
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 project. More detailed descriptions of the existing setting specific to each of the environmental topics evaluated in this EIR are provided within their respective sections in Chapter 4, *Environmental Impact Analysis*. This chapter also describes other development projects at and immediately adjacent to 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 2-2 and Figure 2-3, the proposed project is located at LAX, within a highly-developed, urbanized area consisting of airport, commercial, and transportation (i.e., interstate highways) uses. More specifically, the proposed project site is located within the eastern portion of LAX, east of Sepulveda Boulevard and south of Century Boulevard (see Figure 2-3). The 35-acre project site includes UAL's existing 32-acre maintenance leasehold, which consists of paved areas currently used for UAL aircraft and GSE maintenance, with two large maintenance bays (referred to as Hangar 1 and Hangar 2), apron areas, maintenance areas, storage, office space, and surface parking (Parking Lot H). UAL's cargo building is adjacent to the project site to the northeast. The project site also includes a 3-acre parcel to the north of UAL's existing facility, which is currently used as a shared-ride vehicle holding lot by Super Shuttle. 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 Zone: Airport Airside Subarea. The proposed project is consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan.^{29,30}

The land use setting around the project site is characterized by airport operations, aircraft maintenance facilities, and cargo facilities. Existing adjacent uses include the LAWA Records Building and American Eagle commuter facility to the west; air cargo facilities and Delta Air Lines aircraft maintenance facility to the northwest; a shared-ride vehicle holding lot and an employee parking structure (referred to as Parking Garage F) to the north; the UAL Cargo building to the northeast; American Airlines Cargo and GSE facility to the east; and the LAX south airfield to the south, specifically Taxiway C, followed by Taxiway B, Runway 7L-25R, Taxiway H (centerline taxiway), Runway 7R-25L, and Taxiway A. Surrounding land uses are identified in Figure 2-4.

Land uses in the general project vicinity that are not airport-related include the following:

- Commercial, office, and institutional uses within the City of Los Angeles community of Westchester to the north;
- 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;

²⁹ City of Los Angeles, Department of City Planning, *LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available: <https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances>.

³⁰ City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: <https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances>.

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- 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 Los Angeles/El Segundo Dunes Specific Plan area, a portion of which is a designated Los Angeles County Significant Ecological Area, is located approximately 2.5 miles to the west of the project site, opposite Pershing Drive. The proposed project site is not located within the Coastal Zone, which is approximately 2.5 miles to the west of the project site.

Unique resources located on or within the vicinity of the project site are Hangars 1 and 2 located on the project site, which comprise two of the three remaining buildings of an area formerly known as the Intermediate Terminal Facility, and a Quonset Hut located near the northern boundary of the project site and Avion Drive (south of Century Boulevard). These resources are 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 Air Quality

The airport is located within the South Coast Air Basin (Basin), a 6,745-square-mile area encompassing all of Orange County and the urban, non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the federal level, the Basin is designated as a nonattainment area for ozone (O₃), fine particulate matter (PM_{2.5}), and lead (Pb).³¹ At the State level, the Basin is designated as nonattainment for O₃, particulate matter (PM₁₀), and PM_{2.5}.³² The existing air quality setting in the immediate vicinity of the project site is dominated by air quality pollutants from aircraft activities, including landings and take-offs, taxiing, and other aircraft movements; vehicles on airport roads and surrounding roads and highways; and industrial uses. Other sources of existing air pollutant emissions on the airport include the Central Utility Plant (CUP), power generators, ground support equipment, and operations and maintenance activities.

3.3.2 Cultural Resources (Historical Resources)

As discussed further in Appendix C of this Draft EIR, the project site includes an area formerly known as the Intermediate Terminal Facility, which is located east of the existing LAX Central Terminal Area (CTA) on the western and southern sides of Avion Drive. Specifically, 6000-6016 Avion Drive and 6020-6024 Avion Drive comprise two of the three remaining buildings of the Intermediate Terminal Facility. (The third building, which is located adjacent to the project site to the northwest at 6040 Avion Drive, is currently occupied by Mercury Air Group's cargo operation.) The buildings that comprise the Intermediate Terminal Facility are shown in Figure 2-5. The Intermediate Terminal Facility was constructed between 1945 and 1947 to temporarily house airport administration and airline offices, passenger terminals, hangars, and aircraft service facilities.

