
4.9 Historic/Architectural and Archaeological/ Cultural and Paleontological Resources

4.9.1 Historic/Architectural and Archaeological/ Cultural Resources

4.9.1.1 Introduction

This historic/architectural and archaeological/cultural resources analysis addresses the potential for the Master Plan alternatives to adversely impact prehistoric and historic resources. This section is based in part on more comprehensive information contained in Appendix I, *Section 106 Report*, of the Supplement to the Draft EIS/EIR, and Appendix S-G, *Supplemental Section 106 Report*, of this Supplement to the Draft EIS/EIR.

4.9.1.2 General Approach and Methodology

The analysis of historic/architectural and archaeological/cultural resources presented below is based on the general approach and methodology described in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.9.1.3 below), using the same methodology applied to the 1996 baseline analysis.

The Area of Potential Effects (APE) for all the LAX Master Plan alternatives, including Alternative D, has not changed and is illustrated in **Figure S4.9.1-1**, Composite Area of Potential Effects Map.

4.9.1.3 Affected Environment/Environmental Baseline

The affected environment/environmental baseline related to historic/architectural and archaeological/cultural resources used in this Supplement to the Draft EIS/EIR is the same as described in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.3), of the Draft EIS/EIR. Evaluation of Year 2000 conditions indicated that no material changes to the affected environment/environmental baseline have occurred that alter the conclusions of the Draft EIS/EIR.

Section 106 consultation between FAA and the California State Historic Preservation Officer (SHPO) on the determination of National Register eligibility for those historic/architectural and archaeological/cultural resources identified within the APE is currently ongoing, and the results of the consultation will be incorporated into the Final EIS/EIR.

4.9.1.4 Thresholds of Significance

4.9.1.4.1 CEQA Thresholds of Significance

A significant impact upon historic/architectural and archaeological/cultural resources would occur if the direct and/or indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the following future conditions listed below. These thresholds have been revised since publication of the Draft EIS/EIR, as noted below.

- ◆ Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. The significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historic resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the National Register and/or California Register.

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- ◆ Any action, such as clearing, scraping, soil removal, mechanical excavation or digging that would disturb, damage, or degrade a unique archaeological resource.¹⁶⁵ (Modified since publication of the Draft EIS/EIR to conform to the *Draft L.A. CEQA Thresholds Guide*.)

These thresholds are utilized because they address specific concerns to prehistoric and historic resources associated with the proposed Master Plan alternatives, namely, loss, destruction, alteration, or damage of a resource. These thresholds reflect state regulations, which define adverse impact levels and analysis. It is important to note that, under CEQA, project compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties mitigates impacts on historic resources to a less than significant level.¹⁶⁶

4.9.1.4.2 Federal Standards

As stated in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.4.2), of the Draft EIS/EIR, the Criteria of Adverse Effect define the threshold of potential impacts to historic properties under the federal Section 106 process. According to these criteria, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity.¹⁶⁷ Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later, be farther removed in distance, or be cumulative.¹⁶⁸ Adverse effects on historic properties include, but are not limited to:

- ◆ Physical destruction of or damage to all or part of the property;
- ◆ Alteration of a property, including restoration; rehabilitation; repair, maintenance, stabilization; hazardous material remediation; and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties¹⁶⁹ and applicable guidelines;
- ◆ Removal of the property from its historic location;
- ◆ Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- ◆ Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- ◆ Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- ◆ Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

A finding of No Adverse Effect may be found when the undertaking's effects do not meet the criteria of adverse effect or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and applicable guidelines, to avoid adverse effects.¹⁷⁰

¹⁶⁵ City of Los Angeles CEQA Thresholds Guide.

