

---

### 3. ENVIRONMENTAL SETTING

This chapter provides an overview of the existing land uses and physical environmental conditions relevant to the SPAS project. More detailed descriptions of the existing setting in the project vicinity related to specific environmental issues are provided in Chapter 4, *Environmental Impact Analysis*. Included within the more detailed discussions in Chapter 4 are delineations of the plans that are applicable to the project, such as state and regional air quality management plans, water quality control plans, regional transportation plans, and land use plans, along with discussions of the compatibility of the SPAS alternatives with those plans. In addition to the overview of the existing physical setting at and around LAX that is provided below, this chapter provides an overview of other projects proposed in the nearby area that may, in conjunction with SPAS, result in cumulative impacts on that setting. More detailed descriptions of those other projects considered in the evaluation of cumulative impacts are provided in Chapter 5, *Cumulative Impacts*.

#### 3.1 Land Use Setting

As indicated in Chapter 1, *Introduction and Executive Summary*, and Chapter 2, *Project Description*, and depicted in Figures 1-1 and 1-2, the SPAS improvement areas are located at LAX, within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways), and residential uses. West of the project site are the Los Angeles/El Segundo Dunes (Dunes), a designated Environmentally Sensitive Habitat Area (ESHA), and beyond the Dunes is the Pacific Ocean.

Surrounding land uses include the following:

- ◆ Open space, recreation, and residential to the north;
- ◆ Commercial, industrial, and residential to the east and south; and
- ◆ Dockweiler State Beach and Pacific Ocean to the west.

The land use setting for each of the SPAS improvement areas is provided below.

**North Airfield:** There are currently two runways in the north airfield, Runway 6L/24R (the outboard, northernmost runway) and 6R/24L (the inboard runway). In addition to the runways, there are a number of taxiways and airfield operations roadways located within this area. The Argo Drainage Channel (discussed below in Section 3.2 under Hydrology/Water Quality) lies to the north of Runway 6L/24R. North of the Argo Drainage Channel is LAX Northside, a 300+-acre area that lies between the airfield and the Westchester and Playa del Rey communities. A portion of Lincoln Boulevard, between Sepulveda Boulevard and the Lincoln Boulevard/Westchester Parkway interchange, and adjoining streets (Northside Parkway, Georgetown Avenue, and McLean Way) are located within LAX Northside, northeast of the airfield. Westchester Parkway also bisects LAX Northside, parallel to, and north of, the runways. Surrounding land uses include vacant land and the Westchester Golf Course (both on LAX property), and residential and recreation uses within the community of Westchester to the north; the Westchester Business District and airport-related parking to the northeast and east; the Central Terminal Area (CTA), maintenance and operations facilities, the LAXFUEL fuel farm, and remote aircraft gates to the south; and the Dunes, including open space, navigational aids, airport-related safety and utility facilities, and miscellaneous uses, to the west.

**Central Terminal Area:** The CTA is situated between the north and south airfields, west of Sepulveda Boulevard. Access to the CTA is provided via Century Boulevard, Sepulveda Boulevard, and the 96th Street Bridge and Sky Way. The CTA consists of Terminals 1 through 8 and the Tom Bradley International Terminal (TBIT). The SPAS improvements are limited to the northern portion of the CTA, including Terminals 1, 2, and 3 and the northern portion of TBIT. Terminals 1, 2, and 3 are configured in a pier formation and consist of 37 aircraft gates, and over one million square feet of terminal and concourse space. TBIT is located at the western end of the CTA and consists of 12 aircraft gates and approximately one million square feet of terminal and concourse space. TBIT is currently undergoing a major renovation, called the Bradley West Project, which is scheduled to be completed in 2014. Upon

### 3. Environmental Setting

---

completion, TBIT will include 19 aircraft gates and approximately two million square feet of terminal and concourse area. Land uses surrounding the north terminals include the north airfield to the north; surface parking, a LAWA police station, and an urgent care facility to the east; the CTA roadway system and parking structures, the Central Utility Plant (CUP), and Terminals 4 through 8 to the south; and the taxiways, apron area, and airport-related operations and maintenance uses west of TBIT.

