

---

## 3. OVERVIEW OF PROJECT SETTING

### 3.1 Introduction

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

### 3.2 Land Use Setting

As discussed in Chapter 2, *Description of the Proposed Project*, the proposed Project improvement sites (hereafter referred to as the Project improvement sites or, collectively, the Project site in this EIR) are located within the northern and eastern portions of LAX (see Figure 2-4 in Chapter 2). These sites consist of highly-developed land within and adjacent to a busy international airport. The land use setting around the Project improvement sites is characterized by airport operations with commercial uses along Sepulveda Boulevard and Century Boulevard, and a Los Angeles Community College District property,<sup>1</sup> vehicle parking (surface and structured parking), hotels, and an office building along 96<sup>th</sup> Street, 98<sup>th</sup> Street, and Vicksburg Avenue. West of the Project site (i.e., west of the western end of the airfield improvements) are Pershing Drive and the adjacent Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area (ESHA),<sup>2</sup> and beyond the Dunes is the Pacific Ocean.

The proposed airfield improvements are situated within a portion of the airport that includes paved airfield areas, airfield access roadways, remote aircraft gates, and other aviation-related uses, such as maintenance facilities and fuel storage facilities. The Concourse 0 site is currently occupied by LAX-it, a temporary passenger pickup area for taxis and transportation network companies (TNCs like Uber and Lyft).<sup>3</sup> The site also houses a groundwater remediation system and associated monitoring wells and equipment to address past contamination beneath the site. The Terminal 9 site encompasses existing air cargo and maintenance facilities (some of which have been recently decommissioned), aircraft parking spaces, the LAX Records Retention Building, and an American Eagle commuter passenger terminal. The proposed landside improvements would be located in proximity to several hotels (Hyatt Regency Los Angeles, H Hotel/Homewood Suites, Courtyard by Marriott), an office building, surface and structured parking facilities, and the Los Angeles Community College District property. Also within the vicinity of the Project site is the entrance to LAX, located at World Way and Sepulveda Boulevard.

The Los Angeles International Airport Plan (LAX Plan), the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates various components of the proposed Project as Airport

---

<sup>1</sup> The Los Angeles Community College District property houses two airplane hangars that West Los Angeles College currently uses for the warehousing of movie set props and for instruction to support its Film/Television Production Crafts program. Per the West Los Angeles College Spring 2020 and Summer 2020 course schedules, only one course per quarter currently takes place at the facility. Film Production 110-Set Dressing Crafts was offered two days per week for eight weeks during Spring 2020 and four days per week for four weeks during Summer 2020, as indicated at <http://www.wlac.edu/WLAC/media/documents/new-sis/Spring.pdf> and <http://www.wlac.edu/WLAC/media/documents/new-sis/Summer.pdf> (Fall 2020 classes are offered online only due to COVID-19.) In past years, a second, one-week vocational education course has been offered periodically.

<sup>2</sup> The Los Angeles/El Segundo Dunes has been designated Significant Ecological Area No. 28 (SEA No. 28) by Los Angeles County. Additionally, the Los Angeles/El Segundo Dunes has been designated as an ESHA pursuant to Section 30240 of the California Coastal Act.

<sup>3</sup> LAX-it provides an auxiliary curb that reduces traffic congestion in the Central Terminal Area (CTA) by providing an alternative area for passenger pick-up during construction of the LAX Landside Access Modernization Program.

Airside or Airport Landside.<sup>4,5</sup> The corresponding LAX Specific Plan designates these areas as LAX Zone: Airport Airside Subarea and LAX Zone: Airport Landside Subarea.<sup>6</sup>

## 3.3 Environmental Setting

This section provides an overview of the existing environmental setting related to the proposed Project and the topical issues evaluated in Chapter 4, *Environmental Impact Analysis*, of this EIR. Additional contextual setting information regarding the novel coronavirus COVID-19 is provided in the EIR preamble. Additional information regarding existing conditions for these topics is provided in Chapter 4 of this EIR.