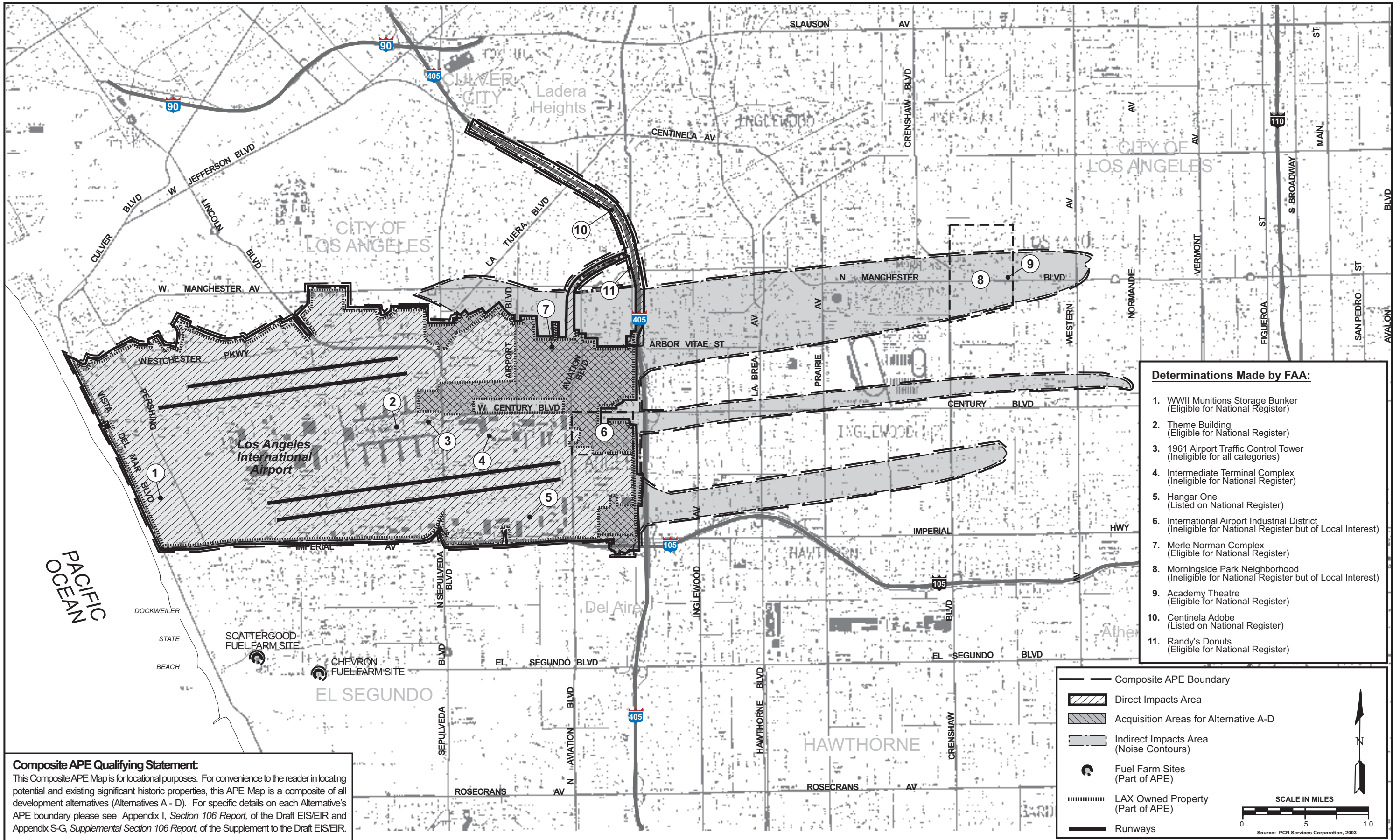
¹⁶⁶ State CEQA Guidelines, Section 15064.5(b)(3).

¹⁶⁷ 36 CFR 800.5(a)(1).

¹⁶⁸ 36 CFR 800.5(a)(1).

¹⁶⁹ 36 CFR part 68.

¹⁷⁰ 36 CFR 68 800.5(b).



- Determinations Made by FAA:**
1. WWII Munitions Storage Bunker (Eligible for National Register)
 2. Theme Building (Eligible for National Register)
 3. 1961 Airport Traffic Control Tower (Ineligible for all categories)
 4. Intermediate Terminal Complex (Ineligible for National Register)
 5. Hangar One (Listed on National Register)
 6. International Airport Industrial District (Ineligible for National Register but of Local Interest)
 7. Merle Norman Complex (Eligible for National Register)
 8. Morningside Park Neighborhood (Ineligible for National Register but of Local Interest)
 9. Academy Theatre (Eligible for National Register)
 10. Centinela Adobe (Listed on National Register)
 11. Randy's Donuts (Eligible for National Register)

Composite APE Qualifying Statement:
 This Composite APE Map is for locational purposes. For convenience to the reader in locating potential and existing significant historic properties, this APE Map is a composite of all development alternatives (Alternatives A - D). For specific details on each Alternative's APE boundary please see Appendix I, Section 106 Report, of the Draft EIS/EIR and Appendix S-G, Supplemental Section 106 Report, of the Supplement to the Draft EIS/EIR.

— Composite APE Boundary
 Direct Impacts Area
 Acquisition Areas for Alternative A-D
 Indirect Impacts Area (Noise Contours)
 Fuel Farm Sites (Part of APE)
 LAX Owned Property (Part of APE)
 Runways

SCALE IN MILES
 0 0.5 1.0
 Source: PCR Services Corporation, 2003

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4.9.1.5 **Master Plan Commitments**

The following Master Plan commitment proposed for historic/architectural resources is materially the same as that presented in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.5), of the Draft EIS/EIR.

◆ **HR-1. Preservation of Historic Resources (Alternatives A, B, C, and D).**

In implementing the LAX Master Plan and conducting ongoing activities associated with the operation of the airport, LAWA will support the preservation of identified significant historic/architectural resources through careful review of design and development adjacent to those resources and by undertaking any modifications to those resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.¹⁷¹ Additionally, where sound insulation is proposed for identified significant historic/architectural resources under the Aircraft Noise Mitigation Program, LAWA will ensure that methods are developed with the approval of a qualified architectural historian or historic architect, who meets the Secretary of the Interior's Professional Qualifications Standards, in compliance with the Secretary of the Interior's Standards for Rehabilitation.