**Ground Access Areas:** The ground access components of the SPAS alternatives include four distinct areas: (1) the areas immediately east of the CTA; (2) Manchester Square; (3) Continental City; and (4) the west end of the airport (i.e., as related to the West Employee Parking facility proposed under Alternative 3). The area immediately east of the CTA includes surface parking (both LAWA-owned airport parking and privately-operated parking lots), and a variety of commercial uses, including offices, hotels, rental car facilities, and a trade school. Farther east lies Manchester Square, bound by Arbor Vitae Street, Century Boulevard, Airport Boulevard, and La Cienega Boulevard, which is part of the ongoing LAX Voluntary Residential Acquisition and Relocation Program. Most of the area has been vacated through property acquisition, although streets, residential structures, two charter schools, and ornamental landscaping remain. Surrounding land uses include commercial and industrial uses, with a major freeway, Interstate 405 (I-405), to the east. Approximately three-quarters of a mile south of Manchester Square is the area referred to as Continental City, which is on the northeast corner of Aviation Boulevard and Imperial Highway. Continental City is currently vacant. Surrounding land uses include Interstate 105 (I-105) and the Metro Green Line Aviation Station to the south, industrial uses to the east, a restaurant and airport parking to the north, and on-airport cargo operations to the west. The area proposed for the West Employee Parking facility under Alternative 3 is located southeast of the Pershing Drive/World Way West interchange at the west end of the airport. The subject area is undeveloped and currently used for construction staging for the Bradley West Project.

## 3.2 Environmental Setting

The following provides an overview of the physical setting at LAX, as it existed at the time the Draft EIR Notice of Preparation (NOP) was published (October 2010), in compliance with State CEQA Guidelines Section 15125(a). Additional information regarding the environmental setting is provided in the discussion of each resource area in Chapter 4, *Environmental Impact Analysis*.

- ◆ **Aesthetics** - As noted above, the SPAS improvement areas are located at and adjacent to LAX, within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways), and residential uses. The most notable visual features on and near the airport property include the Dunes, the Pacific Ocean, the arched Theme Building and the thematic Airport Traffic Control Tower in the CTA, and the landscaped parkways, medians, illuminated pylons, and "LAX" signs along the Sepulveda Boulevard and Century Boulevard approaches to the airport.
- ◆ **Air Quality** - The existing air quality setting immediate to the project site is dominated by aircraft activities, vehicles on airport roads and on surrounding roads and highways, and industrial uses. Other sources of existing air pollutant emissions on the airport include the CUP, fuel tanks and power generators, ground support equipment (GSE), and operations and maintenance activities. Sources of toxic air contaminants (TAC) emissions at LAX include aircraft, GSE, on- and off-airport traffic, the CUP, and maintenance facilities. LAX is included in the South Coast Air Basin, which is a sub-region of the South Coast Air Quality Management District's jurisdiction and includes all of Orange County and the urban, non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. At the federal level, the South Coast Air Basin is designated as a nonattainment area that does not meet National Ambient Air Quality Standards for ozone (O<sub>3</sub>), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb). At the state level, the South Coast Air Basin is designated as a nonattainment area that does not meet California Ambient Air Quality Standards for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, Pb, and nitrogen dioxide (NO<sub>2</sub>).
- ◆ **Biological Resources** - The airport and associated facilities are largely developed, and the majority of undeveloped areas support ruderal and ornamental vegetation. The area north of Runway 6L/24R supports an area of Disturbed Southern Dune Scrub vegetation in an area that previously consisted

### 3. Environmental Setting

---

of residential development, as well as riparian vegetation (Sandbar Willow Thicket and California Bullrush Marsh) associated with the Argo Drainage Channel. West of the project site are the Dunes, which consist primarily of Disturbed Southern Fore dune. The Dunes are a designated ESHA and include the approximately 200-acre El Segundo Blue Butterfly Habitat Restoration Area.