### 3.3.1 Air Quality

As discussed further in Section 4.1, *Air Quality and Human Health Risk*, and **Appendix C** of this EIR, the Project site is located within the South Coast Air 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 South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the federal level, the South Coast Air Basin is designated as a nonattainment area for ozone (O<sub>3</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb).<sup>7</sup> At the State level, the South Coast Air Basin is designated as nonattainment for O<sub>3</sub>, respirable particulate matter (PM<sub>10</sub>), and PM<sub>2.5</sub>.<sup>8</sup> The existing air quality setting in the immediate vicinity of the Project site is dominated by air pollutants from aircraft activities, including landings and take-offs, taxiing, and other aircraft movements; vehicles on airport roads and surrounding roads and highways; and industrial uses. Other sources of existing air pollutant emissions on the airport include the Central Utility Plant (CUP), power generators, ground support equipment (GSE), and operations and maintenance activities.

### 3.3.2 Cultural Resources (Historical Resources)

As discussed further in Section 4.2, *Cultural Resources (Historical Resources)*, and **Appendix D** of this EIR, the Project area contains four properties that have been identified as eligible for listing as historic resources at the national, state, and/or local level. None of these properties is located within the Project improvement sites; however, the potential for the Project to result in indirect impacts to these resources is examined in this EIR. The four properties are:

- 1961 Airport Traffic Control Tower (ATCT) at the eastern end of the CTA (eligible for local listing as a City of Los Angeles Historic-Cultural Monument)
- McCulloch Building (now H Hotel/Homewood Suites) at 6151 W. Century Boulevard (eligible for the California Register of Historical Resources and local listing as a City of Los Angeles Historic-Cultural Monument)

<sup>4</sup> City of Los Angeles, Department of City Planning, *Los Angeles International Airport - LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available:

<https://www.lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx?la=en&hash=A56B9B036C9CC63428A4AC5DC0E910992C1B0F53>.

<sup>5</sup> Airports are generally divided into landside and airside areas. Landside areas are accessible to the public and include roadway networks, parking lots, rental car operations, and public transportation facilities. Airside areas are restricted areas with access only to authorized personnel and ticketed passengers that have undergone security screening; airside areas include passenger handling facilities, runways, taxiways, apron areas, and service roads.

<sup>6</sup> City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: [https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/17-0276-s2\\_ord\\_185164\\_10-28-17.pdf](https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/17-0276-s2_ord_185164_10-28-17.pdf).

<sup>7</sup> U.S. Environmental Protection Agency, *Green Book Nonattainment Areas*. Available: <https://www.epa.gov/green-book>, accessed October 2019.

<sup>8</sup> California Air Resources Board, *Area Designations Maps/State and National*. Available: <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>, accessed October 2019.

- Union Savings and Loan Building at 9800 S. Sepulveda Boulevard (eligible for the California Register of Historical Resources and local listing as a City of Los Angeles Historic-Cultural Monument)
- Former Aircraft School Building located on the Los Angeles Community College District property at 9700 S. Sepulveda Boulevard (eligible for the National Register of Historic Places, the California Register of Historical Resources, and local listing as a City of Los Angeles Historic-Cultural Monument)

Of these properties, only the 1961 ATCT is located on LAWA property. The other resources are located on private property.

### 3.3.3 Energy

As discussed further in Section 4.3, *Energy*, of this EIR, electrical power within the City of Los Angeles, including LAX, is supplied by the City of Los Angeles Department of Water and Power (LADWP). Electricity provided by LADWP is generated by LADWP and other power generating facilities located both within the Los Angeles region and in other areas. In addition to these sources, the LAX CUP, which is located in the CTA, provides air-conditioning and heating to the airport terminals and other airport buildings in the CTA. The CUP houses a co-generation system that generates electrical power that offsets the electrical load required for plant operation; excess electricity generated by the CUP is sold to LADWP.

The Southern California Gas Company (SoCal Gas) supplies natural gas to nearly all of Southern and Central California, including the City of Los Angeles and LAX. Natural gas is transported from suppliers to SoCal Gas transmission facilities for distribution to their Southern California service areas by a network of high-pressure transmission lines.

A variety of transportation-related fuels are used at LAX. These include Jet A for aircraft, and gasoline, diesel, and alternative fuels for automobiles, trucks, shuttle buses, support vehicles, GSE, and stationary equipment such as emergency generators. In addition, passenger vehicle trips associated with the airport require fuel, mainly gasoline and diesel.

### 3.3.4 Greenhouse Gas Emissions

As discussed further in Section 4.4, *Greenhouse Gas Emissions*, of this EIR, the primary greenhouse gas (GHG) 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. Mobile and area sources and indirect emissions from energy and water use, wastewater, and waste management also contribute to GHG emissions in the Project vicinity.

