
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 Appendices I, *Section 106 Report*, and S-G, *Supplemental Section 106 Report*. Impacts on prehistoric and historic resources of federal, state, and local significance, pursuant to Section 4(f) of the Department of Transportation Act, are addressed in Section 4.8, *Department of Transportation Act, Section 4(f)*. Impacts on paleontological resources are addressed in Section 4.9.2, *Paleontological Resources*.

4.9.1.2 General Approach and Methodology

A historic property is defined as any prehistoric or historic building, site, district, structure, or object that meets accepted criteria of significance. The National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and local jurisdiction criteria were utilized to evaluate resources. The term "eligible for inclusion in the National Register, California Register, or local register" includes both properties formally determined eligible and all other properties that meet the specific criteria.

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings (projects) on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on Federal projects prior to implementation. The identification of historic properties and the analysis of project impacts on those resources identified as historically significant have been addressed within this section pursuant to the Section 106 process, which is codified in 36 CFR Part 800, "Protecting Historic Properties."

Criteria for Evaluation

National Register of Historic Resources

To be eligible for listing in the National Register, a resource should be over 50 years of age⁴²³ and must possess significance in American history and culture, architecture, or archaeology at the national, state, or local level. Federal regulations for evaluating properties state: "The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- ◆ That are associated with events that have made a significant contribution to the broad patterns of our history; or
- ◆ That are associated with the lives of persons significant in our past; or
- ◆ That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- ◆ That yield, or may be likely to yield, information important in prehistory or history."⁴²⁴

⁴²³ Properties less than fifty years old may be eligible for listing in the National Register under National Register Criteria Consideration G: Properties that Have Achieved Significance within the Past Fifty Years.

⁴²⁴ 36 CFR Part 60.4.

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California Register of Historical Resources

Eligibility for the California Register is based upon National Register criteria. Certain resources are included in the California Register by statute, including California properties formally determined eligible for, or listed in, the National Register; State Historical Landmark No. 770 and all consecutively numbered historical landmarks following No. 770; and Points of Interest that have been reviewed by the California State Office of Historic Preservation (OHP) and recommended for listing by the State Historical Resources Commission. Other resources that are eligible for the California Register include designations under local ordinances that meet certain requirements and/or which have been identified and evaluated by historic surveys conducted according to OHP guidelines.

A resource must meet one or more of the following criteria for listing on the California Register of Historical Resources:

- ◆ Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California;
- ◆ Is associated with the lives of persons important in local, California or national history;
- ◆ Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- ◆ Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Unique Archaeological Resources (CEQA)

As defined under CEQA (Public Resources Code Section 21083.2) a "unique archaeological resource" is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- ◆ Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
- ◆ Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- ◆ Is directly associated with a scientifically recognized important prehistoric or historic event or person.

County of Los Angeles (County)

The County utilizes the State's Statement of Policy for State Historical Landmark Registration and Points of Interest Registration as its mechanism for the evaluation and designation of historic resources. The State Historical Landmarks program recognizes buildings, objects, sites, and structures of statewide significance, while the Points of Historical Interest program recognizes resources of county-wide and regional importance.

A resource must meet one or more of the following criteria for designation as a State Historical Landmark:

- ◆ Is the first, last, only or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California);
- ◆ Is associated with an individual or group having a profound influence on the history of California; and/or
- ◆ Is a prototype of, or is an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer or master builder.

This same criteria apply for designation as a State Point of Historical Interest, but pertain to local and county regions.

City of Los Angeles

According to the Los Angeles Administrative Code, "a historical or cultural monument is any site (including significant trees or other plant-life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad

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cultural, political, economic or social history of the nation, state, or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state, or local history, or which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

To qualify as a City Historic Preservation Overlay Zone (HPOZ) the structures, natural features, or sites within the involved area, or the area as a whole, must meet one or more of the following criteria:

- ◆ Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
- ◆ Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community, or city; or
- ◆ Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.

City of El Segundo

As stated in Section 15-14-4 B of the City of El Segundo's Municipal Code, a cultural resource may be designated if it meets the following criteria:

- ◆ Must be at least 50 years old; and
- ◆ It is associated with persons or events significant in local, state, or national history; or
- ◆ It reflects or exemplifies a particular period of national, state, or local history; or
- ◆ It embodies the distinctive characteristics of a type, style, period of architecture, or method of construction.

Area of Potential Effects

An evaluation of the effects that a proposed project may have on properties listed or eligible for listing in the National Register, California Register, or for local designation begins with the identification of the project's Area of Potential Effects (APE). The APE is defined as "the geographic area or areas within which an undertaking (project) may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist."⁴²⁵ The APE is influenced by the scale and nature of a project and may be different for different kinds of effects caused by a project.⁴²⁶ Such changes may include: a) the destruction of all or part of a resource; b) the isolation of a resource or changes in its setting; c) the introduction of visual, audible, and atmospheric elements that can affect those characteristics that make the resource eligible for or listed in the National Register, California Register, and/or a local jurisdiction register; or d) the transfer, lease, or sale of a historic resource.⁴²⁷

Based on these factors, the APE for this project includes land presently owned by LAWA, parcels that would be acquired by LAWA as part of the Master Plan alternatives, and areas along the proposed LAX Expressway right-of-way. The APE also includes areas newly exposed to 65 CNEL noise levels or to increases of 1.5 CNEL within the existing 65 CNEL contour. In addition, areas of 3 CNEL increases located between the 60 and 65 CNEL contours were surveyed to identify those potential historic resources whose character-defining elements could be adversely affected by indirect (noise) impacts. However, no historic resources with unique sensitivity to indirect impacts were identified. Therefore, those properties were not included in the APE.

The archaeological APE includes lands presently owned by LAWA and those parcels that would be acquired by LAWA as part of the build alternatives. The archaeological APE includes all locations associated with the Master Plan alternatives that would result in the alteration and disturbance of surface and subsurface soils that contain or have the potential to contain archaeological sites. The discontinuous APE boundary was defined with the assistance of the FAA and the California State Historic Preservation Officer (SHPO). The overall APE for the LAX Master Plan, which includes both historic and archaeological resources, is illustrated in **Figure F4.9.1-1**, Composite Area of Potential Effects Map.

⁴²⁵ 36 CFR 800.16(d).

⁴²⁶ 36 CFR 800.16(d).

⁴²⁷ 36 CFR 800.5(a)(2).

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Areas that may be subject to archeological and historic resource impacts associated with alternative alignments proposed for the LAX Expressway are evaluated in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. Because the LAX Expressway, proposed under Alternatives A, B, and C, is considered a supplemental component of the LAX Master Plan, a separate Section 106 report with an APE covering the two proposed LAX Expressway alignments (Split Viaduct and Single Viaduct [preferred alternative]) along the I-405 was prepared. As further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, this Section 106 review was coordinated by the FAA with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) involvement. The Section 106 process for this project included the identification and evaluation of historic properties within the supplemental APE, as well as an assessment and resolution of potential adverse effects to identified historic resources. SHPO concurrence is assumed by the FAA for findings and conclusions proposed within the Section 106 Report prepared for the LAX Expressway project since no comments have been received from SHPO and the 30 day review period, as specified in 36 CFR 800.3(c)(4), has long passed.

Methodology

As further discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, the methods used to determine the presence of archaeological, historic, and architectural resources included archival research, pedestrian field investigations, architectural reconnaissance-level survey, and consultation with the Native American Heritage Commission. Copies of all relevant correspondence are included in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*. A records search was conducted in 1995 by the South Central Coastal Information Center (SCCIC) to identify previously surveyed areas or recorded archaeological and historic resources within the APE. The SCCIC performed additional searches in 1997 and 2000 to cover the changes in the APE. These searches included a review of the National Register of Historic Places, the California Historical Resources Inventory database, the City of Los Angeles' Historic-Cultural Monuments listing, completed site records, and survey reports.