4.9.1.6 **Environmental Consequences**

The environmental impacts to historic/architectural and archaeological/cultural resources under the No Action/No Project Alternative and Alternatives A, B, and C have not changed from those described in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.6), of the Draft EIS/EIR.

4.9.1.6.1 **Alternative D - Enhanced Safety and Security Plan**

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. The features of Alternative D that are relevant to the analysis of historic/architectural and archaeological/cultural resources are summarized below.

Historic/Architectural Resources

Alternative D was examined to determine the potential impacts on historic/architectural and archaeological/cultural resources within the APE. The results of FAA's findings for Alternative D and the other Master Plan alternatives are presented in **Table S4.9.1-1**, Significant Properties Within the APE Affected (Directly or Indirectly) by the Master Plan Alternatives, and discussed below. Alternative D would have no direct or indirect impacts on the National Register listed Hangar One property or the following National Register eligible properties: the Theme Building, the WWII Munitions Storage Bunker, the Merle Norman Complex, and the Academy Theatre. Furthermore, there would be no direct or indirect impacts on the state and locally eligible Intermediate Terminal Complex. With implementation of Master Plan Commitment HR-1, Preservation of Historic Resources (Alternatives A, B, C, and D), impacts to the Morningside Park Neighborhood would be less than significant.

¹⁷¹ Weeks and Grimmer, The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, U.S. Department of the Interior, National Park Service, 1995.

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Table S4.9.1-1

Significant Properties Within the APE Affected (Directly or Indirectly) by the Master Plan Alternatives

	NR ¹	CR ² /LAHCM ³ /OTHER ^{4,5}	No Action/ No Project	Alt A	Alt B	Alt C	Alt D
Hangar One	Listed	Listed	No	No	Yes	No	No
Theme Building	Eligible	Listed	No	No	No	No	No
Merle Norman Headquarters Complex	Eligible	Eligible	No	No	Yes	No ⁷	No
Academy Theatre	Eligible	Eligible	No	Yes	Yes	Yes	No
CA-LAN-2345 (archaeological)	Eligible	Eligible	No	No	No	No	No
World War II Munitions Storage Bunker	Eligible	Eligible	No	No	No	No	No
Intermediate Terminal Complex	Ineligible	Eligible	No ⁸	Yes	Yes	Yes	No
International Airport Industrial District	Ineligible	Eligible	No	Yes	Yes	Yes	Yes
Morningside Park Neighborhood	Ineligible	Eligible	No	Yes	Yes	Yes	Yes
Centinela Adobe ⁶	Listed	Listed	No	Yes	No	Yes	No
Randy's Donuts ⁶	Eligible	Eligible	No	Yes	No	Yes	No

¹ NR National Register of Historic Places

² CR California Register of Historical Resources

³ LAHCM Los Angeles Historic-Cultural Monument

⁴ OTHER Local Landmark Potential (City of Inglewood)

⁵ Other unique archaeological resource, as defined by CEQA Guidelines - Section 15064.5(c) and PRC Section 21083.2(g).

⁶ The property would only be affected if the preferred LAX Expressway alternative is not selected

⁷ Modified since publication of the Draft EIS/EIR to correct a typographical error. This modification does not alter the conclusions of the Draft EIS/EIR.

⁸ Modified since publication of the Draft EIS/EIR to correct a typographical error. Although the double arched hangar located within the Intermediate Terminal Complex would be demolished, it is not a contributor to the complex. Therefore, no impact would occur. This modification does not alter the conclusions of the Draft EIS/EIR.

Source: FAA and PCR Services Corporation, 2003.

However, under Alternative D the International Airport Industrial District, a state and locally eligible historic resource, would be partially demolished to allow for construction of a dual roadway system and a small airport open space buffer zone. The International Airport Industrial District contains 48 buildings, 28 of which have undergone modifications sufficient enough to affect its eligibility for National Register listing. Further, none of the properties within the district are individually eligible for federal, state, and local designation.

The roadway system proposed under Alternative D would connect the ITC with the GTC; an open space area would act as a buffer between the proposed roadway system and the historic district. Approximately eleven contributing buildings would be demolished under this alternative. This action would compromise the overall integrity and configuration of the district resulting in a significant impact at the state and local levels.

Compared to the No Action/No Project Alternative, which would have no impact to historic/architectural resources, Alternative D would have one impact associated with partial demolition of the International Airport Industrial District, eligible as a City of Los Angeles Historic-Cultural Monument.

Archaeological/Cultural Resources

Alternative D would have no direct or indirect impact on National Register eligible archaeological site CA-LAN-2345. However, the alternative does involve the use of heavy machinery and equipment associated with construction-related activities such as demolition, excavation and grading. The records search and other relevant literature reviewed as part of the Supplemental Section 106 survey process indicated that the likelihood of encountering archaeological/cultural resources within or near the APE is relatively high, particularly given the records search of sites recorded in the vicinity of the airport. This conclusion suggests unanticipated discoveries may occur from construction-related activities. The disturbance or destruction of potentially significant undiscovered archaeological/cultural resources by these activities would be considered a significant impact.