### 3.3.5 Hazardous Materials

As further discussed in Section 4.5, *Hazardous Materials*, of this EIR, there are three existing known contamination/remediation sites within or adjacent to Project improvement sites. Sources of historical contamination at these sites include aircraft fueling systems (Terminal 1 Fuel Valve Vault site located in the vicinity of the easternmost runway exit improvements); aircraft maintenance activities, including the related underground storage of fuel and other substances (United Airlines Maintenance Operations Center at 6000-6024 Avion Drive, located adjacent to and east of the proposed Terminal 9 site); and manufacturing/industrial activities (former AlliedSignal/Honeywell site; the proposed location for Concourse 0). In addition, low levels of per- and poly-fluoroalkyl substances (PFAS) have been found in soil and groundwater in proximity to the proposed taxiway improvements associated with Concourse 0.

### 3.3.6 Noise

As further discussed in Section 4.7, *Noise*, and **Appendix F** of this EIR, the Project area is located within a developed, urbanized area consisting of airport, commercial, transportation, and residential land uses. The existing noise setting in the Project area 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 and, to a lesser degree, aircraft movements on taxiways, and aircraft maintenance. 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 within and around the Project area.

### 3.3.7 Transportation

As further discussed in Section 4.8, *Transportation*, and **Appendix G** of this EIR, the surface transportation setting in the Project area includes automobiles, consisting of a mix of private vehicles, buses, shuttles, taxis, TNCs, and limousines; LAXA vehicles; airline and airport employees, airport tenants, and deliveries; and employees and visitors of commercial, office, and other uses located along the Century Boulevard corridor. Two major freeways, Interstate 405 and Interstate 105 (I-405 and I-105, respectively), provide regional ground access to the Project area. Local traffic operates on the local roadway network, including Century Boulevard, Sepulveda Boulevard, Airport Boulevard, Aviation Boulevard, Lincoln Boulevard, Westchester Parkway, and Imperial Highway.

Facilities also exist or are planned/under construction to provide alternate forms of travel in the Project vicinity. The Metro Green Line runs near the southeastern boundary of LAX and includes the Metro Green Line Aviation/LAX Station at Aviation Boulevard/Imperial Highway. The Metro Green Line will connect to the future Metro Crenshaw/LAX Line, currently under construction along Aviation Boulevard, with a station at Aviation/Century Blvd. A future station along the Crenshaw and Green Lines is planned in the location bounded by Aviation, Arbor Vitae and 96<sup>th</sup> Street (referred to as the Airport Metro Connector Station). The Metro Crenshaw/LAX Line is projected to be completed and commence operations in 2021. Construction of the Airport Metro Connector Station is expected to be completed in 2023/24.

The approved LAX Landside Access Modernization Program includes several individual components that collectively will improve access to and from LAX. Key components include the following:

- Automated People Mover (APM) system
- Intermodal Transportation Facilities (ITFs)
- Consolidated Rental Car facility (CONRAC)
- Roadway improvements

The LAX APM, currently under construction, will transport passengers to and from the CTA. The already-approved APM system will include access points at the ITFs, the CONRAC, and the Airport Metro Connector Metro station. The APM system will allow the ITFs and CONRAC to serve as new points to access and exit LAX.

In addition to the future LAX and Metro facilities, as discussed in Section 4.8, *Transportation*, and illustrated in figures in that section, numerous bus lines operated by several transit agencies serve the current LAX City Bus Center on 96<sup>th</sup> Street between Vicksburg Avenue and Jenny Avenue and the Metro Green Line Aviation/LAX Station at Aviation Boulevard/Imperial Highway. Existing bicycle lanes in the Project area are located on W. 96<sup>th</sup> Street between Sepulveda Boulevard and Airport Boulevard, and

on Aviation Boulevard, Imperial Highway, and a portion of Westchester Parkway.<sup>9,10</sup> The main pedestrian connection to LAX is via the north side of Century Boulevard, which includes sidewalks and crosswalks between I-405 and the CTA.