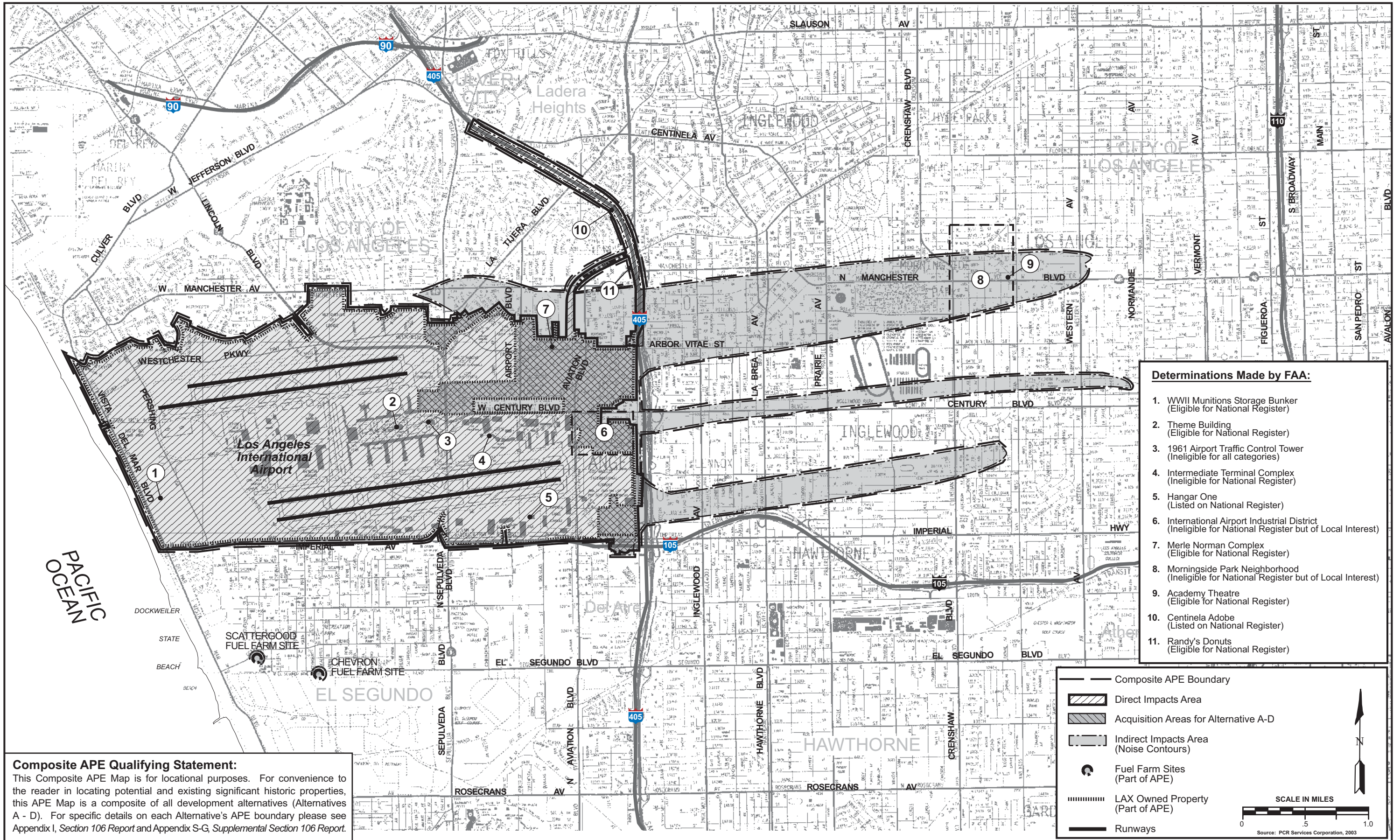
In addition to completing a Phase 1 archaeological survey (review of records search materials and relevant literature), a pedestrian examination with parallel transects spaced at approximately 10 to 15 meters (33 to 49 feet) and minimal subsurface testing was undertaken by RMW Paleo Associates (RMW) on undeveloped areas of LAX in 1995. Areas that were developed or exhibited a high level of disturbance were examined through a more cursory archaeological pedestrian survey.

An initial historic and architectural resources survey of the airport was conducted by Historic Resources Group (HRG) in 1995. To address changes to the Master Plan and the APE, two additional historic and architectural surveys were conducted by PCR Services Corporation (PCR) in 1998 and 2000. Historical and architectural research involved examination of primary and secondary materials, including building permits, tax assessor records, Sanborn Fire Insurance Maps, historic atlases and plat maps, newspapers, and other publications. PCR reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations and assessment programs. PCR also conducted on-site field inspections of the APE and photographed potential historic properties. Those identified as potentially eligible for federal, state, and/or local designation were evaluated based upon criteria used by the National Register, the California Register, and the City of Los Angeles Cultural Heritage Ordinance, and survey methodology of the California State Office of Historic Preservation.

4.9.1.3 Affected Environment/Environmental Baseline

Federal Regulations

The United States Department of the Interior, the National Park Service, is the federal agency primarily responsible for the preservation of historic resources in the United States. In 1935, the Historic Sites Act was enacted, creating the National Register of Historic Places (National Register). The National Register is the official list of the nation's cultural resources worthy of preservation. The National Historic Preservation Act of 1966 (NHPA), and its subsequent amendments, expanded the scope of the National Register, which now includes prehistoric and historic resources of national, state, and/or local



- 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 and Appendix S-G, Supplemental Section 106 Report.

— 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 5 1.0
 Source: PCR Services Corporation, 2003

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significance, and created the Advisory Council on Historic Preservation. Section 106 of NHPA requires federal agencies with jurisdiction over federally assisted undertakings to take into account the effects of such undertakings on properties that are listed or eligible for listing in the National Register. Section 106 gives the Advisory Council on Historic Preservation (ACHP) the opportunity to comment. The general process undertaken to comply with Federal requirements under Section 106 is summarized below:

- ◆ Initiate the Section 106 process by determining if it has a project that could affect historic properties;
- ◆ Identify and evaluate historic properties within the Area of Potential Effects (APE) for the National Register;
- ◆ Assess adverse effects on those historic properties eligible for inclusion in the National Register by applying the criteria of adverse effect;
- ◆ Resolve adverse effects by consulting among interested parties, including the State Historic Preservation Officer (SHPO), the federal agency (FAA), the Advisory Council on Historic Preservation (ACHP), local agencies, and representatives of the relevant Native American group(s);
- ◆ Consultation usually results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that the Federal agency will take to avoid, minimize, or mitigate the adverse effects;
- ◆ Proceed with the undertaking once a MOA is executed or the mitigations are incorporated into a DEIS' or EIS' record of decision.⁴²⁸

Federal agencies are further obligated under the Archaeological and Historic Preservation Act (AHPA) of 1974⁴²⁹ to notify the Secretary of the Interior when their actions may cause the loss or destruction of significant scientific, historical, archaeological, or paleontological data.

State Regulations

California Environmental Quality Act (CEQA)

When a proposed project may adversely affect a unique archaeological resource or historic resource, CEQA requires the Lead Agency to carefully consider the possible impacts before proceeding. The 1998 amendment to CEQA has highlighted the importance of evaluating possible impacts upon unique archaeological resources and historic resources. Although the California Register serves as the authoritative guide to historic resources that are to be considered under CEQA, the lack of a listing of a resource does not mean that it is not a significant historic resource. Such a resource could still be subject to CEQA environmental review and/or be of significance. Additionally, Section 21083.2 of CEQA ensures that potential effects on unique archaeological resources are considered as part of a project's environmental analysis.

California Register of Historical Resources (California Register)

The California Register is an authoritative guide in California used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. As previously discussed, California properties formally determined eligible for, or listed in, the National Register; State Historical Landmarks and Points of Historical Interest; and other resources that are locally designated or have been identified according to OHP guidelines are included in the California Register.

Local Regulations

The APE for this undertaking (project) includes properties that are located in four jurisdictions: the County of Los Angeles, and the cities of Los Angeles, Inglewood, and El Segundo.

County of Los Angeles (County)

Established in 1966, the Historical Landmarks and Records Commission (Commission) acts in an advisory capacity for the County of Los Angeles Board of Supervisors. The Commission is charged with the responsibility of reviewing and recommending to the Board local historical landmarks defined to be worthy of registration by the State of California -- either as "California Historical Landmarks" or as "Points

⁴²⁸ 36 CFR Part 800.

⁴²⁹ 16 USC 469-469c.

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of Interest." The Commission also reviews and recommends applications of Los Angeles County properties to the National Register.

City of Los Angeles

The Los Angeles Cultural Heritage Ordinance, adopted in 1962 and amended in 1985, was established for the purpose of designating local landmarks (Historic-Cultural Monuments) and providing protection against the demolition and/or alteration of historic resources (Sections 22.120 et. seq. of the City's Administrative Code). The ordinance also established the City's Cultural Heritage Commission and empowered it to recommend the designation of Historic-Cultural Monuments to the City Council. The Historic Preservation Overlay Zone (HPOZ) Ordinance (Section 12.20.3 of the City's Municipal Code) was first adopted in 1979 and revised in 1997. The HPOZ Ordinance is a planning tool that enables the designation of historic districts. The City of Los Angeles Conservation Element of the General Plan makes provisions for the preservation and protection of archaeological sites.

City of El Segundo

In 1993, the City of El Segundo enacted a historic preservation ordinance in 1993, by adding chapter 20.52 to the Municipal Code.⁴³⁰ This chapter empowers the Planning Commission to make recommendations to the City Council regarding the designation of cultural resources and historic districts in the city. Designated cultural resources may not be altered on the exterior or demolished without first obtaining a Certificate of Appropriateness.

City of Inglewood

The City of Inglewood has no mechanism for the designation or protection of historic resources within its jurisdictional boundaries.

Existing Conditions

A brief overview of the prehistory and history of LAX and vicinity is presented for historic context.

Archaeological Setting

As further discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, the oldest directly dated human remains from coastal southern California are those of the "Los Angeles Man." These remains were uncovered in a fragmentary condition at a depth of approximately four meters (13 feet) below the surface in a river bed near Ballona Creek which is approximately 1.75 miles north of LAX.⁴³¹ The discovery was made in 1936, and in the months that followed, the remains of a mammoth were found at the same general depth some 400 meters (approximately 1,300 feet) from the human skeleton. "The skull is the oldest directly dated (>23,600 years B.P.-before present) human fossil in the Americas."⁴³² It is believed that the Ballona Creek region had a human population prior to the extinction of the North American Mammoth.

Los Angeles County's oldest possible remains associated with the Milling Stone period (6,500-3,000 B.P.) are those of "La Brea Woman." This skeletal material was recovered from the La Brea Tar Pits along with a mano (milling stone). The bones were radiocarboned and dated to 9,000 years (+/- 80) before present.⁴³³ Thus, the earliest date we have for the Milling Stone period in this region is circa 7,000 B.C. None of the sites within the boundaries of the APE were identified as having a definite association with the Milling Stone period.

The Intermediate period is little known in most areas of the U.S., but is generally thought to have begun around 1,500 to 1,000 B.C. and to have lasted through about 500 A.D. During this period, the mortar and pestle came into common usage. The mortar and pestle were used to grind the acorns. Sites dating to

⁴³⁰ As a result of a zoning code update, information regarding historic preservation is currently available under Title 15, Chapter 14 of the City of El Segundo Municipal Code.

⁴³¹ Lopatin, Ivan A., "Anthropos Institute 35-36," 1940; Berger, R., "Results in Radiocarbon Dating: Early Man in North America," *World Archaeology* 7, 1981; and Meighan, Clement W., "A late complex in Southern California Prehistory," *Southwestern Journal of Anthropology* 10(2), not dated.