³¹ U.S. Environmental Protection Agency. *Green Book Nonattainment Areas*. Available: <https://www.epa.gov/green-book>, accessed February 2017.

³² California Air Resources Board, *Area Designations Maps/State and National*. Available: <https://www.arb.ca.gov/desig/adm/adm.htm>, accessed November 2017.

As noted above, only three buildings remain of the Intermediate Terminal Facility. One of these, the former Western Airlines facility at 6040 Avion Drive (located west of the project site) has been substantially altered by two large additions and alteration of the primary façade. This building no longer conveys the period during which the Intermediate Terminal Facility was active and, therefore, is not eligible for listing in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register), or for local designation as a City of Los Angeles Historic-Cultural Monument (LAHCM). The two other buildings, 6000-6016 and 6020-6024 Avion Drive (located within the project site), have also both undergone some alteration and do not retain sufficient integrity for listing in the National Register. However, resources lacking sufficient integrity for listing in the National Register are not precluded from listing in the California Register. Although the two intact, surviving Intermediate Terminal Facility buildings at 6000-6016 and 6020-6024 Avion Drive do not retain sufficient integrity to be eligible for the National Register, both do retain most of their original massing, cladding, fenestration, and entrance openings. Therefore, they retain sufficient integrity to be eligible for listing in the California Register and for designation as an LAHCM.³³ Together, they are considered two component parts of a single historical resource, significant for its association with the Intermediate Terminal Facility period at LAX.

The East Maintenance Facility also includes several smaller buildings. One of these is a Quonset hut, a semi-cylindrical structure constructed of corrugated steel sheeting placed atop arched metal rib framing. The Quonset Hut at the project site is believed to have been placed in its current location by 1947. It is eligible for listing in the National Register and California Register, and as a City of Los Angeles Historic-Cultural Monument.³⁴ LAVA is planning to relocate the Quonset Hut. This relocation is planned as part of LAVA's ongoing management of historic resources at LAX and will occur independently of the proposed project.

3.3.3 Greenhouse Gas Emissions

The primary greenhouse gas (GHG) emission sources on and within the vicinity of the project site are emissions of carbon dioxide (CO₂) from combustion of fuels associated with aircraft operations (i.e., taxiing/towing), area traffic, and ongoing construction activities, as well as from building and lighting operations. Mobile and area sources and indirect emissions from energy and water use, wastewater, and waste management also contribute to GHG emissions at the project site.

3.3.4 Transportation/Traffic

Traffic in the project area is primarily a mix of private vehicles, buses, shuttles, taxis, limousines, and LAVA vehicles associated with airport passengers and visitors, airline and airport employees, airport tenants, deliveries, and employees and visitors of commercial, office, and other uses located along the Century Boulevard corridor. Area traffic operates on the local roadway network, including Century Boulevard, Sepulveda Boulevard, Airport Boulevard, Aviation Boulevard, Lincoln Boulevard, Westchester Parkway, Imperial Highway, I-405, and I-105. In addition, airport cargo and maintenance traffic operates along Avion Drive, Postal Road, International Road, and West 104th Street. Traffic levels and operating conditions on- and off-airport vary throughout the day, week and time of year, ranging from good to poor.

³³ City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014)*, Appendix J, LAX Preservation Plan, February 2017. Available: <https://cloud1lawa.app.box.com/s/ia03fbbop9u07dek6u8jxdr2hua33sdh>.

³⁴ City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014)*, Appendix J, LAX Preservation Plan, February 2017. Available: <https://cloud1lawa.app.box.com/s/ia03fbbop9u07dek6u8jxdr2hua33sdh>.

3.4 Development Setting

This section identifies past, present, and reasonably foreseeable probable future projects at and immediately adjacent to 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 air quality (including human health risk), cultural resources (historical resources), and GHG emissions, the first approach, the list approach, was used. For purposes of analyzing the proposed project’s cumulative transportation/traffic impacts, a hybrid of the two approaches was used, as described in Section 4.4, *Transportation/Traffic*.