### 3.3.8 Utilities

As further discussed in Section 4.9, *Utilities*, and **Appendix H** of this EIR, LADWP provides water services to 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 Edward C. Little Water Recycling Facility (ECLWRF). As addressed in Section 4.9.1, *Water Supply*, of this EIR, LAWA is partnering with LADWP and the City's Bureau of Sanitation (LASAN) to provide high-quality reclaimed water to LAX through the construction and operation of the Advanced Water Purification Facility (AWPF) at the Hyperion Water Reclamation Plant (HWRP), which will produce reclaimed water that will be conveyed to the CTA via a new pipeline connection in Pershing Drive. In addition, LAWA has implemented other measures to decrease potable water use at LAX.

LASAN is responsible for operating and maintaining the City's wastewater collection and treatment system. Sanitary wastewater generated by activities at LAX is treated at the HWRP, a City-owned treatment plant located adjacent to the southwest boundary of LAX, approximately two miles southwest of the CTA. Effluent from HWRP is discharged to the ocean or conveyed to the ECLWRF for further treatment and water reuse. The Hyperion AWPF, mentioned above, is one component of the City's plan to increase reuse of water from HWRP.<sup>11</sup>

## 3.4 Development Setting

This section identifies projects at and immediately adjacent to LAX that could, in conjunction with the proposed Project, result in cumulative impacts to the environmental resources addressed in this EIR. These projects are listed in **Table 3-1** and identified in **Figure 3-1** (two projects – Various Water Pipeline Projects and Miscellaneous Projects and Improvements – are not identified on the figure because they occur at multiple locations throughout the airport, as further described below). A description of each project is also provided in Table 3-1. The projects listed in Table 3-1 were considered in the cumulative impacts analysis for each resource analyzed in Chapter 4, *Environmental Impact Analysis*.

State CEQA Guidelines Section 15130(b) states that a discussion of cumulative impacts should include either:

- a. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- b. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.

<sup>9</sup> City of Los Angeles, Department of City Planning, *Mobility Plan 2035 – An Element of the General Plan*, amended September 7, 2016. Available: [https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf).

<sup>10</sup> City of Los Angeles, *NavigateLA*. Available: <https://navigatea.lacity.org/NavigateLA/>.

<sup>11</sup> City of Los Angeles, LA Sanitation & Environment and Department of Water and Power, *One Water LA 2040 Plan – Volume 2 Wastewater Facilities Plan, Final Draft*, prepared by Stantec in collaboration with Carollo, April 2018. Available: [https://www.lacitysan.org/cs/groups/sg\\_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf](https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf).

For purposes of analyzing the proposed Project's cumulative impacts to air quality (including human health risk), cultural resources (historical resources), energy, noise, land use and planning, and utilities, the first approach, the list approach, was used. For purposes of analyzing the proposed Project's transportation impacts, a Project travel demand model was developed that is based on the City of Los Angeles Citywide Model (owned and maintained by the Los Angeles Department of Transportation (LADOT), which itself is based on the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) model. As described in Section 4.8, *Transportation*, SCAG's RTP model incorporates future growth projections. In accordance with guidance from the California Natural Resources Agency (CNRA),<sup>12</sup> GHG emissions are considered in the context of a cumulative impact, rather than a project impact. Therefore, the GHG analysis is inherently cumulative in nature and a separate cumulative impact analysis is not required.

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

	Project	Expected Dates	Description
1	LAX Northside Development	2016 – 2025	<p>Under the approved LAX Northside Project, development of approximately 340 acres of land on the north side of the airport with up to 2,320,000 square feet of development to include recreation and open space; office, research, and development; community and civic; commercial; airport support; and landscape buffer. Near-term projects within LAX Northside include:</p> <ul style="list-style-type: none"> <li>▪ Airport Police Facility (May 2019 – June 2021), which will relocate and consolidate LAWA Police Department facilities, including the police headquarters, shooting range, and canine facility</li> <li>▪ Receiving Station X (Oct 2019 – May 2023), a new receiving station and installation of feeders to address power reliability issues, provide redundancy in the case of power outages, and accommodate the electrical demand of future infrastructure projects at LAX</li> </ul> <p>Area 2 and portions of Area 1, which are located north of Westchester Parkway between Pershing Drive and Loyola Boulevard, are expected to be developed between 2022 and 2025 with up to 901,500 net square feet of a variety of uses in accordance with applicable zoning and design guidelines. The timing for development of the remainder of the LAX Northside area has not been determined.</p>
2	Terminals 2 and 3 Modernization Project	2017 – 2024	<p>Approved improvements to Terminals 2 and 3, consisting of Terminal 2 concourse upgrades and additional floor area; Terminal 3 concourse demolition and reconstruction to provide additional concourse area and a new operation control center; demolition of the Terminal 3 satellite southern appendages; demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at Terminals 2 and 3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector between Terminals 2 and 3.</p>