⁴³² Berger, R., "Results in Radiocarbon Dating: Early Man in North America," *World Archaeology* 7, 1981.

⁴³³ UCLA-1292BB.

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the Intermediate period are rare in Los Angeles County, as they are rare everywhere. Many regional coastal sites which probably included Intermediate deposits have been destroyed.⁴³⁴

During the Late Prehistoric period, the Shoshonean-speaking people of the Great Basin migrated westward into what are now Los Angeles and Orange counties. This resulted in the displacement of the indigenous populations either northward into Ventura County or south of the San Luis Rey River in San Diego County (areas which were inhabited respectively by the Chumash and Diegenos when the Spanish arrived). Judging by dialectical differences among the various branches of the Shoshonean language, it is estimated that the "Shoshonean Migration" may have taken place at least 1,000 years ago and perhaps as many as 1,500 years ago.⁴³⁵

Cultural Setting

The APE lies within a region that was occupied during the late prehistoric period by Native American groups now known as the Gabrielino.⁴³⁶ The Gabrielino may have numbered as many as 5,000 people at their peak in the pre-European contact period (estimated as 1769 in the Los Angeles basin). However, population estimates are very difficult to make because many of the Indians did not come under Spanish control and, consequently, were not included in census counts.

Generally, the California Native American groups were quite peaceful and did not often offer warlike resistance to European settlement. Consequently, they did not gain any great notoriety during the settlement period. Also, the original Californians were first under the control of the Spanish and Mexican governments and only later, after most of their culture had been destroyed by disease and displacement, did they come under the control of the United States. There was only a minor Native American presence remaining in California when it became a United States possession and massive development began. Consequently, very little interest in the Native Americans and their prehistory was generated. It was many years later that the size, complexity, and extent of archaeological deposits in the state became apparent and of interest.

Historic Setting

LAX began as Mines Field in 1928, when the City of Los Angeles leased 640 acres of the Bennett Rancho. The first permanent building at the airfield was constructed in 1929 by the Curtiss-Wright Flying School. Known as *Hangar One*, the building was designed by Los Angeles architects Gable and Wyant in a distinctive Spanish Colonial Revival style. Additional construction followed, until there were five hangars, a 2,000-foot paved runway, and administrative offices for the then Department of Aviation.

Plans for a new modern airport were derailed by World War II. Wartime production activity at the aircraft manufacturing plants on and around the airport intensified dramatically. In 1942, the federal government assumed control of the airport and the Army Air Corps stationed planes and men at the field. After the war, a master plan envisioning two stages of development, an initial stage to immediately accommodate commercial operations and a long-range expansion of the field, was implemented. The Intermediate Facilities, consisting of four passenger terminals, new administrative buildings, and hangars for individual airlines, were opened on the north side of the airfield in 1946.

A boom in commercial air travel followed, accompanied by marked increases in air freight traffic. A new master plan for the Los Angeles International Airport, so named in 1949, began to be developed. In 1954, in the midst of the Cold War, a Nike missile surface-to-air defense battery was located by the Army on the northwest corner of the airport; it was one of several such facilities located around the Los Angeles basin.

In 1956, a new master plan for a "jet-age" airport was developed by an architectural joint venture of several prominent Los Angeles architects. Their innovative scheme incorporated a U-shaped access road flanked by seven ticketing buildings that in turn were connected via subterranean passageways to remote satellite buildings containing the actual boarding gates. The center of the "U" contained parking, an administrative building surmounted by a state-of-the-art control tower, support facilities, and an

⁴³⁴ Wallace 1984.

⁴³⁵ Kroeber, A.L., "Handbook of the Indians of California," *Bureau of American Ethnology Bulletin* 78, 1925.

⁴³⁶ Bean, Lowell John and Charles R. Smith, "Gabrielino," in *Handbook of North American Indians*, Robert F. Heizer, editor, Vol. 8, 1978.

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eye-catching Theme Building. This jet-age structure, composed of parabolic arches from which a flying saucer shaped restaurant was suspended, became the symbol and centerpiece of the new airport.

Continuing growth of both commercial and freight traffic at the airport has resulted in numerous improvements over the last few decades. These have included the development of two cargo centers, Cargo City (late 1960s) and the Imperial Cargo Complex (1980s); the Bradley International Terminal (1984); and a new Airport Traffic Control Tower (1996).

Concurrent with the evolution of the airport has been the development of an industrial center around it. Soon after the airfield opened, a few aircraft manufacturers set up shop close to the airfield. The most notable early milestones in the growth of the aircraft industry in the vicinity were the establishment of the Douglas El Segundo plant in 1932 and the construction of the North American Aviation Inglewood factory in 1934. After the end of World War II in 1945, industries down-sized. New avenues of growth were offered in the post-war period by the Korean Conflict, the growth of civilian and commercial air traffic, the replacement of the propeller-driven fleet with jet aircraft, and the Cold War with its accompanying arms and space races. The giants of the industry such as Douglas and North American secured new contracts, and new companies appeared.

The demand for industrial space by non-aircraft concerns also resulted in the expansion of the airport industrial area. One development in particular was notable. Located just east of the south runway, the International Airport Industrial District (1950-1955) was the product of the partnership of Samuel Hayden and S. Charles Lee. The two men purchased and subdivided a 95-acre parcel and Lee, a nationally famous architect, designed demonstration factories, customizing facades of standardized buildings to suit the image of individual tenants. Unlike the majority of industrial improvements in the airport area, these buildings exhibited an awareness of post-war design trends. Another complex, which was distinguished by its architectural qualities, was constructed for cosmetic manufacturer Merle Norman north of the airport (1950-1951).

The concentration of jobs at the airport during wartime had another consequence: it attracted "community builders," interested in developing master-planned communities for defense workers who were eligible for Federal Housing Administration (FHA) assistance. Westchester was a product of this period. A business district was integral to the concept of Westchester as a comprehensively planned community. Created in 1946 to serve the suburb of Westchester and its expected population of around 50,000 persons of moderate income, the Westchester Business District was located on both sides of Sepulveda Boulevard between Manchester and 96th Street.

The town of Inglewood was founded in 1887, just east of what is now LAX. Its early years were spent as a suburban and farming community, but early on, Inglewood realized its potential as an industrial center. It was helped in these aspirations by its location on the Santa Fe Railroad and by the availability and relatively low cost of its real estate. By the time the airport was established in 1928, Inglewood was able to exploit these assets and, as a consequence, attracted numerous industrial firms, both aircraft and non-aviation related, to settle within its borders.

Like Inglewood, El Segundo's destiny has been greatly influenced by the presence of the airport immediately north of the city limits. However, El Segundo's origins were linked with another industry that has greatly shaped Southern California: oil. El Segundo was founded in 1911 by the Standard Oil Company, who chose the site for its second refinery, hence the city's name. However, as early as 1917 other industries were showing an interest in locating in El Segundo, including the aviation industry.

Archaeological/Cultural Resources - Survey Results

Archaeological/Cultural Sites Previously Recorded

Within a radius of approximately three kilometers (1.9 miles) from the center of LAX proper, thirty-two archaeological sites have been previously recorded. Of these sites, four are located on LAX property. As further discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, all four of the sites were visited during the current study for the LAX Master Plan project to collect data for evaluation of conditions. All of these previously recorded sites are prehistoric in nature (see **Table F4.9.1-1**, Previously Recorded Archaeological/Cultural Resources Sites Within Existing Airport Property). Due to the lack of important prehistoric or historic associations and/or sufficient integrity, the FAA has determined that all four are ineligible for federal, state, and/or local designation. Further, the FAA has concluded that the four sites are not considered unique archaeological resources because they

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do not meet the criteria outlined in Section 21083.2(g) of the Public Resources Code. Under the Section 106 consultation process, SHPO concurrence is assumed by the FAA for these determinations as no comments have been received from SHPO and the 30 day review period, as specified in 36 CFR 800.3(c)(4), has long since passed. The precise location of these sites and the supplemental Site Recording Forms are not subject to public disclosure pursuant to Title III Section 304 of the NHPA, as amended, to prevent harm and unauthorized disturbance of the sites.

Table F4.9.1-1

Previously Recorded Archaeological/Cultural Resources Sites Within Existing Airport Property

Site Number	Date Recorded	Recorded By	Type Site	Appears Significant
CA-LAN-202	5 June 53	Eberhart	No information given in recordation	No
CA-LAN-214	5 June 53	Eberhart	Projectile points (small site)	No
CA-LAN-691	27 June 74	Farrell	Shell scatter	No
CA-LAN-1118	Sep. 81	Stickel & Appier	Shell midden w/ lithic debitage	No

Source: PCR Services Corporation, 2000.

CA-LAN-202

This site was recorded in 1953. The site was described as approximately 61 meters (200 feet) in diameter, but no other details regarding the site's characteristics were given. In 1968, Tom King attempted to relocate this site; however, he reported that at the time the houses in the site were still occupied and that yard vegetation was quite dense. A recent detailed examination of the site produced no archaeological evidence of any kind. Because archaeological evidence was not found during the present study and the area has been extensively disturbed, this site appears not to be significant. Thus, this site is ineligible for federal, state, and local designation.

CA-LAN-214

This site, CA-LAN-214, was also recorded in 1953. The site was indicated as "small" and the artifact content is listed as "points." No other details regarding site characteristics were given. This site is currently concealed by asphalt. It is quite likely that street grading in the area has destroyed the archaeological site's integrity. Due to lack of integrity, archaeological site CA-LAN-214 appears not to be significant. Thus, this site is ineligible for federal, state, and local designation.