Potential impacts on archaeological/cultural resources under Alternative D would be similar to the No Action/No Project Alternative with no direct or indirect impacts on known National Register eligible archaeological/cultural resources. The only difference between the two alternatives would be a greater

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potential for encountering unanticipated archaeological/cultural resources under Alternative D due to more extensive construction-related activities.

4.9.1.7 Cumulative Impacts

The cumulative impacts to historic/architectural and archaeological/cultural resources associated with the No Action/No Project Alternative and Alternatives A, B, or C, in combination with past, present, and probable future projects, have not changed from those described in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.7), of the Draft EIS/EIR.

4.9.1.7.1 Alternative D - Enhanced Safety and Security Plan

Historical Architectural Resources

As previously discussed, Alternative D would result in the partial demolition of the International Airport Industrial District. This impact is considered significant under CEQA. This impact, in combination with impacts that are expected to occur with other past, present, and probable future projects, are expected to result in the progressive loss of historic resources in the region such that cumulative impacts over time would be considered significant. From the perspective of a specific property type that would be lost, the partial loss of the International Airport Industrial District, designed by notable architect S. Charles Lee, would contribute to a significant cumulative impact as it appears that there may be other examples of this industrial property type by Lee elsewhere that may be subject to impacts from independent projects in the region. The loss of other historically significant industrial property types in the region, in combination with the loss of the district, would be cumulatively significant under CEQA.

Archaeological/Cultural Resources

The cumulative impacts of Alternative D related to archaeological/cultural resources would be similar to those described for the other build alternatives, however, the area subject to development under Alternative D would be less than the other build alternatives. Potential impacts would be associated with undiscovered resources, and the limited loss of such resources that could occur even with project mitigation in place for construction monitoring and resource recovery. These potential impacts, which would be less than significant at the project level, would be considered cumulatively significant when viewed in combination with the progressive cumulative loss of archaeological resources associated with other past, present, and probable future projects. Even with the expectation that regulatory controls and project-level mitigation measures would reduce these impacts to the extent feasible, this cumulative impact is considered significant.

4.9.1.8 Mitigation Measures

The following mitigation measures are materially the same as those identified in Section 4.9.1, *Historic/Architectural and Archaeological/Cultural Resources* (subsection 4.9.1.8), of the Draft EIS/EIR. Mitigation Measure MM-HA-10 of the Draft EIS/EIR has been incorporated into MM-HA-1. Mitigation Measure MM-HA-11 of the Draft EIS/EIR has been renumbered as Mitigation Measure MM-HA-3, and Mitigation Measures MM-HA-3 through MM-HA-9 of the Draft EIS/EIR have been renumbered MM-HA-4 through MM-HA-10.

Historic/Architectural Resources

◆ MM-HA-1. Historic American Buildings Survey (HABS) Document (Alternatives A, B, C, and D).

For historic properties eligible at the federal, state, or local levels that are proposed for demolition or partial demolition (i.e., the Intermediate Terminal Complex under Alternatives A, B, and C; the International Airport Industrial District under Alternatives A, B, C, and D; and the Merle Norman Headquarters Complex under Alternative B), a Historic American Buildings Survey (HABS) document shall be prepared by LAWA in accordance with the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation Standards. The level of documentation (I, II, III, IV) shall be determined by the National Park Service (NPS). Documentation shall adequately explicate and illustrate what is significant or valuable about each of the historic resources. Documentation data shall be collected prior to commencement of demolition of the buildings.

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◆ MM-HA-2. Historic Educational Materials (Alternatives A, B, C, and D).

For the significant historic resource proposed for demolition, educational materials suitable for the general public, secondary school use, and/or aviation historians and enthusiasts shall be designed and implemented. The purpose of these materials shall be to present in two- or three-dimensional format, the history of the airport and surrounding area. Such materials shall include, but not be limited to, a video/film documentary, curriculum program and teacher's guide, architectural models, and a historical brochure or pamphlet. These materials shall be made available via LAWA's public relations department to the general public, local community school history programs, and related interest groups.

◆ MM-HA-3. Hangar One Relocation (Alternative B).

The relocation of Hangar One shall avoid demolition of the structure. Upon SHPO approval, the hangar shall be relocated to an appropriate site within the original Mines Field boundary. Maintaining the building's National Register listing and the majority of its aspects of integrity after relocation is the primary objective of the FAA, LAWA, SHPO, and the ACHP. Therefore, the relocation site selected shall have a similar setting, location, feeling, and association. The building's design, materials, and workmanship shall be retained. Prior to the relocation of the building, a relocation document shall be prepared by LAWA in accordance with the guidelines outlined in the Department of the Interior's Regulations 36 CFR 60.14(b): National Register of Historic Places, Relocating Properties Listing in the National Register. The physical relocation process of this building shall follow state and federal relocation recommendations and standards approved and utilized by SHPO and NPS. Because of its construction, this two-story, rectangular shaped brick and concrete structure is a good candidate for relocation. Rehabilitation of this building after relocation shall conform to the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Structures.