<sup>12</sup> California Natural Resources Agency, *Notice of Public Hearings and Notice of Proposed Amendment of Regulations Implementing the California Environmental Quality Act, 2009*. Available: [https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Notice\\_of\\_Proposed\\_Action.pdf](https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Notice_of_Proposed_Action.pdf).

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

	Project	Expected Dates	Description
3	LAX Landside Access Modernization Program <sup>1</sup>	2017 – 2035	Approved improvements within and east of the CTA, including an APM system, ITFs, CONRAC, and roadway improvements. Additionally, certain parcels in the local area would become available for redevelopment with new uses as a result of the LAX Landside Access Modernization Program. <sup>1</sup>
4	Terminal 4 Modernization Project	2021 – 2026	Proposed renovation and/or replacement of portions of the existing concourse and ticketing building, realignment of Taxilane C9, and reconstruction of the apron in order to improve passenger level of service, accommodate modern aircraft fleets and operational support equipment, and provide seismic resiliency and structural safety.
5	LAX Airfield Bus Yard Facility	2020 – 2021	A new 15.9-acre bus yard to accommodate LAWA's transition to electric airfield buses, including an airfield bus parking lot, industrial station and underground utilities duct bank, electrical infrastructure and chargers for electric buses and airfield pool vehicles, office building, and employee parking lot.
6	Runway 7R-25L Rehabilitation	2020 – 2021	Planned reconstruction of runway pavement.
7	Midfield Satellite Concourse (MSC) South Project	2021 – 2024	A new 95,000-square-foot concourse is planned south of the MSC North concourse with an elevated circulation corridor between the two concourses, up to eight aircraft gates, and associated utilities and airfield improvements.
8	Airport Metro Connector 96 <sup>th</sup> Street Transit Station	2020 – 2024	A new multi-modal transportation center at 96 <sup>th</sup> Street and Aviation Boulevard to connect LAX to the regional bus and transit system approved for construction by Metro. Components of the Airport Metro Connector (AMC) Station include three at-grade light rail transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building ("Metro Hub") to connect passengers between the multiple transportation modes.
9	Terminal 6 Renovation	2020 – 2023	Proposed replacement or repair of aging infrastructure in order to enhance the passenger experience and improve amenities, such as upgrading the Security Screening Check Point and adding holdroom space and lounge areas, adding up to two gates, and reconfiguring existing aircraft gates and ramp area to improve operations.
10	Various Water Pipeline Projects	2020 – 2027	Includes replacement of domestic water pipelines throughout the CTA, replacement of chilled water and heating hot water pipelines feeding Terminal 1, and completion of recycled water pipelines on the LAX campus to receive and distribute reclaimed water to be produced at the Hyperion Water Reclamation Plant. Within the CTA, the recycled water pipelines will include stub-outs near Terminal 1.5 and Terminal 6 that will allow for future connections to the east. Some of these pipeline projects have been approved; environmental documentation for other projects is pending.