CA-LAN-691

This site was recorded in 1974. The site was described as a shell scatter. The size was estimated as approximately 91 meters by 12 meters (300 by 40 feet) and the depth was estimated as at least 0.3 meters (one foot). No artifacts were seen in the site area. The site area is currently buried under about 15 meters (49 feet) of fill. As further discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, during the current survey process a reasonably good-faith effort was made to relocate archaeological site CA-LAN-691; however, no trace of it was found. Site CA-LAN-691 has been determined ineligible for federal, state, and local designation due to the lack of archaeological evidence found at the site and the extensive disturbances to the area.

CA-LAN-1118

This site was recorded in 1981 by G. Stickel and S. Appier. It was described as a shell midden with lithic debitage. The site was large, covering an area of 250 by 100 meters (820 feet by 328 feet). The site has been extensively disturbed since being recorded by Stickel and Appier. Westchester Parkway was constructed in the late 1980s directly through the center of the site. Further, the remaining site has been extensively graded. Due to the lack of integrity, archaeological site CA-LAN-1118 has been determined ineligible for federal, state, and local designation.

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Archaeological/Cultural Resources Recorded During Current Study

As further described in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, two prehistoric archaeological isolates, a prehistoric archaeological site, and one historical archaeological deposit were identified, documented, and recorded during the current project study (see **Table F4.9.1-2**, Previously Unrecorded Archaeological/Cultural Resources Sites Within Existing Airport Property and Acquisition Areas). All four sites were found on LAX property. One of these resources, CA-LAN-2345, appears eligible for the National Register and the California Register. The other three resources are ineligible for the National Register, California Register, and for local designation. The precise location of these sensitive sites and the supplemental Site Recording Forms are not subject to public disclosure. The following describes each of the previously unrecorded sites.

Table F4.9.1-2

Previously Unrecorded Archaeological/Cultural Resources Sites within Existing Airport Property and Acquisition Areas

Site Number	Date Recorded	Recorded By	Type Site	Appears Significant
Isolate 1	12 Jan. 96	Ron Bissell, RMW	Large felsite porphyry flake tool	No
Isolate 2	12 Jan. 96	Ron Bissell, RMW	Large quartzite tool	No
CA-LAN-*1H, 2000	12 Jan. 96	Ron Bissell, RMW	Concrete, asphalt, glass, brick fragments, plaster, linoleum fragments, countertop tiles, and metal fragments	No
CA-LAN-2345	12 Jan. 96	Ron Bissell, RMW	Stone tools, bones, shell fragments	Yes

Source: PCR Services Corporation, 2000.

Isolate 1

This prehistoric tool is a large flake made of a very dark, almost black, felsite porphyry, a type of igneous rock. The tool was recorded, but not collected. This isolate has been determined ineligible for the National Register, California Register, or local listing because it is not considered important and does not contribute further to our understanding of human history or prehistory.

Isolate 2

Isolate 2 is a large flake of reddish quartzite. The tool was recorded, but not collected. Because Isolate 2 does not contribute further to our understanding of human history or prehistory and it does not yield information considered important, it has been determined ineligible for the National Register, California Register, or local listing.

Archaeological Site CA-LAN-*1H

This site consists of a wide scatter of historic debris, including concrete, asphalt, glass (windowpane, bottle, and decorative), brick fragments, plaster, linoleum fragments, two kinds of countertop tiles, and metal fragments. An examination of the USGS map, airport maps of the area, and photographs of the area show that this area was the site of the Nike Missile testing site, which was constructed in 1954. This facility was demolished for the construction of Westchester Parkway, which was completed in 1993. It appears that this site material is debris left from the testing site facility and/or imported as part of the airport fill, since no homes were known to have been built in this area. Site CA-LAN-*1H does not qualify as a historic archaeological site because it consists of redeposited material (secondary deposits) less than 50 years of age. Therefore, this resource is ineligible for the National Register, California Register, or local listing.

Archaeological Site CA-LAN-2345

This large, prehistoric site contains hundreds of stone tools, bones, shell fragments, and thermally affected stones. There is also an intact feature partially exposed at one edge of a blowout. This feature appears to be a roughly circular construction of stones, some of which are tools. It may well be a fire hearth. The feature is important because it is resting directly on or immediately above Older Dune

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

(Pleistocene) deposits and is partially buried by Younger Dune (Holocene) material. This site may have the potential to yield important information in local prehistory. The location of the site indicates that it is extremely old, perhaps dating to the earliest of Milling Stone time. Some support for this age assessment is found in the lack of trade material (steatite, obsidian, fused shale) in the deposit. Some shell collected from CA-LAN-2345 was submitted to Beta Analytic, Coral Gables, Florida, for radiocarbon age assessment. Radiocarbon data range established for the sample (Beta 84842) is 1860 to 2020 B.C.E. (Before Common Era). This date clearly establishes that the site is a manifestation of the Milling Stone cultural period. Site CA-LAN-2345 appears potentially eligible for federal (National Register), state (California Register), and local listing as a prehistoric site.

Historic/Architectural Resources - Survey Results

No comprehensive historic resources survey of the entire APE had been completed prior to the initiation of the EIS/EIR process for the LAX Master Plan. Survey work conducted in 1995 identified Hangar One as the only property at LAX currently listed in the National Register and the Theme Building as the only other property that met the criteria for listing in the National Register. The report also noted the existence of several other structures on LAX property that required further study.

The additional surveys conducted by PCR in 1998 and 2000, which extended beyond the LAX property, identified approximately 6,000 historic and/or architecturally notable properties within the APE. Ten properties were initially identified as either currently designated or potentially eligible for federal, state, and/or local designation. As discussed above, one property, Hangar One, is currently listed in the National Register under Criterion A. The Theme Building was previously evaluated and was found eligible for the National Register under Criterion C. Three additional properties: the World War II Munitions Storage Bunker, the Merle Norman Complex, and the Academy Theatre, also appear to satisfy the criteria for National Register eligibility. Four other properties were identified as potentially significant, but further evaluation revealed that they lacked sufficient integrity to be eligible for the National Register.⁴³⁷ However, three of the four properties, the Intermediate Terminal Complex, the International Airport Industrial District, and the Morningside Park Neighborhood, appear to meet the criteria for state and local designation. A tenth property, the 1961 Airport Traffic Control Tower, was also evaluated but is considered ineligible for federal, state, or local designation because of extensive alterations and loss of sufficient integrity. A Supplemental Section 106 Survey conducted for the LAX Expressway alternatives by PCR in 2000, identified two additional historic properties, the Centinela Adobe and Randy's Donuts. These properties are located within the expanded APE for the LAX Expressway as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. (See **Table F4.9.1-3**, Potentially Significant Historic/Architectural Resources within the APE.)

⁴³⁷ Integrity refers to the present condition of a property in comparison to its historic condition. In order to be eligible for listing in the National Register, a property must not only be significant but must also retain those aspects of its original condition (location, design, setting, materials, workmanship, feeling, and association) that are essential to conveying its significance. A resource eligible for listing in the California Register must retain enough of its historic character or appearance to be recognized as a historic resource and able to convey the reasons for its significance. For the California Register, integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It is possible that a historic resource may not retain sufficient integrity to meet criteria for listing in the National Register, but it may still be eligible for listing in the California Register. The City of Los Angeles Cultural Heritage Ordinance does not stipulate an integrity threshold.

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Table F4.9.1-3

Potentially Significant Historic/Architectural Resources within the APE

Property	Location	Year Built	NR	CR/LAHCM/ OTHER
Hangar One	LAX	1929	Listed	Listed
Theme Building	LAX	1961-62	Eligible	Listed
1961 Airport Traffic Control Tower	LAX	1961	Ineligible	Ineligible
World War II Munitions Storage Bunker	LAX	1942	Eligible	Eligible
Intermediate Terminal Complex	LAX	1946	Ineligible	Eligible
International Airport Industrial District	Acquisition Area/LA	1950-55	Ineligible	Eligible
Merle Norman Headquarters Complex	Acquisition Area/LA	1950-51	Eligible	Eligible
Academy Theatre	Inglewood	1939	Eligible	Eligible
Morningside Park Neighborhood	Inglewood	1930s	Ineligible	Eligible
Centinela Adobe ¹	Inglewood	c. 1844	Listed	Listed
Randy's Donuts ¹	Inglewood	1953	Eligible	Eligible

NR= National Register of Historic Places.

CR = California Register of Historical Resources.

LAHCM = Los Angeles Historic-Cultural Monument.

OTHER = Local Landmark Potential (City of Inglewood: Although the city has no mechanism for designation).

¹ These resources are located within the expanded APE for the LAX Expressway as addressed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: PCR Services Corporation, 2000.

None of the remaining properties surveyed, including the two fuel farm sites, were found eligible for listing in the National Register, California Register, or local jurisdiction registers based on either insufficient age, compromised integrity, and/or lack of sufficient important historical associations and/or architectural significance necessary under federal, state, and local criteria.

The following describes the properties identified in **Table F4.9.1-3**.

Hangar One

Hangar One was listed in the National Register of Historic Places in 1992. The oldest building at LAX, Hangar One was completed in 1929. It was listed in the National Register under Criterion A for its significance as the first structure built at LAX and for its association with a major California industry (aviation). As a National Register listed property, Hangar One is automatically listed in the California Register of Historical Resources. Hangar One was also designated Los Angeles Historic-Cultural Monument #44 in 1966. Hangar One was reevaluated as part of the Section 106 compliance process for the LAX Master Plan. Although not listed in the National Register for its architectural qualities, the building, based on current evaluation, also appears eligible under Criterion C, as a rare example of the Spanish Colonial Revival style in an aviation type industrial building, and for its significance in the work of the locally prominent architectural firm of Gable and Wyant.