Prior to relocation, a HABS document shall be prepared by LAWA in accordance with the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation Standards. The level of documentation (I, II, III, IV) shall be determined by the National Park Service. Documentation shall adequately explicate and illustrate what is significant or valuable about the historic resource being documented.

Mitigation measures addressing potential impacts on Randy's Donuts and the Centinela Adobe, which would only be required under Alternatives A and C if the preferred LAX Expressway alternative is not selected, are described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR.

Archaeological/Cultural Resources

◆ MM-HA-4. Discovery (Alternatives A, B, C, and D).

The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation;¹⁷² California Office of Historic Preservation's (OHP) *Archaeological Resources Management Report*, Recommended Contents and Format (1989), and the *Guidelines for Archaeological Research Design* (1991); and shall also take into account the ACHP's publication *Treatment of Archaeological Properties: A Handbook*. The ATP shall also be consistent with the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the NHPA. In addition, those steps outlined in Section 21083.2(l) of CEQA and Section 15064.5(f) of the CEQA Guidelines shall be implemented, as necessary.

◆ MM-HA-5. Monitoring (Alternatives A, B, C, and D).

Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or which have been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet

¹⁷² 48 FR 44634-37.

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the Secretary of the Interior's Professional Qualifications Standards.¹⁷³ The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately on-site until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

◆ **MM-HA-6. Excavation and Recovery (Alternatives A, B, C, and D).**

Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the ATP. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified¹⁷⁴ archaeologist selected by LAWA.

◆ **MM-HA-7. Administration (Alternatives A, B, C, and D).**

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

◆ **MM-HA-8. Archaeological/Cultural Monitor Report (Alternatives A, B, C, and D).**

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

◆ **MM-HA-9. Artifact Curation (Alternatives A, B, C, and D).**

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

◆ **MM-HA-10. Archaeological Notification (Alternatives A, B, C, and D).**

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

4.9.1.9 Level of Significance After Mitigation

4.9.1.9.1 Alternative A - Added Runway North

The following discussions have been modified since publication of the Draft EIS/EIR to identify potential cumulatively significant and unavoidable impacts on historic/architectural and archaeological/cultural resources. Additionally, this discussion clarifies potential impacts associated with significant historic resources at both the federal and state levels.

¹⁷³ 48 FR 22716, September 1983.

¹⁷⁴ The Secretary of the Interior's Professional Qualifications Standards (48 FR 22716, September 1983).

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Historic/Architectural Resources

Federal Level

With the implementation of Master Plan Commitment HR-1 and Mitigation Measures MM-HA-1 and MM-HA-2, and selection of the preferred LAX Expressway alternative, potential impacts on historic resources at the federal level would not occur under Alternative A.

However, as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR, if the preferred LAX Expressway alternative is not implemented, improvements along the west side of I-405 would have significant impacts on two historic properties, the Centinela Adobe, currently listed in the National Register, and Randy's Donuts, eligible for the National Register. According to the NPS publication *Implementing the Section 106 Process*, demolition of a historic resource at the federal level is considered a significant adverse impact that can be mitigated. Mitigation measures outlined in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR addressing potential impacts on the Centinela Adobe and Randy's Donuts would, based on federal regulations, reduce the significant impacts of Alternative A on the identified historic/architectural resources to a less than significant level.

State Level

Under CEQA, Master Plan Commitment HR-1 and Mitigation Measures MM-HA-1 and MM-HA-2 outlined above, and the mitigation measures in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR, addressing potential impacts on the Centinela Adobe and Randy's Donuts, would reduce, but not eliminate, the significant impacts of Alternative A on the identified historic/architectural resources. These impacts would be significant and unavoidable. The demolition of the International Airport Industrial District, the Intermediate Terminal Complex, and potential encroachment or demolition of the Centinela Adobe property would result in a significant adverse change to each of the historic/architectural resources. The demolition of an historic/architectural resource is considered a significant impact at the state level¹⁷⁵ that cannot be mitigated to a less than significant level without abandoning the project. Additionally, the potential indirect impacts on Randy's Donuts would be considered a significant impact at the state level. A Statement of Overriding Considerations would be necessary to address unavoidable impacts on the International Airport Industrial District and the Intermediate Terminal Complex. If the preferred alignment for the LAX Expressway were not selected, a Statement of Overriding Considerations would also be needed for unavoidable impacts on the Centinela Adobe and Randy's Donuts.

Because impacts associated with demolition of historic/architectural resources cannot be reduced to a less than significant level under CEQA, project impacts on historic/architectural resources, combined with potential demolition of historic/architectural resources from related projects, would represent a potential cumulatively significant and unavoidable impact.

Archaeological/Cultural Resources

With implementation of Mitigation Measures MM-HA-4 through MM-HA-10, potential impacts on archaeological/ cultural resources would be reduced to a less than significant level at the federal level. However, although impacts at the project level would be less than significant after mitigation, some loss of archaeological/cultural resources would likely occur. This potential loss of resources, in combination with the progressive cumulative loss of archaeological/cultural resources associated with other past, present, and probable future projects, would be cumulatively significant at the state level. This conclusion statement regarding cumulative impacts after mitigation for archaeological/cultural resources has been modified since publication of the Draft EIS/EIR to clarify the intent of the Draft EIS/EIR relative to distinctions between impacts at the state versus federal level.