	Project	Expected Dates	Description
1	LAX Bradley West Project	Nov 2013 – Nov 2019	Replacement of existing concourses and aprons at the Tom Bradley International Terminal (TBIT) with new concourses and gates at Bradley West. Enabling projects included demolition of the American Airlines Low Bay Hangar (which included aircraft and GSE maintenance facilities), the former TWA Aircraft Maintenance Hangar, and the Menzies GSE Maintenance facility. Also includes Taxilane T project and construction of secure/sterile passenger and baggage connections between the TBIT core and Terminal 4 and between TBIT core and Terminal 3 (anticipated to occur between January 2021 and December 2022, after the remaining components of the Bradley West improvements are completed.)
2	West Aircraft Maintenance Area Project	Aug 2014 – Mar 2019	Aircraft parking and maintenance facilities, employee parking areas, and related storage, equipment, and facilities. The first phase, which included construction of a Qantas Airlines aircraft maintenance hangar and aircraft parking, was completed in July 2016. The second phase, which includes construction of an additional maintenance hangar for Delta Air Lines, is underway.
3	Metro Crenshaw/LAX Transit Corridor Project	Jan 2015 – 2019	The Los Angeles County Metropolitan Transportation Authority (Metro) is constructing the Crenshaw/LAX Transit Corridor Project, which includes an 8.5-mile light-rail transit line that will connect the existing Metro Green Line and the Metro Expo Line at Crenshaw and Exposition Boulevards. As part of this project, a station is being constructed in proximity to LAX near the intersection of Century Boulevard and Aviation Boulevard.

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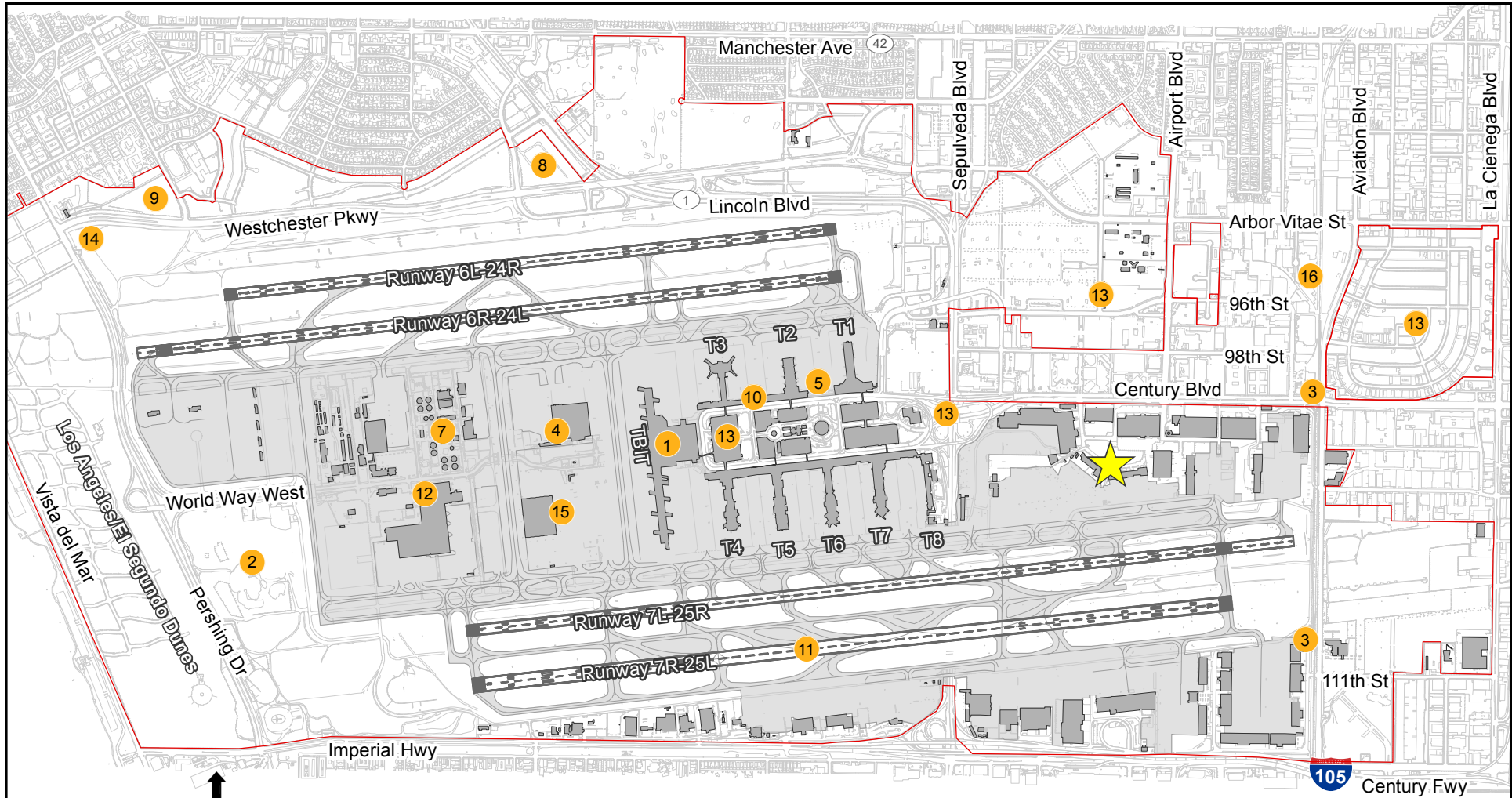
**Table 3-1
Development Projects At/Adjacent to LAX**