- ◆ Coastal Resources - The western portion of the airport property is located within the coastal zone. The coastal zone boundary extends along the east (inland) side of Pershing Drive to the south edge of the Imperial Highway right-of-way. The boundary then extends west to Vista del Mar and south along the east side of Vista del Mar. The Dunes, located west of Pershing Drive, are within the coastal zone. As noted above, the Dunes are considered an ESHA based on their importance as habitat for the endangered El Segundo blue butterfly. Uses within the portion of the coastal zone adjacent to the airport include Pershing Drive, existing navigational aids, safety and utility facilities, abandoned roadways that served residences formerly located within the Dunes, and other minor ancillary uses.
- ◆ Cultural Resources - The findings of the historical resources surveys of LAX-owned property and adjacent areas conducted as part of the LAX Master Plan EIR indicated that four buildings within the overall boundary of LAX are considered potentially significant historical/architectural resources: (1) Hangar One (listed on the National Register of Historic Places [National Register]) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway; (2) the Theme Building and Setting (eligible for listing on the National Register) in the center of the LAX terminals; (3) the WWII Munitions Storage Bunker (eligible for listing on the National Register) near the western boundary of LAX; and (4) the Intermediate Terminal Complex (eligible for listing on the California Register of Historical Resources [California Register]) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard. Immediately adjacent to the airport, the Union Savings and Loan Building at 9800 S. Sepulveda Boulevard is eligible for listing on the California Register and for local designation. Eight archaeological resources have been recorded within the SPAS cultural resources study area. Due to the lack of important prehistoric or historic association and/or insufficient integrity, all but one of these sites were determined by the Federal Aviation Administration (FAA) to be ineligible for federal, state, and/or local designation as part of the Section 106 process undertaken for the LAX Master Plan EIS.<sup>30</sup> Similarly, with the exception of one site, these sites are not considered to be historical or unique archaeological resources pursuant to CEQA or the Public Resources Code.
- ◆ Greenhouse Gases - The primary greenhouse gas emission sources at LAX are emissions of carbon dioxide (CO<sub>2</sub>) from combustion of fuels associated with aircraft operations, area traffic, and ongoing construction activities, as well as from building and lighting operations.
- ◆ Hazards/Hazardous Materials (including Safety) - As further discussed in Section 4.7.3, *Hazardous Materials*, there are a number of existing known contamination/remediation sites within LAX and in areas under consideration for acquisition. Sources of historical contamination include aircraft maintenance and fueling activities, underground storage of fuel and other substances, and industrial activities. With respect to aviation safety, the runways and taxiways within the north airfield at LAX were designed and constructed in the late 1960s. Issues associated with the outdated airfield design include, but are not limited to, the following:
  - ◆ The north airfield is not fully designed for the largest aircraft types currently in service (i.e., Aircraft Design Group [ADG] V aircraft, such as the Boeing 747-400, and ADG VI aircraft, such as the Airbus A380).
  - ◆ The north airfield configuration requires non-standard operating procedures, which are not optimal for safety.

---

<sup>30</sup> City of Los Angeles, Los Angeles World Airports, 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.