Theme Building

The Theme Building was previously evaluated for listing in the National Register of Historic Places and was found eligible for individual listing. For its unique architecture, which has become symbolic not only of the airport but of the whole city, the Theme Building satisfies National Register Criteria Consideration G for exceptional significance in a building less than 50 years old. The Theme Building is also eligible for listing in the California Register for architectural merit under Criterion 3. Constructed in 1961-62, the Theme Building was the centerpiece of the large expansion of LAX which converted it into a "jet-age airport." The arresting design of parabolic arches with a flying saucer restaurant suspended between them was conceived by joint venture architects William L. Pereira, Charles Luckman, Welton Becket, and Paul R. Williams. The Theme Building was designated City of Los Angeles Historic-Cultural Monument #570 in 1992.

1961 Airport Traffic Control Tower

Due to its lack of integrity this property is ineligible for listing in the National Register, the California Register, and for local designation. Recently, the exterior of the 1961 Airport Traffic Control Tower was extensively modified. The most significant modification made at this time was the removal of the character defining spans of fenestration with blue enamel window panels and the bands of vertical metal window louvers around the tower. Though associated with the new Los Angeles "Jet Age" International Airport of the early 1960s, the building has been modified to a degree where it lacks overall integrity and does not reflect the exceptional importance necessary to satisfy Criterion Consideration G (properties less than 50 years of age) of the National Register criteria.

World War II (WWII) Munitions Storage Bunker

After the attack on Pearl Harbor in 1941, the seacoast defense construction program went into high gear in 1942, with priority for the sites along the Pacific Coast. The Harbor Defenses of Los Angeles program consisted of five units that covered the coastline of southern California from Huntington Beach in Orange County north to Santa Barbara. These five units were responsible for approximately 15 batteries of varying size, including the El Segundo Battery at LAX. Upon completing a current assessment of the area, the now exposed Munitions Storage Bunker (originally placed underground) appears to be the only extant remnant of the El Segundo Battery. Because of its contribution to a unified entity (the Harbor Defenses of Los Angeles program), the Munitions Storage Bunker appears to be eligible for the National Register under Criteria A and C as a contributor to a thematic district that has not been fully documented. The potential district, which includes this bunker and several other World War II Harbor Defenses of Los Angeles batteries with extant structures, exhibits distinctive characteristics of a particular property type (military). The district and its contributors also exemplify, symbolize, and manifest tangible elements of the military history in southern California and our conceptions of military preparedness during World War II. In addition, the bunker also appears eligible for the California Register and for local designation as a contributor to a potential thematic grouping of coastal defense properties located along the southern California coastline. The Munitions Storage Bunker, however, is ineligible for the National Register as an individual resource because it lacks individual distinction and integrity.

Intermediate Terminal Complex

This complex, consisting of two contributors and one non-contributor, is ineligible for listing in the National Register due to alterations and loss of some structures. Intended to be temporary in nature, the Intermediate Terminal Complex originally included the two office buildings and double-arched hangar that are still extant, plus five additional buildings that were used as passenger terminals and hangars. Demolition of the passenger terminals and alterations to the double-arched hangar prevents the complex from meeting National Register requirements for integrity. However, as a representative milepost in the evolution of the Los Angeles Airport, the complex is historically significant under the City of Los Angeles Historic-Cultural Monument criteria and, thus, appears eligible for designation as a Historic-Cultural Monument. It also appears to meet the criteria for the California Register for the same reasons as previously noted.

International Airport Industrial District

Located within the City of Los Angeles, this district is bounded by 102nd Street and Century Boulevard on the north, 104th Street on the south, La Cienega Boulevard on the east and Aviation Boulevard on the west. Developed by architect S. Charles Lee, this district originally encompassed approximately 80 industrial buildings (1950-1955). It now contains approximately 48 buildings, 28 of which have undergone modifications to their exteriors. These structures within the district all share certain characteristics such as massing, height, setback, materials, fenestration, adequate parking arrangements, and post-war Modern entries. However, because of its compromised integrity this district is ineligible for the National Register. The district does retain sufficient integrity necessary for California Register and City of Los Angeles designations. Additionally, it appears to satisfy the criteria for the California Register and designation as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ) because the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and entrepreneurial instincts led to an innovative approach to early industrial development.

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Merle Norman Headquarters Complex

The Merle Norman Headquarters Complex is eligible for the National Register under Criterion C for its distinctive architectural style and design utilized in an industrial building. The property also appears eligible for the California Register and for listing as a City of Los Angeles Historic-Cultural Monument. This group of two buildings on Bellanca Avenue in an industrial area near LAX is notable for its architectural qualities. These buildings were built in 1950-1951 and reflect, in their attention to design, the economic success of this cosmetic manufacturing company and an awareness of the expectations of their clientele.

Academy Theatre

Located in the City of Inglewood within the neighborhood of Morningside Park, the 1939 Academy Theatre, designed by architect S. Charles Lee, was originally intended to house the Academy Awards ceremony. However, the theatre was never used for that purpose. It was, however, utilized as a neighborhood theatre house until it closed in 1973. The building re-opened in 1976 as the Academy Church and remains a place of worship. Its architecture illustrates sophisticated Streamline Moderne styling. Machine-made industrial materials such as glass block (covered with flagstone), polished aluminum, and chrome tubing accent the novelty and luxury of the building. Its undulating walls in the foyer, fluted 103-foot high tower (originally highlighted by a spiral fin), semi-circular marquee, terrazzo sidewalk, and stucco-sheathed cylinders are all characteristics of the Streamline Moderne style at its finest. Despite its modifications, which are reversible, and the removal of the island ticket box, this property still exhibits one of the best examples of Streamline Moderne styling in a theatre found in the Los Angeles area. Therefore, the property appears eligible for the National Register under Criterion A for its association with the Academy Awards and Criterion C for its distinctive architectural styling and associated architect, S. Charles Lee. The property also appears eligible for the California Register and for local designation due to its unique architectural design and association with S. Charles Lee.

Morningside Park Neighborhood

Located within the City of Inglewood, this residential neighborhood is bounded by Manchester Boulevard on the south, Van Ness Avenue on the east, 79th Street on the north, and 8th Street on the west. This district is primarily comprised of single-family residences. Most of the properties within the neighborhood were constructed in the mid-1930s in the Spanish Colonial Revival style with some Period Revival style infill. These structures share certain characteristics such as style, massing, height, setback, materials, and ornate fenestration. Because of the overall lack of integrity necessary for federal level designation this district is ineligible for the National Register. However, it does retain sufficient historical and architectural significance and integrity to adequately satisfy the integrity threshold of the California Register. Therefore, because of its association with early housing development in the City of Inglewood and southern California the Morningside Park Neighborhood appears eligible for State and local jurisdiction designation.

Randy's Donuts

This small, unique building situated on the northwest corner of Manchester Boulevard and La Cienega Boulevard was designed by Robert Graham in 1953. A giant doughnut sits atop a tiny, canted-glass, early 1950s Modern fast-food building. In a Modern fashion, the vertical steel supports for the doughnut plunge right through the one-story building below. Randy's Donuts is a classic example of mid-20th century Programmatic architecture, where the sign (the three-dimensional doughnut) is the design and the building below is merely a base. It was a folk art expression of new lifestyles and of architectural freedom typically found in Los Angeles. This property is an excellent representative of a particular property type and architectural style (Programmatic/Mimetic Architecture) and, therefore, appears eligible for listing in the National Register of Historic Places at the local level of significance. Randy's Donuts also qualifies for California Register and City of Los Angeles designation because of its architecture.

Centinela Ranch House (Ygnacio Machado Adobe)

Rancho Aguaje de la Centinela was granted to Ygnacio Machado by Governor Manuel Micheltorens in 1844. Today, the area that was once Rancho Aguaje de la Centinela includes portions of Inglewood (west half) as well as the east half of Westchester. It is believed that the Centinela Adobe was built shortly after the receivership of the land grant by Ygnacio Machado (c. 1844). The building is single-floor

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adobe with a wood shingle roof, fireplaces, and deep window reveals. As is generally the case with adobes, the house was added to from time to time, especially in the early 1860s. The Centinela Adobe was placed on the National Register of Historic Places in 1974 (NR No. 19740502). Because of its National Register listing, the Centinela Ranch House is automatically eligible for the California Register. It is also a designated Los Angeles County Historical Site.

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.

- ◆ 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, California Register, and/or local register.
- ◆ Any action, such as clearing, scraping, soil removal, mechanical excavation, or digging that would disturb, damage, or degrade a unique archaeological resource.⁴³⁸

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.⁴³⁹

4.9.1.4.2 Federal Standards

The Section 106 regulations establish the criteria of adverse effects to historic properties within the APE. 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 location, design, setting, materials, workmanship, feeling, or association.⁴⁴⁰ Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later, be farther removed in distance, or be cumulative.⁴⁴¹ Examples of 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 Properties⁴⁴² 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;

⁴³⁸ City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14 1998.

⁴³⁹ State CEQA Guidelines, Section 15064.5(b)(3).

⁴⁴⁰ 36 CFR 800.5(a)(1).

⁴⁴¹ 36 CFR 800.5(a)(1).

⁴⁴² 36 CFR 68.

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- ◆ 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 (36 CFR 68) and applicable guidelines, to avoid adverse effects.⁴⁴³

If an adverse effect is found, the Federal agency official should consult further with SHPO and interested parties to resolve the adverse effect pursuant to 36 CFR 800.6. The ACHP may participate in consultation. Consultation usually results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that the Federal agency will take to avoid, minimize, or mitigate the adverse effects. A binding commitment to such proposed measures may also be incorporated in the environmental document's record of decision (ROD) instead of drafted in an MOA. The agency's responsibilities under Section 106 are considered satisfied when either a ROD or MOA is executed.

4.9.1.5 Master Plan Commitments

As indicated in subsection 4.9.1.6, *Environmental Consequences*, implementation of noise mitigation under the Master Plan build alternatives and other ongoing airport activities would have the potential to impact historic resources. In recognition of the potential impacts, LAWA has made the following commitment, coded "HR" for "Historic Resources."

