, of this EIR. Additional information regarding existing conditions for these topics is provided in Chapter 4 of this EIR.

3.3.1 Biological Resources

The project site and adjacent construction staging area are highly developed and/or disturbed and do not contain any sensitive biological resources (i.e., sensitive or special status species or habitats; riparian/wetland areas), or native trees. Further, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applicable to the project area.

Approximately 45 non-native ornamental trees (i.e., pine, juniper, bottle brush, American sweet gum, ficus, and olive) ranging in height from 8 feet to 50 feet are located around the perimeter of the CAL GO Building and surface parking area to the west. These trees may be used for nesting by raptors or birds. None of these trees meet the criteria for being a locally-protected tree, such as native oak, sycamore, or California walnut, under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code).

3.3.2 Cultural Resources

As discussed further in Appendix B of this Draft EIR, the project site includes the former CAL GO Building, which is vacant. The CAL GO Building was built in 1963, with a new west entrance to the building added in 1974. The CAL GO Building was constructed at least 50 years ago and is an example of Mid-century Modern corporate architecture. It is eligible for listing in the California Register of Historical Resources (California Register) and as a Los Angeles Historic-Cultural Monument, and is a contributor to a potential historic district that is eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument (see below)., The former CAL Training Center Building to the west of the project site is eligible for listing in the National Register of Historic Places, the California Register, and as a Los Angeles Historic-Cultural Monument, and is a contributor to a historic district that is eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument. Furthermore, the CAL GO Building, CAL Training Center Building, and associated Continental Airlines complex of hangars, shops, and storage facilities have been identified as eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument as a historic district. No other potential historical structures are located on or in the vicinity of the project site.

The LAX Master Plan Final EIR identified 36 previously recorded archaeological sites within a radius of approximately two miles of LAX, including eight sites located on LAX property.[29] None of the eight sites identified on LAX property is located within the boundaries of the project site or in the immediate vicinity. The project site is a highly disturbed area that has long been, and is currently being, used for airport uses. Any resources that may have existed on the site at one time are likely to have been displaced and, as a result, the overall sensitivity of the site with respect to buried resources is low.

[29] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, (SCH 1997061047), Section 4.9.1 – Historic/Architectural and Archaeological/Cultural Resources, April 2004.

The LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation, which is one of the better known Pleistocene age deposits in southern California. The results of the records search conducted as part of the LAX Master Plan EIR indicate that the Palos Verdes Sand formation is a formation with a high potential for yielding unique paleontological deposits.[30]

3.3.3 Tribal Cultural Resources

The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the Gabrieliño. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity.[31]

3.4 Development Setting

This section identifies past, present, and reasonably foreseeable probable future projects at LAX that could, in conjunction with the proposed project, result in cumulative impacts to the environmental resources addressed in this EIR. These projects are listed in **Table 3-1** and identified in **Figure 3-1**. A description of each project is also provided in Table 3-1. The projects listed in Table 3-1 were considered in the cumulative impacts analysis for each resource analyzed in Chapter 4, *Environmental Impact Analysis*.

In accordance with State CEQA Guidelines Section 15130(b), there are essentially two approaches to evaluating cumulative impacts:

a. List past, present, and reasonably foreseeable probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

b. Summarize projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.

For purposes of analyzing the proposed project's cumulative impacts to biological resources, cultural resources, and tribal cultural resources, the first approach, the list approach, was used.

[30] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, (SCH 1997061047), Section 4.9.2 – Paleontological Resources, April 2004.

[31] City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, (SCH 1997061047), Section 4.9.1 – Historic/Architectural and Archaeological/Cultural Resources, April 2004.