### 3. Environmental Setting

---

- ◆ The outdated airfield design creates a situation where aircraft are at increased risk to hazards. Those hazards include potential collisions with other aircraft, such as when a landing aircraft might move in the path of a departing aircraft (incursion).<sup>31</sup> Other potential hazards include, but are not limited to, insufficient side-by-side passing clearances between certain types of aircraft arriving/departing on runways and aircraft on nearby taxiways. Such hazards contribute to the potential for conflicts between taxiing aircraft and ground vehicles on runways, taxiways, and nearby service roads.
- ◆ With one exception, the north airfield configuration does not comply with FAA Runway Safety Area (RSA) requirements.
- ◆ The north airfield high-speed taxiways are not in compliance with FAA Engineering Brief No. 75.
- ◆ The north airfield does not provide sufficient areas at the end of the runways for holding arriving flights and sequencing departing aircraft.
- ◆ The existing Runway Protection Zone (RPZ) associated with Runway 6L/24R includes residential uses.
- ◆ Hydrology/Water Quality - Much of the SPAS improvement areas are developed and paved, although there are areas of disturbed, undeveloped pervious areas adjacent to the runways in the north airfield and within Manchester Square and Continental City. Surface water from LAX drains into storm drain facilities within the jurisdiction of the County of Los Angeles and the City of Los Angeles, which discharge to either San Pedro Bay, via the Dominguez Channel, or to Santa Monica Bay. The Argo Drainage Channel, a 9,857-foot-long drainage channel, lies to the north of, and approximately parallel to, Runway 6L/24R. This channel is unlined and uncovered across most of the north airfield, becoming a subsurface box culvert at the west end of the airfield before emptying into Santa Monica Bay. The project site is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes. Due to its largely impervious nature, the project site provides a negligible amount of recharge to the regional groundwater basin. Existing surface water pollutants typically include total suspended solids, oil and grease, metals, and fuel hydrocarbons, as associated with airfield activities and aircraft maintenance. No 100-year floodplain areas are located within the airport boundaries.
- ◆ Noise - The existing noise setting at the project site, a very active international commercial airport, is dominated by aircraft activities that occur throughout the day and evening, primarily involving commercial jets. These activities generate noise from aircraft arriving and departing on the north and south runway complexes, aircraft movements on taxiways, and aircraft undergoing maintenance activities that require engine testing (i.e., engine "run-ups"). Traffic noise from vehicles on-airport and on off-site area roadways and highways, as well as ongoing construction activities at LAX, also contribute to the existing noise setting at and near the SPAS improvement areas.
- ◆ Traffic - The existing traffic setting is characterized, on the airfield, by vehicles permitted within the Airfield Operations Area (AOA), within the CTA, by vehicles on airport roadways, and off-airport, by vehicles on area roadways and highways such as Century Boulevard, Sepulveda Boulevard, Aviation Boulevard, Lincoln Boulevard, Westchester Parkway, Imperial Highway, I-405, and I-105. Operation of vehicles on the AOA is strictly regulated and only drivers that have satisfactorily completed specialized training and have the appropriate clearances from LAWA are allowed to operate vehicles on the airfield. Traffic within the CTA is characterized primarily by a mix of private vehicles, buses, shuttles, taxis, limousines, and LAWA vehicles. Traffic levels and operating conditions on- and off-airport vary throughout the day and week, ranging from good to poor.
- ◆ Public Services - Four Los Angeles Fire Department (LAFD) fire stations (Stations 80, 51, 5, and 95) are located on airport property and have direct responsibility for fire protection and emergency

---

<sup>31</sup> As further discussed in Section 4.7.2, *Safety*, a runway incursion is defined by FAA as "Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft."

services within the airport boundaries. With the exception of Fire Station 80, which only responds to incidents at LAX, Fire Stations 5 and 95 serve portions of the neighboring communities as well as LAX, and Fire Station 51 serves Dockweiler State Beach in addition to a majority of LAX. With respect to law enforcement services, Los Angeles World Airports Police Division (LAWAPD) is supplemented by Los Angeles Police Department (LAPD) resources at LAX. LAWAPD currently occupies 47,840 square feet of facility space located at 6320 West 96th Street. LAPD occupies one triple-wide trailer (2,268 square feet) that provides administrative space and one single-wide trailer (540 square feet) at 802 World Way. In addition, a number of federal law enforcement and safety agencies have law enforcement responsibilities at LAX. The Transportation Security Administration (TSA) administers an extensive passenger and cargo security program and maintains an armed presence at the Federal Inspection Services areas in each of the five international terminals to screen international passengers for immigration, customs, agricultural protection, and counterterrorism purposes. Further, the United States Federal Bureau of Investigation, Customs and Border Protection, Immigration and Customs Enforcement, Drug Enforcement Administration, and U.S. Coast Guard, all have law enforcement responsibilities and personnel at LAX.

- ◆ **Utilities** - The City of Los Angeles Department of Water and Power (LADWP) is the water purveyor for most areas in the City of Los Angeles, including LAX. LAX is served by a trunk line in Sepulveda Boulevard that distributes water to transmission lines running along the airport perimeter. LAX also uses reclaimed water from the West Basin Municipal Water District's (WBMWD) Edward C. Little Water Recycling Facility and has implemented other measures to decrease potable water use at the airport. Sanitary wastewater generated by activities at LAX is treated at the Hyperion Treatment Plant (HTP), a City-owned treatment plant located adjacent to the southwest boundary of LAX, approximately two miles southwest of the CTA. Electric power at LAX is supplied by LADWP. LAWA participates in LADWP's "Green Power for LA" program to purchase electricity from renewable resources and incorporates energy efficiency and conservation into existing buildings and new construction. In addition to obtaining electricity from LADWP, LAWA operates the CUP, which provides heating and air conditioning to the CTA. The CUP also houses a co-generation system that generates electrical power, which is sold to LADWP. The CUP is currently being replaced with a more modern facility with higher capacity and greater efficiency. LAWA has had a comprehensive, facility-wide recycling program at LAX to reduce solid waste generation and disposal since 1992. This program includes collection of recyclable materials generated by LAWA and within airport terminals and airfield areas; collection of materials from airlines and tenants at no cost to participants; independent airline and tenant recycling programs; and source reduction through purchase of recycled products and reuse of materials. Solid waste that cannot be recycled is transferred to the Sunshine Canyon Landfill in Sylmar for disposal.

