
4.9 Land Use and Planning

4.9.1 Introduction

This analysis examines the extent to which the SPAS alternatives could result in inconsistencies with applicable general plans, specific plans, and regional plans, and policies, or cause physical incompatibility with existing land use through increased exposure to aircraft noise. Supporting information addressing regional plans and aircraft noise exposure is provided in Appendix I, *Land Use and Planning*.

Potential land use and planning impacts resulting from physically dividing an established community were evaluated and determined to have "No Impact" in the revised LAX SPAS EIR Notice of Preparation/Initial Study (October 2010), included as Appendix A of this Draft EIR. As discussed therein, the SPAS alternatives improvements would largely occur on airport property and no land acquisition or new facilities are proposed that would physically divide an established community. Therefore, no further analysis of impacts related to dividing an established community is provided in this section.

4.9.2 Methodology

As further described below, this land use analysis is focused on two components: 1) the potential for these alternatives to result in inconsistencies with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect; and 2) the potential for land use incompatibility due to physical impacts on study area land uses caused by changes in aircraft noise exposure under the SPAS alternatives.

The study area and jurisdictional boundaries for the land use analysis are shown in **Figure 4.9-1**. The area's general boundaries are Dockweiler State Beach to the west, Centinela and Florence Avenues to the north, the Harbor Freeway (I-110) to the east, and El Segundo Boulevard and Imperial Highway to the south. The land use study area covers portions of unincorporated Los Angeles County and the cities of Los Angeles, El Segundo, Inglewood, and Hawthorne. The land use study area includes potential acquisition areas and other areas off-site that are either subject to improvements under the SPAS alternatives or to potential land use incompatibility. Since the potential for incompatible land use associated with the SPAS alternatives is primarily related to aircraft noise, the land use study area extends to the east beyond the immediate LAX vicinity. The land use study area generally coincides with the geographic area covered by LAWA's Aircraft Noise Mitigation Program (ANMP).⁴⁵³

4.9.2.1 Plan Consistency Evaluation

Per Appendix G of the State CEQA Guidelines, the emphasis of the plan consistency evaluation focuses on potential conflicts between the development proposed in the SPAS alternatives and existing land use plans, policies, and regulations adopted to avoid or mitigate environmental effects. Determinations of significance are based not on inconsistency alone, but on instances where inconsistencies with plans, policies, and regulations also result in physical impacts on the environment. Appendix I-1, *Land Use and Planning*, contains a more comprehensive presentation of some of the applicable Southern California Association of Governments' (SCAG) plans and policies evaluated in this section.

4.9.2.2 Land Use Incompatibility

Noise

Title 21 of the California Code of Regulations, Subchapter 6 (also known as the California Airport Noise Standards) defines incompatible noise levels as exposure of nearby communities to noise levels of 65

⁴⁵³ City of Los Angeles, Los Angeles World Airports, Noise Management Bureau, LAX ANMP 2009, Aircraft Noise Mitigation Program to Achieve Compliance with California Airport Noise Standards through Implementation of Land Use Mitigation Measures within the Los Angeles International Airport Noise Impact Area, May 2009.

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Community Noise Equivalent Level (CNEL) or greater.⁴⁵⁴ Land use incompatibility is most likely to occur for most types of noise-sensitive uses when they are within the 65 CNEL noise contour. The 65 CNEL standard is also referenced in the California Department of Transportation (Caltrans) *California Airport Land Use Planning Handbook* (Caltrans Handbook)⁴⁵⁵ as the basic limit of acceptable noise levels for residential and other noise-sensitive uses within an urban area and the 65 CNEL standard is the basis for establishing the Airport Influence Area in the Los Angeles County Airport Land Use Plan (ALUP).⁴⁵⁶ Both the Caltrans Handbook and the Los Angeles County ALUP are described in more detail later in this section. Specifically, land uses considered incompatible due to aircraft noise are those that fall within the 65 CNEL noise contour that have the following characteristics:

- ◆ All residential uses including single-family dwellings, multi-family dwellings, and mobile homes, built or in place prior to January 1, 1989, with an interior CNEL in excess of 45 decibels (dB);
- ◆ All residences with an exterior CNEL of 75 dB or greater, which have an occupiable exterior area, including yard, balcony, or patio, even though an interior noise level of 45 dB is achieved; or
- ◆ Public and private schools of standard construction, hospitals, convalescent homes, churches and places of worship having interior CNEL exceeding 45 dB and/or for which an aviation easement has not been acquired.⁴⁵⁷

Under Title 21, Caltrans, Division of Aeronautics may issue a variance to airports from the California Airport Noise Standards if the airport proprietor demonstrates that programs have been or are being developed to reduce noise impacts. A discussion of Title 21, as applicable to LAWA's current efforts to mitigate aircraft noise impacts under the ANMP, is presented below under the heading Existing Incompatible Land Uses.

As further discussed in Section 4.10.1, *Aircraft Noise*, Federal Aviation Administration (FAA) Order 5050.4B, consistent with Appendix A of Order 1050.1E, further defines an impact under NEPA as significant when noise-sensitive uses are within the 65 or higher CNEL⁴⁵⁸ noise contours and are exposed to an increase in noise of 1.5 CNEL or higher.⁴⁵⁹

Where increases of 1.5 CNEL or higher have been identified within the 65 CNEL or higher noise contours for the SPAS alternatives, noise-sensitive uses exposed to increases of 3 CNEL between the 60 and 65 CNEL noise contours, and increases of 5 CNEL below the 60 CNEL noise contour are also identified, for informational purposes only, based on the criteria contained in a 1992 Federal Interagency Committee on Noise (FICON) report.⁴⁶⁰

⁴⁵⁴ As further described in Section 4.10.1, *Aircraft Noise*, the CNEL metric is recognized by the FAA for aircraft noise analysis in California and is similar to the DNL metric referenced in FAR Part 150. Both metrics represent cumulative noise exposure over a 24-hour period. The DNL penalizes noise during the nighttime period (10:00 P.M. to 7:00 A.M.), whereas the CNEL further subdivides the penalized time period into evening (7:00 p.m. through 9:59 p.m.) and nighttime (10:00 p.m. to 6:59 a.m.). The evening weighting and associated penalties are the only difference between CNEL and DNL.

⁴⁵⁵ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.