4.9.1.9.2 Alternative B - Added Runway South

The following discussions have been modified since publication of the Draft EIS/EIR to identify potential cumulatively significant and unavoidable impacts on historic/architectural and archaeological/cultural

¹⁷⁵ Public Resources Code section 5020.1(q).

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resources. Additionally, this discussion clarifies potential impacts associated with significant historic/architectural resources at both the federal and state levels.

Historic/Architectural Resources

Federal Level

Under Alternative B, Hangar One, a historic/architectural resource currently listed on the National Register, would be relocated. Because of the uncertainty of Hangar One's National Register designation status after relocation, potential impacts of this alternative on Hangar One at the federal level are considered significant. Although, according to the NSP publication *Implementing the Section 106 Process*, the process of relocation and/or demolition of a National Register listed or eligible historic/architectural resource at the federal level is considered a significant adverse effect that can be mitigated. While there is potential that relocation of Hangar One could jeopardize its National Register status, this determination can only be made by the Keeper of the National Register after the building is relocated and the relocation process is complete. However, based on the conditions surrounding this project and what is known about the proposed approach to relocation, it is expected that National Register designation status would be retained and that Mitigation Measure MM-HA-3 outlined previously would reduce potential impacts to a less than significant level.

Additionally, the Centinela Adobe and Randy's Donuts would not be directly or indirectly impacted under Alternative B.

State Level

Under CEQA, Master Plan Commitment HR-1 and Mitigation Measures MM-HA-1, MM-HA-2, and MM-HA-3 outlined above would reduce, but not eliminate, the significant impacts of Alternative B on the identified historic/architectural resources. The demolition of the International Airport Industrial District, the Intermediate Terminal Complex, and the Merle Norman Headquarters Complex would result in a significant and unavoidable adverse change to each of the historic/architectural resources. In addition, while the process and procedures stipulated for Hangar One are important and would assure the preservation of the building and help support the retention of its National Register listing, this impact would be considered significant and unavoidable at the state and local levels. The demolition and/or relocation of a historic/architectural resource are considered a significant impact at the state level¹⁷⁶ that cannot be mitigated to a less than significant level without abandoning the project. Therefore, a Statement of Overriding Considerations would be necessary to address unavoidable impacts on Hangar One, the Merle Norman Headquarters Complex, the International Airport Industrial District, and the Intermediate Terminal Complex.

Because impacts associated with demolition of historic/architectural resources cannot be reduced to a less than significant level under CEQA, project impacts on historic/architectural resources, combined with potential demolition of historic/architectural resources from related projects, would represent a potential cumulatively significant and unavoidable impact.

Archaeological/Cultural Resources

With implementation of Mitigation Measures MM-HA-4 through MM-HA-10, potential impacts on archaeological/cultural resources would be reduced to a less than significant level at the federal level. However, although impacts at the project level would be less than significant after mitigation, some loss of archaeological/cultural resources would likely occur. This potential loss of resources in combination with the progressive cumulative loss of archaeological/cultural resources associated with other past, present, and probable future projects would be cumulatively significant at the state level. This conclusion statement regarding cumulative impacts after mitigation for archaeological/cultural resources has been modified since publication of the Draft EIS/EIR to clarify the intent of the Draft EIS/EIR relative to distinctions between impacts at the state versus federal level.

¹⁷⁶ Public Resources Code section 5020.1(q).

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

4.9.1.9.3 Alternative C - No Additional Runway

The following discussions have been modified since publication of the Draft EIS/EIR to identify potential cumulatively significant and unavoidable impacts on historic/architectural and archaeological/cultural resources. Additionally, this discussion has been modified to eliminate reference to and discussion of Alternative C as the staff preferred alternative.

Historic/Architectural Resources

Federal Level

If the preferred LAX Expressway alternative is selected, impacts on historic/architectural resources at the federal level would be avoided completely and mitigation measures would not be required. Additionally, with the implementation of Master Plan Commitment HR-1, potential impacts to the Academy Theatre, a National Register eligible property, would not occur. However, if the preferred LAX Expressway alternative is not selected, the Centinela Adobe, listed in the National Register, and Randy's Donuts, eligible for the National Register, would be demolished for implementation of the Split Viaduct alternative. Mitigation measures outlined in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR addressing potential impacts on the Centinela Adobe and Randy's Donuts would reduce the significant impacts of Alternative C on the identified historic/architectural resources to a level of less than significant at the federal level.