	Project	Expected Dates	Description
4	LAX Midfield Satellite Concourse North Project	Apr 2015 – Apr 2020	Satellite concourse west of TBIT that will provide up to 12 aircraft gates that can accommodate Aircraft Design Group (ADG) V and ADG VI aircraft, as well as associated apron areas, a new crossfield taxiway, a taxilane, and an underground tunnel. Enabling projects included demolition of the US Airways Aircraft Maintenance Facility; the American Airlines Maintenance (Non-Power) Shop, which supported aircraft and GSE maintenance activities; and the U.S. Coast Guard Facility, which included aircraft maintenance.
5	Terminal 1.5	Oct 2017 – Mar 2020	A new terminal between existing Terminal 1 and Terminal 2 to provide additional passenger processing facilities for the north passenger terminals.
6	Quonset Hut Relocation	2018 – 2019	Relocation and rehabilitation of a World War II-era Quonset Hut, currently located near the southern terminus of Avion Drive, to an alternative site on airport property as part of the implementation of the LAX Preservation Plan.
7	LAX Fuel Tank Installation	June 2018 – Mar 2019	Addition of four new 60,000-barrel gross capacity above ground fuel storage tanks at the existing LAXFUEL leasehold on the west side of LAX, as well as associated site work, piping, and electrical modifications.
8	Airport Police Facility ¹	May 2018 – Dec 2020	Relocation of LAWA Police Department to consolidate facilities into one location in LAX Northside, which will include the police headquarters, shooting range, canine facility, and parking structure.
9	Argo Drain Sub-Basin Stormwater Infiltration and Treatment Facility ¹	Jun 2018 – Jan 2020	22-acre stormwater infiltration facility north of Westchester Parkway and east of Pershing Drive that will treat both City of Los Angeles and LAWA stormwater flows from the Argo watershed.
10	Terminals 2 and 3 Modernization Project	May 2018 – June 2023	Improvements to Terminals 2 and 3, consisting of upgrading the Terminal 2 concourse; demolition and reconstruction of the Terminal 3 concourse; demolition of the Terminal 3 satellite; 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.
11	Runway 7R-25L Rehabilitation	2020 – 2021	Reconstruction of runway pavement.
12	Secured Area Access Post (SAAP) Project	2018 – 2020	Construction of a fully functional, secured access point onto the Airport Operations Area (AOA) on the west side of LAX, parallel to, and south of, World Way West, near where the road will terminate at Coast Guard Road once the MSC North Project is completed.
13	LAX Landside Access Modernization Program (LAMP)	2018 – 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. One of the LAMP enabling projects is the demolition of the Delta Air Lines aircraft maintenance facility, currently located south of Century Boulevard between Sepulveda Boulevard and Avion Drive.