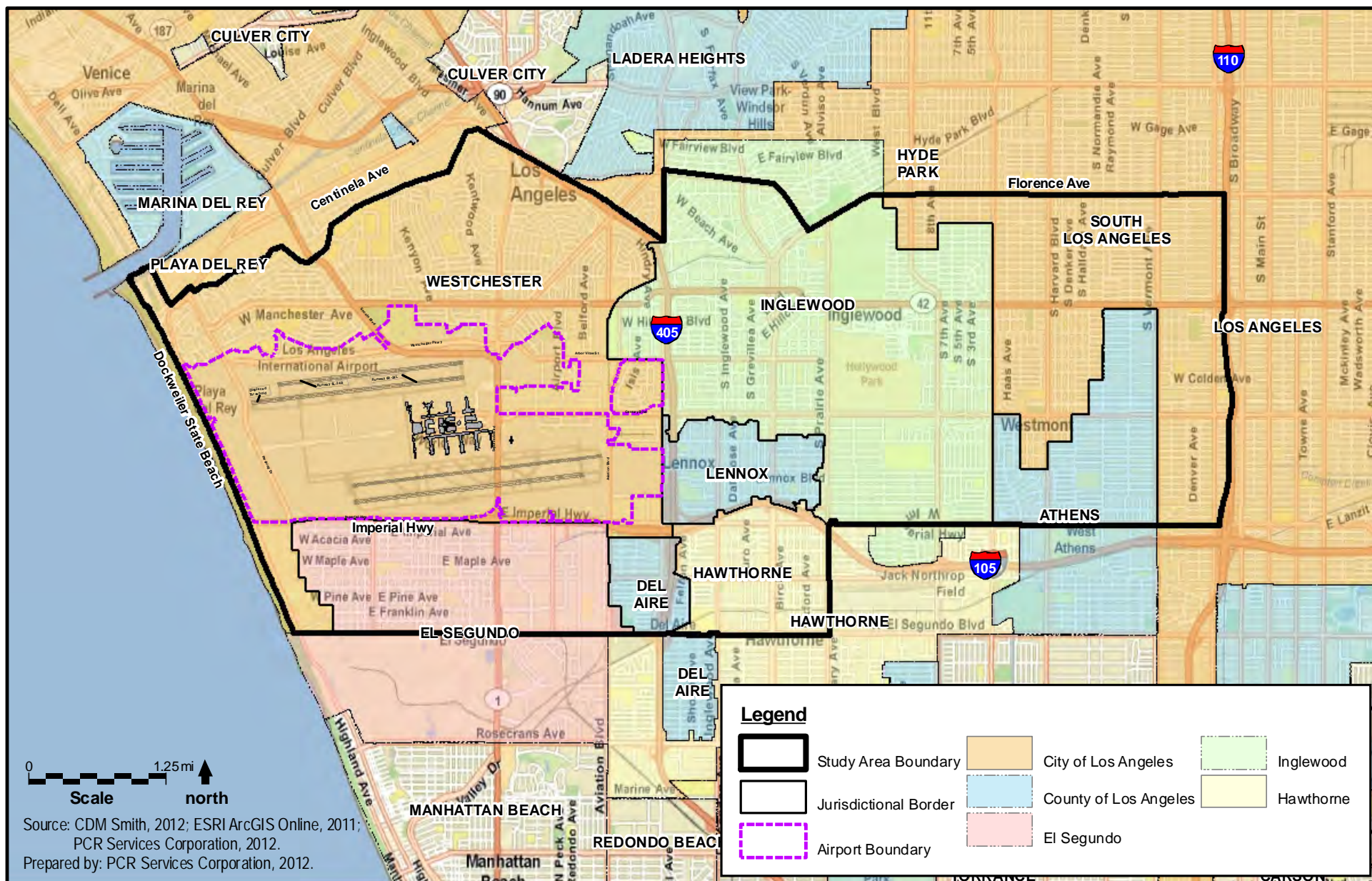
⁴⁵⁶ Los Angeles County, Department of Regional Planning, *Los Angeles County Airport Land Use Plan*, adopted by the Los Angeles County Airport Land Use Commission, December 19, 1991, as revised December 1, 2004.

⁴⁵⁷ California Department of Transportation, Division of Aeronautics, Title 21, Subchapter 6, "Noise Standards," Section 5014.

⁴⁵⁸ For purposes of this analysis, and as recognized by the FAA for use in California, the CNEL metric is used instead of the DNL metric.

⁴⁵⁹ U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 14.3, Significant Impact Thresholds, effective March 20, 2006, Available: http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf, accessed December 2011.

⁴⁶⁰ Federal Interagency Committee On Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.



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Incompatible land use impacts that would result from the development proposed in the SPAS alternatives related to noise were identified by comparing the 2009 baseline 65 CNEL noise contours with the 2025 noise contours projected for the SPAS alternatives. These comparisons identify residential and other noise-sensitive uses newly exposed to 65 CNEL or higher noise levels and also identify those uses that would experience increases in noise levels of 1.5 CNEL or higher within the 65 CNEL or higher noise contours.

The methodology used to develop the noise contours and noise analyses is presented in Section 4.10.1, *Aircraft Noise*.

4.9.3 Existing Conditions

This discussion of baseline conditions begins with a description of relevant regional and state land use plans, followed by descriptions of on-airport land use plans, existing incompatible uses, and existing land uses, plans, and zoning. The potential for the development proposed for the SPAS alternatives to result in plan inconsistencies or incompatible land use through increased exposure to aircraft noise is discussed in the impact analysis in Section 4.9.6 below. Consistency with key policies and issues presented in the plans described in this section are also addressed, where applicable, in this Draft EIR under other relevant sections of Chapter 4, *Environmental Impact Analysis*.