State Level

Under CEQA, Master Plan Commitment HR-1, and Mitigation Measures MM-HA-1 and MM-HA-2 outlined above, and the mitigation measures in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, of the Draft EIS/EIR, addressing potential impacts on the International Airport Industrial District and Intermediate Terminal Complex, would reduce, but not eliminate, the significant impacts of Alternative C on the identified historic/architectural resources. The demolition of the International Airport Industrial District and the Intermediate Terminal Complex would result in a significant adverse change to each of the historic/architectural resources. The demolition of a historic/architectural resource is considered a significant impact at the state level¹⁷⁷ that cannot be mitigated to a less than significant level without abandoning the project. Therefore, a Statement of Overriding Considerations would be necessary to address unavoidable impacts on the International Airport Industrial District and the Intermediate Terminal Complex. Additionally, if the preferred LAX Expressway alternative is not selected, the Split Viaduct alignment for the LAX Expressway would have significant and unavoidable impacts on the Centinela Adobe and Randy's Donuts, and a Statement of Overriding Considerations would be required.

Because impacts associated with demolition of historic/architectural resources cannot be reduced to a less than significant level under CEQA, project impacts on historic/architectural resources, combined with likely demolition of historic/architectural resources from related projects, would represent a potential cumulatively significant and unavoidable impact.

Archaeological/Cultural Resources

With implementation of Mitigation Measures MM-HA-4 through MM-HA-10-, potential impacts on archaeological/cultural resources would be reduced to a less than significant level at the federal level. However, although impacts at the project level would be less than significant after mitigation, some loss of archaeological/cultural resources would likely occur. This potential loss of resources in combination with the progressive cumulative loss of archaeological/cultural resources associated with other past, present, and probable future projects would be cumulatively significant at the state level. This conclusion statement regarding cumulative impacts after mitigation for archaeological/cultural resources has been modified since publication of the Draft EIS/EIR to clarify the intent of the Draft EIS/EIR relative to distinctions between impacts at the state versus federal level.

¹⁷⁷ Sections 21098.1 and 5020.1 (q) of the Public Resources Code.

4.9.1.9.4 Alternative D - Enhanced Safety and Security Plan

Historic/Architectural Resources

Federal Level

Impacts on historic/architectural resources at the federal level would not occur under Alternative D, and mitigation measures would not be required.

State Level

Under CEQA, Master Plan Commitment HR-1 and Mitigation Measures MM-HA-1 and MM-HA-2 outlined above would reduce, but not eliminate, the significant impact of Alternative D on the International Airport Industrial District. This impact would be significant and unavoidable. The partial demolition of the International Airport Industrial District would result in a significant adverse change to the historic/architectural resource. The demolition of a historic/architectural resource is considered a significant impact at the state level¹⁷⁸ that cannot be mitigated to a less than significant level without abandoning the project. A Statement of Overriding Considerations would be necessary to address unavoidable impacts on the International Airport Industrial District.

Because impacts associated with demolition of historic/architectural resources cannot be reduced to a less than significant level under CEQA, project impacts on historic/architectural resources, combined with potential demolition of historic/architectural resources from related projects, would represent a potential cumulatively significant and unavoidable impact.

Archaeological/Cultural Resources

With implementation of Mitigation Measures MM-HA-4 through MM-HA-10, potential impacts on archaeological/cultural resources would be reduced to a less than significant level at the federal level. However, although impacts at the project level would be less than significant after mitigation, some loss of archaeological/cultural resources would likely occur. This potential loss of resources, in combination with the progressive cumulative loss of archaeological/cultural resources associated with other past, present, and probable future projects, would be cumulatively significant at the state level.

¹⁷⁸ Public Resources Code section 5020.1(q).

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

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4.9.2 Paleontological Resources (CEQA)

4.9.2.1 Introduction

The paleontological resources analysis evaluates the potential for the Master Plan alternatives to result in the disturbance or unrecoverable loss of significant paleontological resources, as defined in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.2), of the Draft EIS/EIR.

4.9.2.2 General Approach and Methodology

The analysis of paleontological resources presented below is based on the general approach and methodology described in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.9.2.3 below), using the same methodology applied to the 1996 baseline analysis.

4.9.2.3 Affected Environment/Environmental Baseline

The affected environment/environmental baseline related to paleontological resources used in this Supplement to the Draft EIS/EIR is the same as described in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.3), of the Draft EIS/EIR. Evaluation of Year 2000 conditions indicated that no material changes to the affected environment/environmental baseline have occurred that alter the conclusions of the Draft EIS/EIR.

4.9.2.4 Thresholds of Significance

4.9.2.4.1 CEQA Thresholds of Significance

As stated in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.4.1), of the Draft EIS/EIR, a significant impact on paleontological resources would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in the following future condition:

- ◆ The direct or indirect destruction of a unique paleontologic resource or site.

This threshold was utilized because it addresses potential impacts to paleontological resources associated with the proposed Master Plan alternatives. The threshold is consistent with the Environmental Checklist Form provided in Appendix G of the State CEQA Guidelines.

4.9.2.4.2 Federal Standards

As stated in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.4.2), of the Draft EIS/EIR, there are no federal standards that define significance thresholds for paleontological resources impacts.

4.9.2.5 Master Plan Commitments

No Master Plan commitments for paleontological resources are proposed.

4.9.2.6 Environmental Consequences

The environmental impacts to paleontological resources under the No Action/No Project Alternative and Alternatives A, B, and C have not changed from those described in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.6), of the Draft EIS/EIR.