Table 3-1
Development Projects At LAX

	Project	Dates	Description
1	LAX Bradley West Project	Nov 2013 – Nov 2017	Replacement of existing concourses and aprons at the Tom Bradley International Terminal (TBIT) with new concourses and gates at Bradley West. Work includes demolition of existing TBIT concourses and installation of east gates/aprons along Bradley West concourses. Also includes Taxilane T project and construction of secure/sterile passenger and baggage connection between the TBIT core and Terminal 4. Although construction of a similar connection between TBIT core and Terminal 3 is also part of the overall Bradley West Project, it is broken out separately below (Project 18, Terminal 3 Connector), as its construction would not begin until after the majority of the Bradley West improvements are completed.
2	West Aircraft Maintenance Area Project	Aug 2014 – Jan 2018	The West Aircraft Maintenance Area (WAMA) project will allow for more efficient and effective maintenance of existing aircraft at LAX, including Aircraft Design Group (ADG) VI aircraft (Airbus A380s and Boeing 747-8s). The project includes aircraft parking and maintenance facilities, employee parking areas, and related storage, equipment, and facilities. The project will be able to accommodate up to 8 ADG VI aircraft simultaneously or 18 ADG III aircraft (aircraft similar in size to, and including, Boeing 737s). The first phase of the WAMA Project was completed in July 2016. The second phase of the WAMA Project (construction of an additional maintenance hangar) will be dictated by market conditions and is anticipated to be completed by 2018.
3	LAX Midfield Satellite Concourse North Project	Apr 2015 – Mar 2020	The Midfield Satellite Concourse (MSC) North Project consists of a satellite concourse west of TBIT that will include up to 12 aircraft gates that could accommodate ADG V and ADG VI aircraft. The MSC North Project includes associated apron areas, a new crossfield taxiway, a taxilane, and provisions for an underground tunnel.
4	LAX Northside Development	Apr 2016 – Jun 2025	The Northside Development will transform approximately 340 acres of land on the north side of the airport to better serve LAWA and the local communities of Westchester and Playa del Rey.
5	Terminal 1.5	Jun 2017 – Feb 2020	Terminal 1.5 will be constructed between existing Terminal 1 and Terminal 2 to provide additional passenger processing facilities for the north passenger terminals.
6	Terminals 2 and 3 Modernization Project	Sep 2017 – Dec 2023	Improvements to Terminals 2 and 3, consisting of upgrading the Terminal 2 concourse, including construction of additional floor area; the demolition and reconstruction of the Terminal 3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the Terminal 3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at Terminals 2 and 3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector between Terminals 2 and 3.

