
3.0 OVERVIEW OF PROJECT SETTING

3.1 Introduction

This chapter provides an overview of existing land uses and the environmental setting relevant to the proposed West Aircraft Maintenance Area Project (proposed Project). 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 related projects proposed at the Los Angeles International Airport (LAX) and in the nearby area that may, in conjunction with the proposed Project, result in cumulative impacts on the environment.

3.1.1 Study Area

For purposes of describing the existing conditions in the vicinity of LAX, each environmental topic evaluated in this EIR addresses a study area appropriate to the evaluation of impacts associated with that topic. For most analyses, the study area is limited to the airport boundaries or to portions thereof. However, the study areas associated with some sections, such as transportation, extend off-airport (the traffic study area is depicted in **Figure 4.7-1** in Section 4.7, *Construction Surface Transportation*). Impacts associated with air quality and greenhouse gases evaluate total Project-related emissions, which cannot be contained on-airport. Moreover, these analyses consider sources both on and off the airport, such as worker commute and construction vehicle trips. The human health risk analysis, which is based on the air quality analysis, similarly considers on- and off-airport factors, including health risks at off-airport sensitive receptors (as depicted in **Figure 4.1-2** in Section 4.1, *Air Quality*, of this EIR).

3.1.2 Study Years

LAWA issued a Notice of Preparation (NOP) on September 14, 2012 and, as such, the environmental baseline used for determining significant impacts primarily represents the physical conditions that existed at that time. However, for certain issue areas where data specific to that timeframe were unavailable or incomplete, more current information was utilized to define the environmental baseline. Environmental topics that included data from other baseline years are identified in Section 4.2, *Greenhouse Gas Emissions*, of this EIR. The buildout year for the proposed Project is 2018.

3.2 Existing Airport Facilities

LAX encompasses approximately 3,650 acres, and consists of two airfield areas (north and south), each containing two runways as well as associated taxiways and taxilanes; a Central Terminal Area (CTA), with nine terminals (eight domestic and one international, including the newly opened Bradley West concourse), parking garages, a two-level roadway system, the Theme Building, and administrative offices; a midfield area located west of the CTA, consisting of taxiways, hangars, remote gates, maintenance and ancillary facilities, an Aircraft Rescue and Fire Fighting facility, and a fuel farm; three cargo areas: the Century Cargo Complex located between Century Boulevard and the south airfield complex east of the CTA, the Imperial Cargo

3.0 Overview of Project Setting

Complex located on the northwest corner of Imperial Highway/Aviation Boulevard, and the South Cargo Complex, located along the north side of Imperial Highway; largely undeveloped land and a golf course located north of the north airfield complex; and parking facilities located within the northeastern portion of the airport, east of the CTA, and east of the south airfield complex.

Existing aircraft maintenance facilities are primarily located in the midfield area and within the Century Cargo Complex.

3.4 Land Use Setting

The Project site is located within the southwest portion of the LAX property, which is located within the City of Los Angeles. LAX encompasses approximately 3,650 acres and is situated at the western edge of the City of Los Angeles, as shown in **Figure 2-1** in Chapter 2, *Project Description*, of this EIR. LAX is bounded on the north by the City of Los Angeles communities of Westchester and Playa del Rey; on the south by the City of El Segundo; on the southeast by the unincorporated community of Del Aire and the City of Hawthorne; and on the east by the City of Inglewood, the unincorporated community of Lennox, the City of Los Angeles community of South Los Angeles, and the unincorporated community of Athens. The Los Angeles/El Segundo Dunes, Vista del Mar, Dockweiler State Beach, and the Santa Monica Bay (Pacific Ocean) are located to the west of the airport. All of the cities and communities in the vicinity of the Project site are located within Los Angeles County. Off-airport uses include residential, schools, and recreational uses in the Playa del Rey and Westchester communities to the north; commercial, hotel, and office uses to the east in the cities of Los Angeles and Inglewood; residential, recreational, commercial, and civic uses to the south in the City of El Segundo; and open space and recreational uses associated with the Los Angeles/El Segundo Dunes, Dockweiler State Beach and the Pacific Ocean to the west.

Specifically, the Project site occupies the area immediately south of World Way West between Taxiway AA and Pershing Drive. Existing adjacent uses include: the West Remote Pads/Gates and aircraft aprons to the north; an airport employee parking lot and vacant airport land to the south; Taxiway AA, an American Airlines employee parking lot and the United (formerly Continental) Airlines maintenance hangars to the east; and Pershing Drive followed by the Los Angeles/El Segundo Dunes to the west.