4.9.2.6.1 Alternative D - Enhanced Safety and Security Plan

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. The features of Alternative D that are relevant to the analysis of paleontological resources are summarized herein. Alternative D would involve substantially less building, roadway and infrastructure development than the other build alternatives. Some of the features and activities associated with Alternative D are the development of LAX Northside; the excavation and grading for construction of the GTC and parking facilities; the excavation, infill,

4.9.2 Paleontological Resources (CEQA)

grading, and construction for the ITC; and the excavation and grading for underground utility infrastructure. With less excavation and grading required for improvements under Alternative D, the magnitude of potential impacts on paleontological resources would be reduced. As with the other build alternatives, the abundance of fossils within the study area at depths greater than approximately six feet strongly suggests that grading and excavations for a variety of construction activities are likely to expose and damage potentially important fossils. This would be a significant impact on the region's paleontological resources. Furthermore, the exposure of the fossil sites, and the accompanying potential for making the site accessible for unauthorized fossil collection, could result in the loss of additional fossil remains, associated scientific data, and fossil sites.

4.9.2.7 Cumulative Impacts

The cumulative impacts to paleontological resources associated with the No Action/No Project Alternative and Alternatives A, B, or C, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.7), of the Draft EIS/EIR.

4.9.2.7.1 Alternative D - Enhanced Safety and Security Plan

Grading and excavation activities associated with Alternative D in combination with other past, present, and probable future projects in the vicinity of LAX, could contribute to the progressive loss of fossil remains, as-yet unrecorded fossil sites, associated geologic and geographic site data, and fossil-bearing strata. As with the other build alternatives, compliance with existing regulations for the protection and recovery of paleontological resources in combination with implementation of mitigation measures on a project-by-project basis would reduce potentially significant cumulative impacts to paleontological resources to a level that is less than significant. Moreover, implementation of these mitigation measures would produce scientific and cultural benefits from potential access to increased paleontologic artifacts and scientific knowledge.

4.9.2.8 Mitigation Measures

The following mitigation measures are the same as those identified in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.8), of the Draft EIS/EIR.

◆ MM-PA-1. Paleontological Qualification and Treatment Plan (Alternatives A, B, C, and D).

A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate.

◆ MM-PA-2. Paleontological Authorization (Alternatives A, B, C, and D).

The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.

◆ MM-PA-3. Paleontological Monitoring Specifications (Alternatives A, B, C, and D).

Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.

◆ MM-PA-4. Paleontological Resources Collection (Alternatives A, B, C, and D).

Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils.

◆ **MM-PA-5. Fossil Preparation (Alternatives A, B, C, and D).**

Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.

◆ **MM-PA-6. Fossil Donation (Alternatives A, B, C, and D).**

All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History.

◆ **MM-PA-7. Paleontological Reporting (Alternatives A, B, C, and D).**

A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.

4.9.2.9 Level of Significance After Mitigation

4.9.2.9.1 Alternatives A, B, and C

As stated in Section 4.9.2, *Paleontological Resources* (subsection 4.9.2.9), of the Draft EIS/EIR, implementation of the above mitigation measures would not necessarily ensure that all potential direct and indirect impacts from Alternatives A, B, and C would be avoided. The alternatives could still result in residual, but not significant, impacts because scientifically important fossil remains, associated geologic data, unrecorded fossil sites, and fossiliferous rocks could be lost or made inaccessible by ground-disturbing activities, the covering with fill or structures, or the unauthorized collecting of fossils. With implementation of Mitigation Measures MM-PA-1 through MM-PA-7, potential significant impacts related to paleontological resources would be reduced to a less than significant level.

The fresh exposure of fossiliferous rocks and the discovery of as-yet unrecorded fossil sites would allow the recovery of some scientifically important fossil remains that otherwise might not have been exposed. Moreover, these remains and associated geologic data, instead of being lost to grading and excavation, construction, or unauthorized fossil collecting, would be preserved in an institution where they would be available for future study by qualified investigators.

Even with mitigation measures in place, such as monitoring and recovery, with cumulative development, certain fossils would be lost or made inaccessible. However, mitigation implemented on a project-by-project basis would reduce cumulative impacts to a less than significant level and could, conversely, produce scientific and cultural benefits from potential access to increased paleontologic artifacts and knowledge.

4.9.2.9.2 Alternative D - Enhanced Safety and Security Plan

As described above for Alternatives A, B, and C, Alternative D would have residual, but not significant impacts following mitigation because scientifically important fossil remains, associated geologic data, unrecorded fossil sites, and fossiliferous rocks could be lost or made inaccessible by: ground-disturbing activities, covering with fill or structures, or unauthorized fossil collecting. Mitigation implemented on a project-by-project basis would reduce cumulative impacts to a less than significant level. Overall cumulative effects on paleontological resources would be less than significant and mitigation could produce scientific and cultural benefits that would not otherwise be realized by increasing the availability and study of paleontologic artifacts.

4.9.2 Paleontological Resources (CEQA)

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