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	Project	Expected Dates	Description
14	Receiving Station X ¹	Mar 2019 – Jan 2022	New receiving station to address power reliability issues, provide redundancy in the case of power outages, and accommodate the electrical demand of future infrastructure projects at LAX.
15	MSC South Project	2020 - 2025	New concourse to be constructed on the south end of the MSC North concourse.
16	Airport Metro Connector 96th Street Transit Station	2020 - 2023	Metro will construct a new multi-modal transportation center at 96th Street and Aviation Boulevard to connect LAX to the regional bus and transit system, including at-grade light rail transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes.
NA	Miscellaneous Projects and Improvements	Jan 2014 – July 2020	LAWA will undertake a wide variety of smaller miscellaneous projects and improvements mostly related to repair/ replacement of, and upgrades to, existing facilities at LAX, including, but not limited to, runway repair/rehabilitation; elevators/escalators replacement; CTA second level roadway repairs; terminal taxilanes and aprons rehabilitation; passenger boarding bridge replacements; terminal electrical, plumbing, and facilities upgrades; miscellaneous demolition; and other improvements.
Source: LAWA, 2018. Notes: ¹ This project is within the LAX Northside development.			

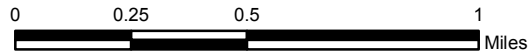
Figure 3-1 illustrates the location of the projects in Table 3-1 in relationship to the project site. Miscellaneous Projects and Improvements are not on the figure because they occur at multiple locations throughout the airport. Similarly, the Quonset Hut Relocation is not included on the figure because its location has not been finalized.



Legend

-  LAX Property Boundary
-  Development Project
-  Project Site

See Table 3-1 for project corresponding to each number.



Source: Los Angeles World Airports, 2018.
Prepared by: CDM Smith, June 2018.

LAX UAL East Aircraft Maintenance and GSE Project

Cumulative Development Projects At/Adjacent to LAX

Figure
3-1

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The proposed project is one of many past and present changes to aircraft and GSE maintenance facilities at LAX that have occurred since initiation of the LAX modernization program, which followed approval of the LAX Master Plan in 2005. Changes to maintenance facilities have occurred in conjunction with individual LAX Master Plan projects, including the Crossfield Taxiway Project, Bradley West Project, West Aircraft Maintenance Area Project, Midfield Satellite Concourse Project, and the LAX Landside Access Modernization Program. Affected maintenance facilities have been replaced by new construction, consolidated into other maintenance facilities, or relocated to other buildings at LAX. In total, close to 840,000 square feet of building area used for aircraft and/or GSE maintenance has been removed or is planned for removal at LAX since initiation of the LAX modernization program, including the Qantas (former TWA) aircraft maintenance hangar, American Airlines Low Bay Hangar, and the Delta Air Lines hangar complex, among other facilities. Replacement aircraft and/or GSE maintenance facilities total approximately 650,000 square feet of building area, including the Qantas and Delta Air Lines hangars at the WAMA site and the proposed project. Aircraft and/or GSE maintenance facilities comprising an additional 815,000 square feet that were located at LAX at the inception of the LAX modernization program, including the current UAL West Maintenance Facility and the FedEx Maintenance Facility, are planned to remain onsite. In total, these changes will result in a net decrease in square footage of facilities dedicated to aircraft and GSE maintenance at LAX of approximately 190,000 square feet.

Following project implementation, it is reasonably foreseeable that UAL's West Maintenance Facility would continue to be used for aircraft and/or GSE maintenance by another airline currently conducting such activities at LAX in constrained or reduced facilities, and would not represent a new use or an increase in such activity. Any proposed reuse of the West Maintenance Facility may be subject to its own environmental review and documentation, as appropriate. Continued use of the West Maintenance Facility is considered as part of the cumulative impacts analysis in this Draft EIR.