The Project site is currently used primarily as a staging area for airport construction projects, and includes: modular construction trailers/offices and an associated surface parking area, several paved roads, and several paved and unpaved outdoor loading and storage areas. In addition, stockpiled material consisting of soil and construction rubble is located within and immediately adjacent to the Project site. The Project site is permitted by the South Coast Air Quality Management District (SCAQMD) to accommodate and has at various times supported a concrete batch (production) plant and a rock/concrete crusher, although such facilities are not currently located on the Project site. In addition to construction-related uses, the Project site supports certain airport operations-related uses such as an airfield access security post (Guard Post 21) and a small Los Angeles World Airports (LAWA) Police Department/Transportation Security Administration (LAWAPD/TSA) canine “walk” area.

The Project site is located entirely within the LAX Plan area and the LAX Specific Plan area of the City of Los Angeles. The LAX Plan, which is a part of the General Plan of the City of Los

Angeles, designates the land use for the Project site as "Airport Airside." The LAX Specific Plan, which establishes zoning and development regulations and standards consistent with the LAX Plan, designates the zoning for the Project site as Airport Airside (LAX-A Zone).

3.5 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 Impacts Analysis*, of this EIR. Additional information regarding existing conditions for these topics is provided in Chapter 4 of this EIR.

3.5.1 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 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). At the State level, the Basin is designated as nonattainment for O₃, nitrogen dioxide (NO₂), PM₁₀, PM_{2.5}, and Pb. The existing air quality setting immediate to the Project site is dominated by construction staging and stockpiling activities, airport airside activity (including various aircraft and ground-support equipment activity), and motor vehicle traffic.

3.5.2 Greenhouse Gas Emissions

The primary greenhouse gas emission sources on and within the vicinity of the Project site are emissions of carbon dioxide (CO₂) from combustion of fuels associated with construction activities, aircraft operation, area traffic, and building and lighting operations.

3.5.3 Hazards and Hazardous Materials

The Project site is currently used as a construction staging area that includes stockpiled soils and various materials excavated from previous and ongoing projects at LAX. Portions of the Project site were previously occupied by three land farming efforts to remediate soils contaminated with total petroleum hydrocarbons, which over time the necessary remediation was successfully completed. The Project site is within the Hyperion Field Methane Zone, indicating the potential presence of subsurface methane gas, which is common within former oil production areas and other locations where organic material is present in the soil; the City of Los Angeles Municipal Code Section 91.7101 (Methane Seepage Regulations) addresses construction requirements in such areas. The Former Hyperion Oilfield Map suggests that there may be two abandoned/plugged oil wells on the Project site and four other abandoned plugged oil wells south and east of the Project site; the California State Division of Oil, Gas, and Geothermal Resources administers the regulatory program related to review of construction site plans in areas of known, existing, or abandoned oil wells. There is a subsurface jet fuel plume in the vicinity of the Project site, due to leaking fuel hydrant lines, underground storage tanks, and fuel distribution lines at the former Continental Airlines Aircraft Maintenance facility, which

3.0 Overview of Project Setting

was located northeast of the Project site. Remediation is currently underway to remove jet fuel and based on the most recent monitoring report, the lateral extent of the plume is not expanding.

3.5.4 Hydrology and Water Quality

The Project site is located within the western portion of the Pershing Sub-basin which includes approximately 700 acres of airport property. Runoff from the Pershing Sub-basin generally flows via a network of storm drains north or south to a reinforced concrete box (RCB) in World Way West then drains westward to a RCB in Pershing Drive, which flows south and combines with the Imperial Sub-basin drainage pipe along the north side of Imperial Highway before being discharged to Santa Monica Bay via the County's Imperial Outfall. Groundwater at LAX and the Project site occurs at approximately 100 feet below the ground surface as part of the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes. Designated beneficial uses for this groundwater include municipal, industrial process, and agricultural use.