Table 3-1
Development Projects At LAX

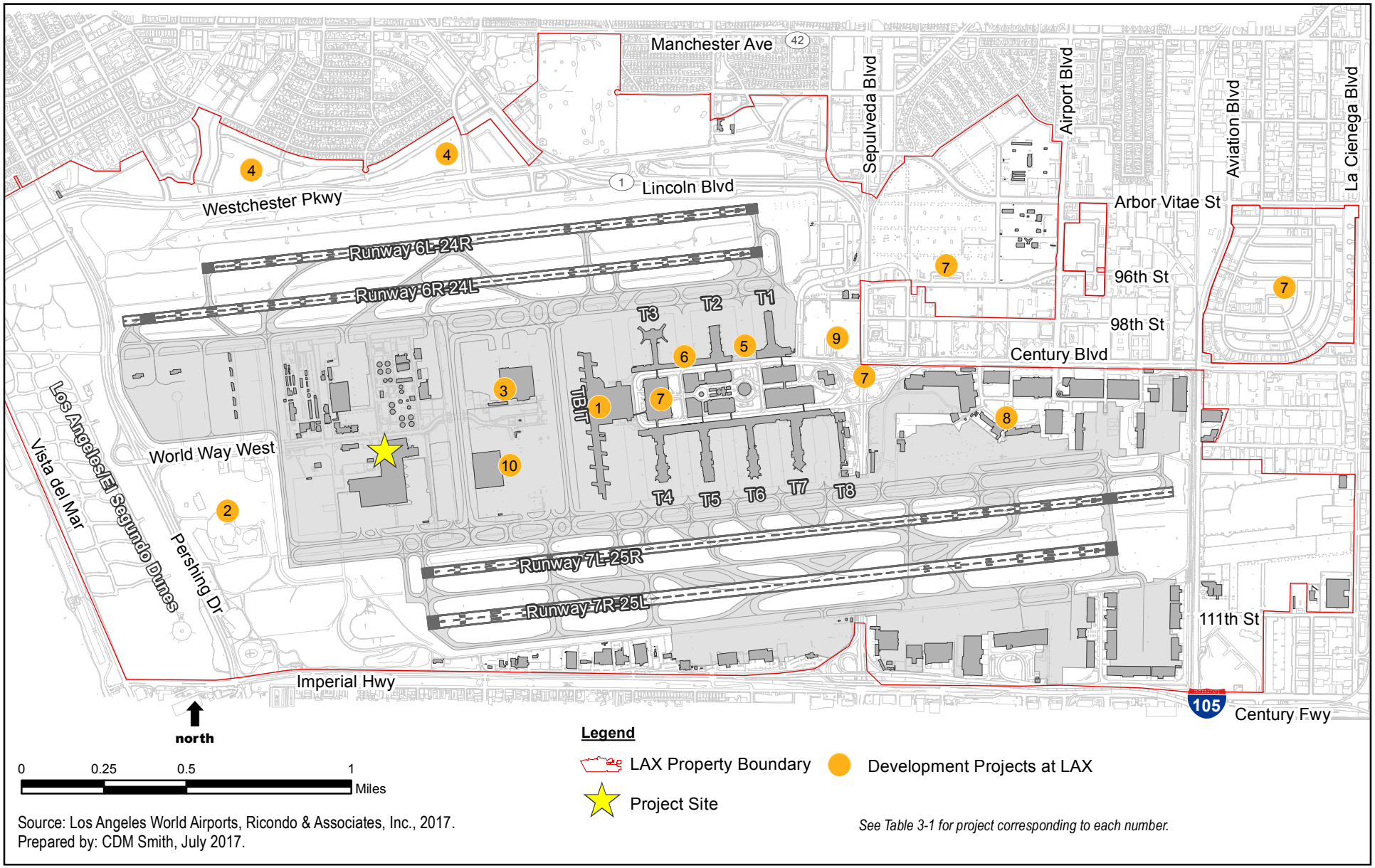
	Project	Dates	Description
7	LAX Landside Access Modernization Program[1]	Late 2017 – Dec 2035	Improvements within and east of the CTA to improve access options and the travel experience for passengers; provide a direct connection to the Metro transit system; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system; and improve the efficiency and operation of the transportation system serving LAX. The program components include an automated people mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements.
8	United Airlines (UAL) East Aircraft Maintenance/Ground Support Equipment (GSE) Project	Late 2018 – Dec 2020	UAL's aircraft and GSE maintenance activities will be consolidated from locations on the west and east side of LAX into a single location on the east side. The existing facilities on the east side would be demolished and replaced with new, modernized facilities.
9	Concourse 0	Jan 2020 – Dec 2023	Concourse 0 would be constructed to the east of Terminal 1, in the current location of the Park One surface parking lot. Concourse 0 would provide up to 660,000 square feet of floor space, including 11 aircraft gates.
10	MSC South Project	2020 - 2025	The MSC South concourse would be constructed on the south end of the MSC North concourse in order to provide up to 18 additional aircraft gates. The facility would provide approximately 560,000 square feet of floor space.

Notes:

1 There are no current proposals or plans regarding what types or amounts of development may occur on the parcels that would be available for other uses as a result of the proposed Landside Access Modernization Program. Further planning, assessment, and other efforts would be needed. Thus, particular uses and development are not reasonably foreseeable at this time.

Sources: LAWA, Ricondo & Associates, Inc., 2017.

Figure 3-1 illustrates the location of the projects in Table 3-1 in relationship to the project site.



Source: Los Angeles World Airports, Ricondo & Associates, Inc., 2017.
Prepared by: CDM Smith, July 2017.

LAX Secured Area Access Post Project	Cumulative Development Projects At LAX	Figure 3-1