◆ **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.⁴⁴⁴ 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.⁴⁴⁵

4.9.1.6 Environmental Consequences

As described in the Analytical Framework discussion in the introduction to Chapter 4, the basis for determining impacts under CEQA is different from that of NEPA. Under CEQA, the impacts of a proposed project and alternatives are measured against the "environmental baseline," which is normally the physical conditions that existed at the time the Notice of Preparation was published (i.e., June 1997, or 1996 when a full year of data is appropriate, for the LAX Master Plan Draft EIS/EIR). As such, the CEQA analysis in this Final EIS/EIR uses the environmental baseline, or in some cases an "adjusted environmental baseline," as the basis by which to measure and evaluate the impacts of each alternative. Under NEPA, the impacts of each action alternative (i.e., build alternative) are measured against the conditions that would otherwise occur in the future if no action were to occur (i.e., the "No Action" alternative). As such, the NEPA analysis in this Final EIS/EIR uses the No Action/No Project Alternative as the basis by which to measure and evaluate the impacts of each build alternative (i.e., Alternatives A, B, C, and D) in the future (i.e., at buildout in 2015 or, for construction-related impacts, selected future

⁴⁴³ 36 CFR 800.5(b).

⁴⁴⁴ 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.

⁴⁴⁵ This applies to sound insulation proposed under Mitigation Measure MM-LU-1, Implement Revised Aircraft Noise Mitigation Program (Alternatives A, B, C, and D) and Mitigation Measure MM-LU-2, Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program (Alternatives A, B, C, and D).

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interim year). Based on this fundamental difference in the approach to evaluating impacts, the nature and significance of impacts determined under CEQA are not necessarily representative of, or applicable to, impacts determined under NEPA. The following presentation of environmental consequences should, therefore, be reviewed and considered accordingly.

Each of the four build alternatives and the No Action/No Project Alternative was examined to determine the potential effects on historic/architectural and archaeological/cultural resources within the APE. As part of this assessment, the FAA consulted with the California SHPO and the City of Los Angeles on the effects of each of the alternatives. No comments have been received from SHPO on the effects of each of the Master Plan alternatives and FAA's determination findings regarding historic/architectural and archaeological/cultural resources. Further, the 30 day review period allotted for SHPO review and comment, as specified in 36 CFR 800.3(c)(4), has long since passed. Therefore, SHPO concurrence is assumed by the FAA.⁴⁴⁶ FAA's findings are presented in **Table F4.9.1-4**, Significant Properties Within the APE Affected (Directly or Indirectly) by the Master Plan Alternatives, and discussed below.

Table F4.9.1-4

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	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 ⁷	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 Although the double arched hangar located within the Intermediate Terminal Complex would be demolished, it is not a contributor to the complex. Therefore, no adverse impact would occur.

Source: FAA and PCR Services Corporation, 2003.

4.9.1.6.1 No Action/No Project Alternative

The No Action/No Project Alternative (described in Chapter 3, *Alternatives*) contains features that may directly or indirectly impact historic/architectural resources and archaeological/cultural resources. Some of these features are the addition of new and replacement cargo facilities within the Century Cargo Complex, the development of the LAX Northside and Continental City projects, and the acquisition of the Manchester Square and Belford Avenue residential neighborhoods by LAWA.

The discussions that follow under the headings of Historic/Architectural Resources and Archaeological/Cultural Resources identify the components of the No Action/No Project Alternative that would result in direct or indirect impacts on historic and prehistoric properties, including the properties shown in **Table F4.9.1-4**.

⁴⁴⁶ The FAA Western-Pacific Region office communicated directly with SHPO to confirm they would not be commenting and that concurrence with FAA findings would be assumed.

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Historical/Architectural Resources

As discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, this alternative would include approved and current demolition of existing older and functionally obsolete air freight facilities and the construction of replacement facilities. Under the No Action/No Project Alternative, the double arched hangar, a non-contributor to the locally significant Intermediate Terminal Complex, would be demolished to allow for construction of a new cargo facility as part of the Century Cargo Complex. The remaining two buildings, contributors to the Intermediate Terminal Complex, would retain sufficient integrity for local eligibility.

It is assumed that the Belford Avenue and Manchester Square residential areas would be acquired and all buildings cleared. Based on a recent historic architectural survey conducted for the Manchester Square/Belford Area Voluntary Acquisition Project, both the Belford and Manchester Square areas have been determined ineligible for the National Register, California Register, and local designation. Therefore, demolition of the properties within these two areas would not adversely impact historic resources.

Archaeological/Cultural Resources

Excavation and grading activities associated with this alternative could disturb one known archaeological resource (CA-LAN-1118) which consists of a shell midden with lithic debitage. However, because this resource is considered ineligible for the National Register, California Register, and local designation, disturbance of CA-LAN-1118 would not result in an adverse impact.

Previous grading and excavation activities in the vicinity of LAX Northside and Continental City have extensively disturbed these areas. Previous record searches suggest that the presence of archaeological resources within these two areas is unlikely. Nonetheless, there may be potential to encounter unanticipated archaeological resources during grading and excavation activities. Therefore, project conditions for LAX Northside require archaeological monitoring, which would reduce the potential for impacts.

Taxiway EE in the North Airfield would affect one archaeological site (CA-LAN-*1H), consisting of a wide scatter of historic debris, and one isolate (Isolate 1), a prehistoric tool made of felsite porphyry; however, both resources have been determined ineligible for federal, state, or local designation.

4.9.1.6.2 Alternative A - Added Runway North

A complete description of the facilities associated with Alternative A is provided in Chapter 3, *Alternatives*. Under Alternative A, new development would include the addition of a northern runway, the extension of existing runways and taxiways, the addition of a new terminal, new cargo and parking facilities, and improvements to circulation and public transportation systems. Approximately 273 acres of land to the north and east of the airport would be acquired for airport use. In addition, the vacant LAX Northside and Continental City sites would be developed.

The discussions that follow under the headings of Historic/Architectural Resources and Archaeological/Cultural Resources identify the components of Alternative A that would result in direct or indirect impacts on historic and prehistoric properties, including the properties shown in **Table F4.9.1-4**.

Historic/Architectural Resources

As discussed in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, Alternative A would maintain most of the existing cargo facilities in the Imperial Complex, redevelop portions of the Century Cargo Complex, and build new cargo facilities in the southeast quadrant of the airport between Aviation, Century, and La Cienega boulevards and Imperial Highway areas. By 2015, the Intermediate Terminal Complex, a state and locally eligible historic resource, would be demolished to allow for construction of a new, expanded cargo facility south of Century Boulevard and just east of Sepulveda. Demolition of the Intermediate Terminal Complex would be considered a significant impact at the state and local levels. However, Hangar One, the Theme Building, the WWII Munitions Storage Bunker, and the Merle Norman Headquarters Complex would not be affected by this development activity.

Under Alternative A, 84 housing units in the southeastern portion of Westchester and the Westchester Branch Library would be acquired. These properties have been determined ineligible for the National

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

Register, California Register, and for local designation. Therefore, acquisition and demolition of these properties would not be considered a significant impact. However, the International Airport Industrial District, a state and locally eligible historic resource, would be acquired and demolished to allow for the development of the La Cienega Cargo Complex. Demolition of the International Airport Industrial District would be a significant impact at the state and local levels.

Construction of new Runway 6L/24R and extensions and/or relocations of the four existing runways would change the areas exposed to significant noise levels from LAX. The National Register-eligible Academy Theatre and portions of the Morningside Park neighborhood, a state and locally-eligible historic district, would be impacted by noise levels above 65 CNEL and would qualify for noise mitigation. If sound insulation of the theater and those properties within the district was undertaken, it could result in the loss or alteration of significant character-defining elements such as windows and doors. Adoption of Master Plan Commitment HR-1, Preservation of Historic Resources (Alternatives A, B, C, and D), commits LAWA to undertake noise attenuation for historic resources only under the supervision of a qualified architectural historian or historical architect. Historic resources would be sound-insulated using materials in keeping with recommended approaches to rehabilitation set forth in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. With implementation of this Master Plan commitment, no significant impacts on these properties would occur.

As further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, construction of LAX Expressway improvements along the west side of I-405 under the Split Viaduct alternative would have significant impacts on two historic properties. The Centinela Adobe, which is currently listed in the National Register, would be directly and indirectly impacted by the encroachment of the roadway onto the property. Randy's Donuts, which appears eligible for the National Register at the local level of significance, would be indirectly impacted by elevated portions of the LAX Expressway, due to visual and possible vibration impacts on the resource. If the Single Viaduct alternative is selected, impacts on these properties would be avoided. The Single Viaduct calls for improvements along the east side of I-405.

Compared to the No Action/No Project Alternative, which would have no impact to historic/architectural resources, Alternative A would have impacts associated with the demolition of the Intermediate Terminal Complex and the International Airport Industrial District. Both are eligible for state and local designation. Additionally, if under Alternative A the construction of the preferred LAX Expressway alternative is not implemented, improvements along the west side of I-405 would have impacts associated with the Centinela Adobe and Randy's Donuts.

Archaeological/Cultural Resources

With the implementation of Alternative A, three documented archaeological sites (CA-LAN-1118, CA-LAN-691, and CA-LAN-*1H) and one isolate (Isolate 1) would be directly affected by the development of transportation facilities and associated construction-related excavation and grading activities. However, archaeological sites CA-LAN-1118, which consists of a shell midden with lithic debitage, and CA-LAN-691, which consists of a shell scatter, have been recorded and were determined ineligible for federal, state, and local designations. In addition, archaeological site CA-LAN-*1H, consisting of a wide scatter of historic debris, and Isolate 1, a prehistoric tool made of felsite porphyry, would be affected by development of Taxiway EE in the North Airfield. Both resources have been determined ineligible for federal, state, or local designation. Therefore, impacts on these resources would be less than significant. Archaeological site CA-LAN-2345, which consists of a large prehistoric site containing stone tools, bones, shell fragments, and possibly a stone fire hearth, would not be affected by this development activity.