3.5.5 Noise

The Project site and adjacent area is currently subject to high ambient noise levels resulting from a combination of noise sources, including on-site construction staging activities, aircraft operations (including takeoffs and landings, aircraft taxiing and maintenance activities), and motor vehicle traffic along Pershing Drive, Imperial Highway and Westchester Parkway. The Project site is located within the airport boundary, which is not a noise-sensitive use. The nearest noise-sensitive land use (i.e., residential, schools, places of worship, parks, libraries, and hospitals) from the middle of the Project site is a residential neighborhood located 0.55 mile to the south in the City of El Segundo.

3.5.6 Land Use and Planning

The Project site is located within the City of Los Angeles, on the LAX property, and is subject to the land use and zoning requirements of the LAX Plan and LAX Specific Plan area, respectively. The LAX Plan designates the Project site as "Airport Airside." The LAX Specific Plan, zones the Project site as "Airport Airside" (LAX-A Zone). The LAX Master Plan identifies the proposed Project site as Proposed Employee Parking (West Employee Parking facility), within the southwest portion of the airport. Portions of the Project site are also identified by the LAX Master Plan as Airfield/Airport Open Space. Directly east of the Project site, is an area identified by the LAX Master Plan as Proposed Maintenance Facility and Aircraft Apron area.

3.5.7 Transportation/Traffic

The Project site is located on the western side of the LAX airport property. Regional access is provided by Interstate 405 (I-405) and Interstate 105 (I-105), local access is by Pershing Drive via Imperial Highway and Westchester Parkway, and site access is from driveways along World Way West. Existing traffic on the western side of the airport is restricted largely to airport employee/delivery traffic and general traffic between the west sides of the City of El Segundo

and the community of Westchester/Playa del Rey. Airport travelers do not access LAX from the west. Existing traffic at the Project site is restricted to airport construction worker and airport construction vehicle traffic.

3.6 Development Setting/Related Projects

This section identifies past, present, and reasonably foreseeable future related projects, including LAX development projects (LAX Master Plan projects and other LAX projects) and non-LAX development projects that could, in conjunction with the proposed Project, result in cumulative impacts to the environment. These projects are listed in **Table 3-1** and identified in **Figure 3-1**. A description of each project is also provided.

The Related Projects list (Table 3-1) is based largely on similar lists contained in recent LAX EIRs including Central Utility Plant Replacement Project (CUP-RP) and Specific Plan Amendment Study (SPAS). The list also takes into consideration the list of LAWA Preliminary Capital Improvement Projects (CIP) Projects dated June 18, 2013. The CIP Projects list was reviewed to confirm that projects identified on the Related Projects list were included on the CIP Projects list, and CIP data regarding fiscal year cost estimates were used in estimating the cost and construction period for each project, which was then used to estimate construction-related trip generation (i.e., the construction costs were factored against other similar LAWA projects for which detailed trip generation estimates have been completed). The CIP Projects list was also reviewed in terms of whether other improvements on the list should be added to the Related Projects list. The CIP projects on the CIP Projects list are related to typical ongoing maintenance and operation of the airport (i.e., improvements that typically occur during the normal course of business), like runway repairs/rehabilitation, terminal activities such as electrical upgrades, signage replacement, restroom upgrades, information technology systems installation/improvements, security systems, etc., or projects that would likely involve relatively little construction activities and equipment, such as airside visual enhancements, passenger boarding bridge replacements/relocations, and elevators/escalators replacement. Such projects were grouped together under a single "Miscellaneous" category. On the other hand, improvement projects that appeared to be much more than typical "business as usual" activities were considered to be individual Related Projects. For example, the North Terminal Improvements (i.e., Terminal 1 Terminal Renovation Project - Southwest Airlines) identified in the CIP Projects list has an estimated cost of approximately \$380,000,000. In considering the relative "construction intensity" of the various projects based on costs alone, which would be taken into account in estimating cumulative impacts related to construction traffic, the construction intensity of the overall Miscellaneous category was, in general, considered to be approximately 25 percent of that associated with the individual larger projects. This is a reflection that the costs associated with most of the Miscellaneous improvement projects are primarily related to equipment/materials costs rather than construction activities. Key examples of such projects include the Elevators/Escalators Replacement Project, the Passenger Boarding Bridge Replacement Project, Electrical Upgrades, and Security and IT Improvements, which are all included in the Miscellaneous category.