## 3.3 Development Setting

Chapter 5, *Cumulative Impacts*, provides a discussion of the approach used for, and projects considered in, the evaluation of cumulative impacts associated with the SPAS alternatives. This section provides an overview of the past, present, and reasonably foreseeable related projects, including LAX development projects and non-LAX development projects, that could, in conjunction with the SPAS alternatives, result in cumulative impacts to the environment. Please see Chapter 5, *Cumulative Impacts*, for additional discussion and description of the projects identified below.

### 3.3.1 LAX Development Projects Not Related to the SPAS Elements

LAX development projects that are not related to the SPAS elements include the following:

#### Airfield-Related Improvements

- ◆ South Airfield Improvement Project (SAIP)
- ◆ Runway 7L/25R East End Reconstruction (including Taxiways B and C)

### **3. Environmental Setting**

---

- ◆ Runway 7L/25R RSA Improvements
- ◆ Runway 6L/24R RSA Improvements
- ◆ Runway 6R/24L RSA Improvements
- ◆ Taxiway R
- ◆ Taxilane S and Taxiway T
- ◆ Midfield Satellite Concourse (MSC) Taxiways
- ◆ American Eagle Commuter Facility Improvements
- ◆ West Aircraft Maintenance Area
- ◆ Relocatable Aircraft Maintenance Hangar
- ◆ Passenger Boarding Bridge Replacements/Improvements
- ◆ Runway Status Lights System
- ◆ Annual Pavement Maintenance and Miscellaneous Airfield Management Improvements

#### **Terminal-Related Improvements**

- ◆ Bradley West Project
- ◆ MSC and New Passenger Processor
- ◆ North Terminals Improvements
- ◆ South Terminals Improvements
- ◆ Miscellaneous Terminal Improvements

#### **Infrastructure/Security Improvements**

- ◆ CUP Replacement Project
- ◆ "New Face" of the CTA Improvements/Enhancements
- ◆ Network Power Station Upgrade
- ◆ Replacement of Elevators and Escalators
- ◆ AOA Perimeter Fence Enhancements
- ◆ Airport Response Coordination Center (ARCC)
- ◆ LAX Public Safety Building and Supporting Facilities
- ◆ Parking Lot Rehabilitation and Reallocations
- ◆ CTA Second Level Roadway Expansion Joint and Deck Repairs
- ◆ Miscellaneous Projects

#### **Land Development and Miscellaneous Improvements**

- ◆ Coastal Dunes Improvement Project
- ◆ LAX Northside
- ◆ Westchester Golf Course Three-Hole Restoration Project
- ◆ LAX Sign District
- ◆ Manchester Square/Belford

#### **Other Related (Non-LAWA) Projects**

- ◆ Metro Crenshaw/LAX Transit Corridor and Station
- ◆ Airport Metro Connector Project
- ◆ City of Los Angeles Bureau of Sanitation Stormwater Infiltration and Treatment Facility

### **3.3.2 Non-LAX Planned Development**

A list of other development projects in the City of Los Angeles and neighboring communities within the vicinity of the project area is provided in Chapter 5, *Cumulative Impacts*. A total of 140 projects in the LAX area (illustrated in Figure 5-1 and briefly described in Table 5-2) have been identified whose development could occur within the same time frame as SPAS. Information regarding the background development projects is based on site visits and/or consultation with staff from and/or websites of the County of Los Angeles and the cities of Culver City, El Segundo, Hawthorne, Inglewood, and Los Angeles.

### **3. Environmental Setting**

---

This page intentionally left blank.