Given the number of sites previously recorded within the study area, there is a relatively high likelihood of discovering archaeological/cultural resources within or near the APE. This suggests that discoveries may occur from construction-related activities such as grading and excavation. 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 A would be similar to the No Action/No Project Alternative with no direct or indirect impacts on known federal, state, or locally eligible archaeological/cultural resources. The only difference between the two alternatives would be a greater potential for encountering unanticipated archaeological/cultural resources under Alternative A due to more extensive construction-related activities.

4.9.1.6.3 Alternative B - Added Runway South

A complete description of the facilities associated with Alternative B is provided in Chapter 3, *Alternatives*. The effects on historic and archaeological resources under Alternative B would be similar to those described for Alternative A, with limited exceptions.

The discussions that follow under the headings Historic/Architectural Resources and Archaeological/Cultural Resources identify the components of Alternative B that would result in direct or indirect impacts on historic and prehistoric properties, including the properties shown in **Table F4.9.1-4**.

Historic/Architectural Resources

Similar to Alternative A, the Intermediate Terminal Complex would be demolished, resulting in a significant impact at the state and local levels. In addition, if Alternative B was adopted, redevelopment of the Imperial Cargo Complex for additional cargo space, taxiways, and aprons would involve the relocation of Hangar One. Hangar One is currently listed on the National Register and the California Register, and is also designated a City of Los Angeles Historic-Cultural Monument. Prior to physical relocation of Hangar One, a relocation document would be developed by LAWA in accordance with guidelines recommended by the National Park Service that are outlined in the booklet *Moving Historic Buildings* by John Obed Curtis and the procedures outlined under 36 CFR 60.14(b). The relocation process would be overseen by the SHPO after approval of the Relocation Plan by the National Park Service and the Keeper of the National Register.

As required in 36 CFR 60.14(b), the new setting for Hangar One would be similar to its current and historic setting. Under Alternative B, the property would be moved approximately 1,100 feet to the southwest within the original 640 acres established as Mines Field, but within proximity to the southernmost runway, taxiways, aircraft tarmac, and hangar apron. As proposed, the property's original orientation in an east-west direction would be retained. In addition, six of the seven aspects of integrity (setting, association, design, materials, workmanship, and feeling) would be retained, enough to still convey the property's significance. When relocated, all efforts would be made to recreate (in accordance with the "Standards") the appropriate setting in and around the structure. With the relocation of Hangar One, conducted in a manner stipulated in the relocation document, it is assumed that the property would retain its National Register listing and eligibility. Nonetheless, relocation of Hangar One from its original site is considered a significant adverse impact at the state and local levels.

Impacts on historic resources due to land acquisition under Alternative B would be similar to those discussed under Alternative A. As indicated above, demolition of the International Airport Industrial District would be considered a significant impact at the state and local levels. Indirect effects of noise would also be similar to those discussed under Alternative A. Implementation of Master Plan Commitment HR-1, Preservation of Historic Resources (Alternatives A, B, C, and D), would prevent sound insulation measures for noise mitigation from having a significant impact on the architectural character of the Academy Theatre and on contributing properties within the Morningside Park neighborhood historic district.

Alternative B also calls for the reconfiguration, extension, and addition of highway and transit networks around the airport, including a ring road. The Merle Norman Headquarters Complex, a National Register, California Register, and local listings eligible historic resource, would be acquired by LAWA and demolished for construction of the ring road. Demolition of the Merle Norman Headquarters Complex would be considered a significant impact at the federal, state, and local levels.

The Theme Building and the WWII Munitions Storage Bunker would not be affected by this development activity.

Unlike the No Action/No Project Alternative, which would have no impact to historic/architectural resources, Alternative B would have impacts associated with the relocation of Hangar One, a National Register listed property, and the demolition of the three resources: Merle Norman Headquarters Complex, a National Register eligible property; the International Airport Industrial District, a state and locally eligible property; and the Intermediate Terminal Complex, also eligible for state and local designation.

Archaeological/Cultural Resources

As further described in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, impacts on archaeological/cultural resources associated with Alternative B would be the same as those described for Alternative A. Implementation of Alternative B would result in direct impacts on site CA-LAN-691, which consists of a shell scatter. However, because this resource is considered ineligible for the National Register, California Register, and local designation, disturbance of CA-LAN-691 would not result in a significant impact. Archaeological site CA-LAN-2345, which is described in detail in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, would not be affected by this development activity. Archaeological site CA-LAN-2345 consists of a large, prehistoric site, and has been formally determined eligible for National Register designation.

As with Alternative A, unknown archaeological resources could be affected during construction and excavation activities. The disturbance or destruction of potentially significant undiscovered archaeological resources that might be encountered would be considered a significant impact.

Potential impacts on archaeological/cultural resources under Alternative B would be similar to the No Action/No Project Alternative with no direct or indirect impacts on known federal, state, or locally eligible archaeological/cultural resources. The only difference between the two alternatives would be a greater potential for encountering unanticipated archaeological/cultural resources under Alternative B due to more extensive construction-related activities.

4.9.1.6.4 Alternative C - No Additional Runway

A complete description of the facilities associated with Alternative C is provided in Chapter 3, *Alternatives*. The discussions that follow under the headings Historic/Architectural Resources and Archaeological/Cultural Resources identify the components of Alternative C that would result in direct or indirect impacts on historic and prehistoric properties, including the properties shown in **Table F4.9.1-4**.

Historic/Architectural Resources

Alternative C would retain most of the existing cargo space and develop new facilities, such as the Westchester Cargo Complex and Manchester Square Cargo Complex, on newly acquired property at the east end of the airport. The South Cargo Complex, which includes the National Register listed Hangar One property, would also be retained and preserved. Under Alternative C, Hangar One would not be relocated; therefore, no direct or indirect impacts on the resource would occur. In addition, Alternative C would have no direct or indirect effect on the Theme Building or the WWII Munitions Storage Bunker.

Under Alternative C, approximately 84 housing units in the southeastern portion of Westchester and the Westchester Branch Library would be acquired. These properties have been determined ineligible for the National Register, California Register, and for local designation. Therefore, acquisition and demolition of these properties would not result in a significant impact. Approximately one-half of the International Airport Industrial District would be acquired and demolished to make way for 1,400 on-airport employee parking spaces. Demolition of buildings within the state and locally eligible district would be considered a significant impact at the state and local levels. Although this impact is significant, the partial demolition under Alternative C would contrast with the complete demolition of the district under Alternative A and B.

Impacts on historic resources related to indirect effects of noise would be similar to those for Alternatives A and B. Implementation of Master Plan Commitment HR-1, Preservation of Historic Resources (Alternatives A, B, C, and D), would prevent sound insulation for noise mitigation from having a significant impact on the architectural character of the Academy Theatre and on contributing properties within the Morningside Park neighborhood historic district.

Under Alternative C, the alignment of the ring road is further south than in Alternative B. Therefore, the proposed ring road alignment in Alternative C would not affect the Merle Norman Headquarters Complex.

By 2015, the Intermediate Terminal Complex, a state and locally eligible historic resource, would be demolished for flight kitchens and maintenance hangars. As described previously for Alternatives A and B, demolition of this resource would be a significant impact.

As discussed for Alternative A and as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, construction of LAX Expressway improvements along the west side of I-405 under the Split Viaduct alternative would have significant

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impacts on two historic properties: the Centinela Adobe, which is currently listed in the National Register, and Randy's Donuts, which appears eligible for the National Register at the local level of significance.

Compared to the No Action/No Project Alternative, which would have no impact to historic/architectural resources, Alternative C would have impacts associated with the demolition of the Intermediate Terminal Complex and the partial demolition of the International Airport Industrial District. Both are eligible for state and local designation. Additionally, if under Alternative C the construction of the preferred LAX Expressway alternative is not implemented, improvements along the west side of I-405 would have impacts associated with the Centinela Adobe, a National Register listed property, and Randy's Donuts, a National Register eligible property.

Archaeological/Cultural Resources

Impacts on archaeological/cultural resources associated with Alternative C would be the same as those described for Alternatives A and B. Implementation of Alternative C would result in direct impacts on site CA-LAN-691, which consists of a shell scatter. However, because this resource is considered ineligible for the National Register, California Register, and local designation, disturbance of CA-LAN-691 would not result in a significant impact. The National Register eligible archaeological site CA-LAN-2345, which consists of a large prehistoric site containing stone tools, bones, shell fragments, and possibly a stone fire hearth, would not be affected by this development activity.

Given the number of sites previously recorded within the study area, there is a relatively high likelihood of discovering archaeological/cultural resources within or near the APE. This suggests that discoveries may occur from construction-related activities such as grading and excavation. 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 C would be similar to the No Action/No Project Alternative with no direct or indirect impacts on known federal, state, or locally eligible archaeological/cultural resources. However, there is a greater potential for encountering unanticipated archaeological/cultural resources under Alternative C due to more extensive construction-related activities.

4.9.1.6.5 Alternative D - Enhanced Safety and Security Plan

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives*. 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 are presented in **Table F4.9.1-4** and are 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.

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 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. The International Airport Industrial District contains 48 buildings, 28 of which have undergone modifications sufficient enough to affect the district's eligibility for National Register listing. None of the properties within the district are individually eligible for federal, state, and local designation.

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

Approximately eleven contributing buildings would be demolished under Alternative D. 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, a historic resource eligible for state designation and 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, which consists of a large prehistoric site containing stone tools, bones, shell fragments, and possibly a stone fire hearth. However, the alternative does involve the use of heavy machinery and equipment associated with construction-related activities such as demolition, excavation and grading. As further described in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, the records search and other relevant literature reviewed as part of the initial Section 106 Survey and 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. However, there would be a greater potential for encountering unanticipated archaeological/cultural resources under Alternative D, due to more extensive construction-related activities.