3. Overview of Project Setting

**Table 3-1
On-Airport Related Projects**

Figure 3-1 ID#	Project Name	Estimated Year		
		Start of Construction		Completion/Implementation
1	Runway Safety Area (RSA) Improvements-South Airfield ^a	Feb. 2014		Feb. 2015
2	RSA Improvements-North Airfield ^a	June 2014		June 2019
3	LAX Bradley West Project Remaining Work	Nov. 2013		Dec. 2017
4	Terminal 3 (T-3) Connector	July 2019		Jan. 2022
5	North Terminal Improvements (i.e., Terminal 1)	Aug. 2013		Aug. 2017
6	South Terminal Improvements (i.e., Terminals 5-8)	Nov. 2011		Feb. 2018
7	Midfield Satellite Concourse: Phase 1 - North Concourse Project	July 2014		July 2019
8	Central Utility Plant Replacement Project (CUP-RP) Remaining Work	Sep. 2013		Dec. 2014
9	Miscellaneous Projects and Improvements ^b	Jan. 2014		July 2020
10	LAX Northside Area Development ^{a, c}	Jan. 2015		Dec. 2022
11	LAX Master Plan Alt. D/Specific Plan Amendment Study (SPAS) Development ^{a, b, d}	June 2015		June 2025
12	Metro Crenshaw/LAX Transit Corridor and Station ^{a, e}	Dec. 2015		Apr. 2019

Notes:

^a This project is subject to additional environmental review pursuant to the National Environmental Policy Act.

^b These improvements and projects would occur in various places on the landside and airside portions of LAX.

^c Construction traffic estimates provided by Gibson Transportation Consulting, Inc., who has prepared detailed traffic analysis for the proposed LAX Northside Plan Update.

^d LAWA evaluated nine development alternatives for the LAX SPAS and in February 2013 the Board of Airport Commissioners (BOAC) selected one alternative for advancement into further planning and evaluation; however, all the approvals necessary to implement that alternative have not yet occurred. For the purposes of the WAMA cumulative construction impacts analysis, an assumption is made that the LAX Master Plan improvements, as previously approved, are implemented, which provides a more conservative analysis than if one were to assume the BOAC-selected alternative (i.e., more development would occur under the LAX Master Plan scenario than under the BOAC-selected alternative).

^e Assumes only the portion of the overall Metro Crenshaw/LAX Transit Corridor and Station project that occurs in the general vicinity of LAX. Estimated schedule based on information obtained from Crenshaw/LAX Transit Corridor Project EIR, project website, and communications between LAWA staff and Metro staff.

Sources: CDM Smith (list and characteristics of WAMA project and concurrent projects); Crenshaw/LAX Transit Corridor Project FEIR (Metro Crenshaw/LAX Transit Corridor cost), August 2011, www.metro.net/projects/crenshaw_corridor.com (Metro Crenshaw/LAX Transit Corridor schedule), accessed November 12, 2012; Ricondo & Associates, Inc., December 2012.



Note: Development projects not shown on map (i.e., 9 and 11) either occur at multiple locations within airport, have not yet been sited or the location is not general public information.

- | | | |
|---|-------------------------------|---|
| 1 Runway Safety Area(RSA) Improvements-South Airfield | 4 Terminal 3 (T-3) Connector | 7 Midfield Satellite Concourse: Phase 1 - North Project |
| 2 RSA Improvements-North Airfield | 5 North Terminal Improvements | 8 Central Utility Plant Replacement Project (CUP - RP) |
| 3 LAX Bradley West Project | 6 South Terminal Improvements | 10 LAX Northside Area Development |
| | | 12 Metro Crenshaw / LAX Transit Corridor and Station |



Source: Los Angeles World Airports, 2011; CDM Smith, 2013.
 Prepared by: CDM Smith, 2012; PCR Services Corporation, 2013.

3.0 Overview of Project Setting

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3.0 Overview of Project Setting

The traffic study area for this EIR includes those roads and intersections that would most likely be affected by employee and truck traffic associated with construction of the proposed Project. This is consistent with the information and requirements defined in City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures*, revised by the LADOT in December 2010, notwithstanding that a construction traffic analysis is not typically required by LADOT.

Cumulative impacts of the proposed Project and development projects within the vicinity of LAX are discussed further within each section of Chapter 4, *Environmental Impact Analysis*, of this EIR. The Cumulative Impacts section of each resource provides an analysis of the impacts from the proposed Project and surrounding development projects as they pertain to each specific category of environmental resource.