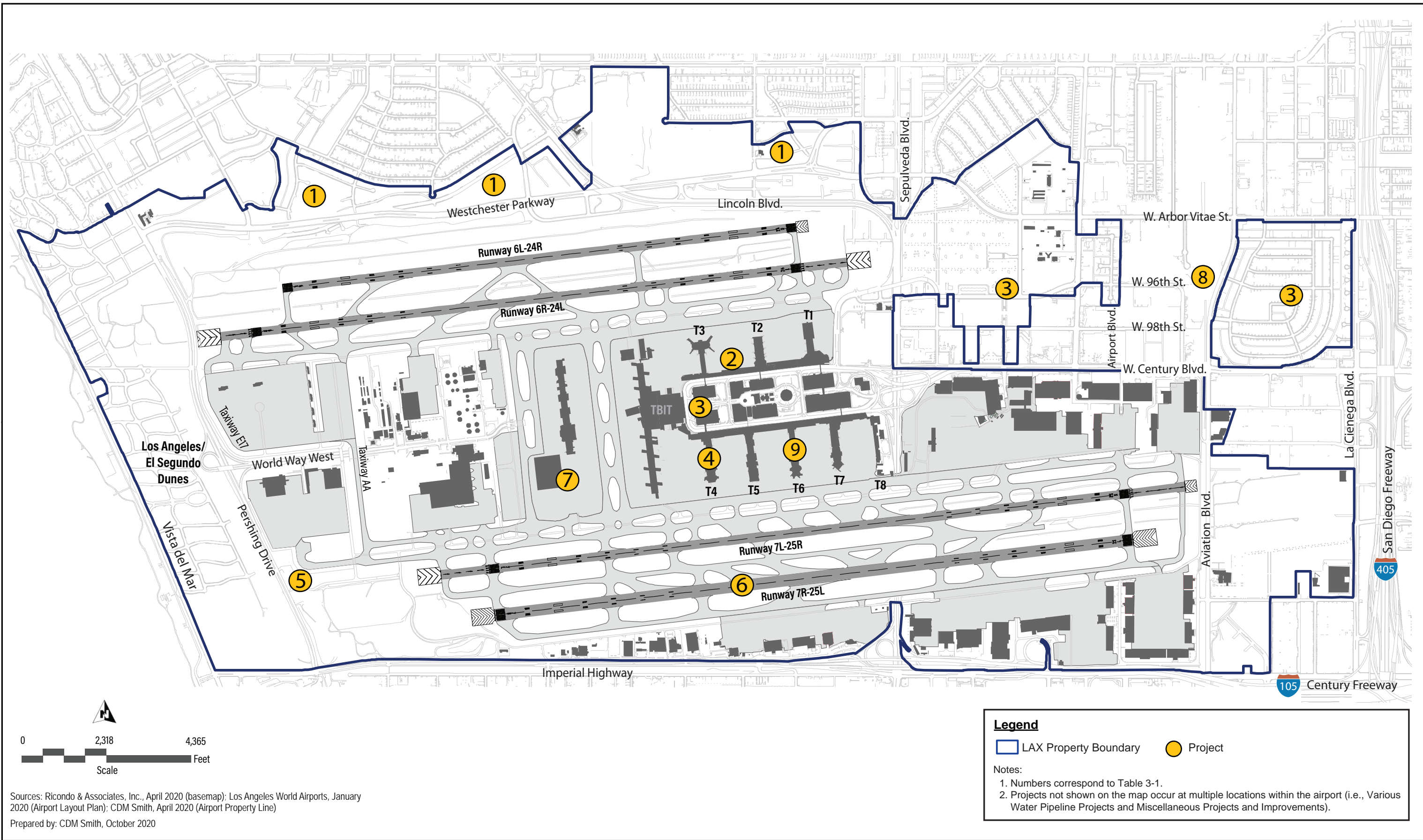
**Table 3-1**  
**Projects At/Adjacent to LAX**

	Project	Expected Dates	Description
NA	Miscellaneous Projects and Improvements <sup>2</sup>	Ongoing	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; terminal taxilanes and aprons rehabilitation; passenger boarding bridge replacements; terminal electrical, plumbing, and facilities upgrades; utility infrastructure improvements; miscellaneous demolition; and other improvements.

Source: LAWA, 2020.

Notes:

- <sup>1</sup> There are no current proposals or plans regarding what types or amounts of development may occur on the parcels that would be available for other uses as a result of the LAX Landside Access Modernization Program (i.e., the Potential Future Related Development described in the EIR for the Landside Access Modernization Program). Further planning, assessment, and other efforts would be needed prior to any project being proposed on these parcels. Thus, particular uses and development are not reasonably foreseeable at this time. However, any future development would be required to be consistent with the provisions of the LAX Plan and LAX Specific Plan concerning the Airport Landside Support Subarea.
- <sup>2</sup> These include discrete projects that are undertaken for general administration, maintenance, or state of good repair, and which do not require environmental review under CEQA. These include projects in various states of approval. None of these projects would be considered to have an individually noticeable effect on any environmental resource. However, these projects are accounted for in the cumulative air quality impacts analysis.



LAX Airfield and Terminal Modernization Project

Projects At/Adjacent to LAX

Figure  
3-1

This page intentionally left blank.