4.9.1.7 Cumulative Impacts

This subsection addresses the cumulative impacts to historic/architectural and archaeological/cultural resources associated with the No Action/No Project Alternative and Alternatives A, B, C, and D, in combination with past, present, and probable future projects.

4.9.1.7.1 Historic/Architectural Resources

There are a large number of historic resources throughout the region that are listed or considered eligible for listing at the federal, state, and/or local level. There is also the potential for numerous other historic resources of significance to be present in the region; however, the exact location and characteristics of such resources have yet to be determined (i.e., potentially significant historic properties that have not yet been documented or evaluated, etc.). The most appropriate basis for discussing the Master Plan alternatives' cumulative impacts is one that is focused on specific and unique property types (industrial and airport/aviation) potentially affected by the project.

No Action/No Project Alternative

Under the No Action/No Project Alternative, the double arched hangar, a non-contributor to the locally significant Intermediate Terminal Complex, would be demolished to allow for construction of a new cargo facility. Though demolition would occur, the remaining two buildings, contributors to the Intermediate Terminal Complex, would still retain sufficient integrity for local eligibility. Additionally, under the No Action/No Project Alternative, both the Belford and Manchester Square areas would be acquired and cleared. Both of these areas have been determined ineligible for National Register, California Register, and local designation. Demolition of the properties within these two areas would not adversely impact historic resources. Thus, under the No Action/No Project Alternative there would be no adverse impacts on historic/architectural resources. Therefore, the alternative would not contribute to any cumulative impacts.

4.9.1 Historic/Architectural and Archaeological/Cultural Resources

Alternative A - Added Runway North

As previously discussed under subsection 4.9.1.6, *Environmental Consequences*, Alternative A would result in demolition of the Intermediate Terminal Complex and the International Airport Industrial District. Depending on which LAX Expressway alignment is selected, there could also be impacts on the Centinela Adobe and Randy's Donuts. These effects are considered significant and unavoidable impacts under CEQA. These impacts, 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. Over time, these cumulative impacts would be considered significant.

The loss of the Intermediate Terminal Complex would not contribute to a cumulative impact. This complex is significant as a representative milestone in the development and evolution of LAX. Although demolition of this resource would be significant under CEQA at the project level, the other resources on the airport that clearly reflect this evolutionary process, Hangar One and the Theme Building, are not proposed for demolition; therefore, the loss of the Intermediate Terminal Complex would not be considered cumulatively significant. However, loss of the International Airport Industrial District would contribute to a significant cumulative impact. The district is a physical record of notable architect S. Charles Lee's pivotal change in professional direction from grand movie palace architecture to real estate development (industrial). Although research indicates that it is the single largest known "planned" industrial development of this type by Lee, 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 considered cumulatively significant. The potential loss of the Centinela Adobe and Randy's Donuts would also be considered cumulatively significant due to the increasing scarcity of these property types.

Alternative B - Added Runway South

Implementation of Alternative B would result in the demolition of the Intermediate Terminal Complex, the International Industrial District, and the Merle Norman Headquarters Complex. In addition, this alternative also calls for the relocation of Hangar One. These impacts, 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. Over time, cumulative impacts would be considered significant.

Hangar One's significance is in part tied to it being the first structure at LAX. Although relocation would be a significant impact, the building is expected to retain its National Register listing. Limited cumulative impacts on this particular property type could, however, occur elsewhere in the Southland, including those similar properties found at the Long Beach Airport (Long Beach Airport Terminal building) and what was once the Glendale Airport in Glendale (Grand Central Air Terminal building). These two locations have excellent extant architectural examples of pre-World War II aviation/terminal type properties. If Master Plan development results in alteration of these properties, a cumulative impact would occur.

The Merle Norman Complex is one of two known historic buildings associated with the company. The other is a 1930s building located in Santa Monica. These buildings are considered eligible for the National Register. Although the building in Santa Monica has similar historic associations, no known projects are threatening demolition or alteration of this building. Therefore, cumulative impacts to properties associated directly with the historical significance of Merle Norman are considered less than significant. However, the loss of the Merle Norman Complex combined with the loss of other unique and historically significant industrial buildings in the area, such as the International Airport Industrial District, would contribute to a significant cumulative impact.

Alternative C - No Additional Runway

Cumulative impacts would be the same as under Alternative A, which includes demolition of the Intermediate Terminal Complex and the International Airport Industrial District (although under Alternative C only approximately one-half of the International Airport District would be demolished), as well as direct and indirect impacts on the Centinela Adobe and Randy's Donuts. These cumulative impacts would be considered significant.

Alternative D - Enhanced Safety and Security Plan

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. As further described in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, 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 building property type by Lee elsewhere in the Los Angeles area 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.

4.9.1.7.2 Archaeological/Cultural Resources

Throughout the region, there are numerous archaeological and cultural resources, both known and as yet undiscovered (i.e., subsurface resources that may be encountered during grading and excavation activities for a project), that have the potential to be impacted as a result of other past, present, and probable future projects. These resources serve as the basis for evaluating the projects' potential cumulative impacts.

No Action/No Project Alternative

No known archaeological/cultural resources that are unique or eligible for federal, state or local designation would be impacted by the No Action/No Project Alternative. However, the number of sites previously recorded in the area suggests that there is a relatively high likelihood of discovering archaeological resources during construction. This same potential for encountering undiscovered resources exists for other projects in the vicinity, such as Playa Vista. The No Action/No Project Alternative (which involves new and replacement cargo facilities as well as other development described in Chapter 3, *Alternatives*), in combination with independent projects, would contribute to the progressive cumulative loss of archaeological resources due to the disturbance or destruction of resources, even accepting that many projects would have mitigation in place for construction monitoring and recovery of resources. Although the No Action/No Project Alternative's contribution to such an effect would be very limited due to mitigation required as project conditions, cumulative impacts on archaeological resources would be considered adverse.

Alternatives A, B and C

The cumulative impacts of Alternatives A, B, and C would be similar to those described above for the No Action/No Project Alternative, although a greater area of the project would be subject to development, contributing to a slightly greater cumulative effect. As with the No Action/No Project Alternative, the impacts of Alternatives A, B, and C 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 effects, this cumulative impact is considered significant.

Alternative D

As further described in Appendix I, *Section 106 Report* and Appendix S-G, *Supplemental Section 106 Report*, the cumulative impacts of Alternative D related to archaeological/cultural resources would be similar to those described for the other build alternatives; although, 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

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regulatory controls and project-level mitigation measures would reduce these impacts, this cumulative impact is considered significant.

4.9.1.8 Mitigation Measures

The following mitigation measures comply with the appropriate standards and guidelines established for historic preservation activities by the Secretary of the Interior and other federal, state, and local regulations, as appropriate.

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, or III) 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. Archival copies of the recordation document shall be submitted to the National Park Service, Library of Congress, and the California Office of Historic Preservation. Non-archival copies of the document shall be distributed to the City of Los Angeles Planning Department, City of Los Angeles Cultural Affairs Department, Los Angeles Public Library (main branch), Los Angeles Conservancy, and LAWA's Public Relations Division.

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

For the significant historic resource proposed for demolition or partial demolition, educational materials suitable for the general public, secondary school use, and/or aviation historians and enthusiasts shall be designed with the assistance of a qualified historic preservation professional and implemented by LAWA. 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 Listed 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, or III) 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.

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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*.

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;⁴⁴⁷ 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(i) 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 as having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards.⁴⁴⁸ 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 in the affected area 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 qualified⁴⁴⁹ 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

⁴⁴⁷ 48 FR 44634-37.

⁴⁴⁸ 48 FR 22716, September 1983.

⁴⁴⁹ The Secretary of the Interior's Professional Qualifications Standards (48 FR 22716, September 1983).

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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

Historic/Architectural Resources

Federal Level

With the implementation of Master Plan Commitment HR-1, Preservation of Historic Resources (Alternatives A, B, C, and D), and Mitigation Measures MM-HA-1 and MM-HA-2 (described in subsection 4.9.1.8 above), 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*, 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*, which address potential impacts on the Centinela Adobe and Randy's Donuts would reduce the significant impacts of Alternative A on the identified historic/architectural resources to an insignificant 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*, 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 partial demolition of the International Airport Industrial District, the demolition of 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 level⁴⁵⁰ 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

⁴⁵⁰ Public Resources Code, Section 5020.1(q).

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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 sufficiently mitigated in accordance with the federal standards described in Section 4.9.1.4.2 above. At the state 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.

4.9.1.9.2 Alternative B - Added Runway South

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 on Hangar One at the federal level are considered significant. 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, Hangar One Relocation (Alternative B), outlined previously, would be sufficiently mitigated in accordance with the federal standards described in Section 4.9.1.4.2 above.

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 level⁴⁵¹ 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, at a federal level, be sufficiently mitigated in accordance with the

⁴⁵¹ Public Resources Code, Section 5020.1(q).

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federal standards described in Section 4.9.1.4.2 above. 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.

4.9.1.9.3 Alternative C - No Additional Runway

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, Preservation of Historic Resources (Alternatives A, B, C, and D), 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*, 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 in accordance with the federal standards described in Section 4.9.1.4.2 above.

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*, 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 partial demolition of the International Airport Industrial District and the demolition of 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 level⁴⁵² 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, at a federal level, be sufficiently mitigated in accordance with the federal standards described in Section 4.9.1.4.2 above. 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.

⁴⁵² Public Resources Code, Sections 21098.1 and 5020.1 (q).

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 and local level⁴⁵³ 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, at a federal level, be sufficiently mitigated in accordance with the federal standards described in Section 4.9.1.4.2 above. 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.

⁴⁵³ Public Resources Code, Section 5020.1(q).

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