3.6.1 On-Airport Related Projects

- **Runway Safety Area (RSA) Improvements-South Airfield (Table/Figure 3-1 #1)** – Improvements at west end of Runway 7L/25R including runway and connecting taxiway extensions to meet FAA Runway Safety Area (RSA) requirements, as well as rehabilitation of deteriorating concrete at east end of runway and Taxiway B.
- **RSA Improvements-North Airfield (Table/Figure 3-1 #2)** – Improvements at east end of Runway 6L-24R to meet FAA RSA requirements, and rehabilitate concrete pavement. In addition, a separate activity will include improvements to Runway 6R-24L RSA to meet FAA requirements, and runway rehabilitation.
- **LAX Bradley West Project Remaining Work (Table/Figure 3-1 #3)** – Completion of replacing existing concourses and aprons at the Tom Bradley International Terminal (TBIT) with new concourses and gates at Bradley West. Remaining work includes demolition of existing TBIT concourses and installation of east gates/aprons along Bradley West concourses. Also includes Taxiway T project and construction of secure/sterile passenger and baggage connection between the TBIT core and Terminal 4 (T-4). Although construction of a similar connection between the TBIT core and T-3 is also part of the overall Bradley West Project, it is broken out separately below, as its construction would not begin until well after the other Bradley West improvements are completed.
- **Terminal 3 (T-3) Connector (Table/Figure 3-1 #4)** – See above.
- **North Terminal Improvements (Table/Figure 3-1 #5)** – Major interior improvements and building system upgrades within the North Terminal, particularly Terminal 1 (Southwest).
- **South Terminal Improvements (Table/Figure 3-1 #6)** – Major interior improvements and building system upgrades within the South Terminal, particularly Terminal 5 (Delta Airlines) and Terminals 6-8 (United Airlines).
- **Midfield Satellite Concourse: Phase 1 - North Concourse Project (Table/Figure 3-1 #7)** – Development of north concourse portion of Midfield Satellite Concourse (MSC) west of the Bradley West Project, along with construction of a connection system for moving passengers, baggage, and materials between MSC, Bradley West, and the CTA.
- **Central Utility Plant Replacement Project (CUP-RP) Remaining Work (Table/Figure 3-1 #8)** – Completion of CUP-RP and related underground piping network within CTA.

3.0 Overview of Project Setting

- **Miscellaneous Projects and Improvements (Table 3-1 #9)** – This includes 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; movement of temporary stockpiles; and other similar activities.
- **LAX Northside Area Development¹ (Table/Figure 3-1 #10)** – Development of LAX Northside area with a mix of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and buffer uses. The approved development plan provides entitlements for up to 4.5 million square feet of development, subject to a limitation on the total number of vehicle trips.
- **LAX Master Plan Alternative D/SPAS Development (Table/Figure 3-1 #11)** – In accordance with the LAX Master Plan Stipulated Settlement and Section 7.H. of the LAX Specific Plan, LAWA completed the LAX SPAS to identify and evaluate alternatives to certain improvements delineated in the LAX Master Plan. Those proposed Master Plan improvements, generally referred to as the "Yellow-Light Projects," include the Ground Transportation Center (GTC), the Automated People Mover between the GTC and the CTA, demolition of Terminals 1, 2, and 3, reconfiguration of the north runway complex, and on-airport road improvements associated with the GTC. Nine alternatives comprised of various combinations of airfield, terminal, and ground access improvements are addressed within the SPAS Final EIR, and a Staff-Recommended Alternative (combination of SPAS Alternatives 1 and 9) was acted upon by the Los Angeles City Council in April 2013. That alternative must still undergo review, including environmental review pursuant to the National Environmental Policy Act, and approval by FAA in order to be implemented. In addition, project-level California Environmental Quality Act analysis will be required for individual project components. As such, for related projects included in this EIR, the existing LAX Master Plan Alternative D, which is SPAS Alternative 3, is assumed.

3.6.2 Other Related Projects

- **Metro Crenshaw/LAX Transit Corridor and Station (Table/Figure 3-1 #12)** – The Los Angeles County Metropolitan Transportation Authority (Metro) recently approved the proposed Crenshaw/LAX Transit Corridor Project, which includes an 8.5-mile light-rail transit line that would connect the existing Metro Green Line and the Metro Expo Line at Crenshaw and Exposition Boulevards. A station is proposed in proximity to LAX, near the intersection of Century Boulevard and Aviation Boulevard.