4.9.3.1 **Regional and State Plans**

Southern California Association of Governments

SCAG 2012 - 2035 Regional Transportation Plan/Sustainable Communities Strategy

LAX is located within the SCAG Planning Area, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. As mandated by federal and state law, SCAG is the Metropolitan Planning Organization for the six counties comprising Southern California and is responsible for the development and integration of regional plans that address transportation, growth management, hazardous waste management, and air quality. The Regional Transportation Plan (RTP) is a federal- and state-mandated transportation plan that envisions the future multi-modal transportation system for the region and provides the basic framework for coordinated, long-term investment in the regional transportation system over the RTP planning horizon of 2035. On April 4, 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

As the process for development of regional transportation plans has evolved, SCAG has broadened its focus by including air quality considerations in its planning process. The RTP/SCS has mobility as an important component of a much larger picture, with added emphasis on sustainability and integrated planning.⁴⁶¹ In addition, the RTP/SCS includes goals and policies that pertain to mobility, accessibility, safety, productivity of the transportation system, protection of the environment and energy efficiency, and land use and growth patterns that complement the state and region's transportation investments. An integral component of the RTP/SCS is a strong commitment to reduce emissions from transportation sources, in order to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Clean Air Act.⁴⁶²

⁴⁶¹ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future, adopted April 4, 2012, Available: <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed April 2012.

⁴⁶² Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future, adopted April 4, 2012, Available: <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed April 2012.

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The RTP/SCS's regional air passenger demand forecast for 2035 is 145.9 million annual passengers (MAP) for the SCAG region. This long-range forecast is based on the premise that the urban capacity-constrained airports of LAX, Bob Hope (formerly Burbank), Long Beach, and John Wayne airports will all reach their defined legally allowable or other recognized capacity constraints well before 2035. Remaining air travel demand is, and would continue to be, served by the other suburban and commuter airports with ample capacity to serve future demands.⁴⁶³ The RTP/SCS projects a future passenger activity level at LAX of 78.9 MAP in 2035.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

The latest regional aviation demand forecasts and policies developed for the RTP/SCS represent an evolution and refinement of aviation planning work that SCAG has conducted over the last two decades, reflecting a regional consensus that has developed around key regional aviation issues. The SCAG region supports the nation's largest regional airport system, in terms of number of airports and aircraft operations, operating in a very complex airspace environment. The system has six established air carrier airports, including LAX, Bob Hope, John Wayne, Long Beach, LA/Ontario International Airport, and Palm Springs. There are also four new and emerging air carrier airports in the Inland Empire and North Los Angeles County, as well as 44 general aviation airports and two commuter airports, for a total of 56 public use airports. There are significant challenges in meeting the future airport capacity needs of Southern California, and the RTP/SCS concludes that an Aviation Decentralization Strategy is needed to meet the medium growth forecasted demand of 145.9 MAP in 2035.⁴⁶⁴

The RTP/SCS, in its *Aviation and Airport Ground Access Appendix* (AAGA Appendix), indicates that the challenge of meeting future aviation demand in the SCAG region is linked to ground access, as regional air passengers from the urban areas of Los Angeles and Orange Counties will need to go to airports with available capacity in the Inland Empire and North Los Angeles County in the future. SCAG's adopted Aviation Decentralization Strategy calls for making substantial airport ground access improvements throughout the region, with the short-term program emphasizing the relief of immediate bottlenecks around airports through arterial, intersection and interchange improvements, and increasing transit access to airports. New regional aviation policies were recommended for the RTP/SCS, with input from both the SCAG Aviation Task Force and the SCAG Aviation Technical Advisory Committee (ATAC), of which LAWA is a member. The AAGA Appendix outlines additional policies and action steps associated with the aviation program contained in the RTP/SCS, including consideration for "Airport Land Use Compatibility and Environmental Impacts," as well as other regional aviation topics such as infrastructure, economics, airspace planning, and new technologies. These policies respond to changing circumstances and new priorities in the regional aviation system, and each topic is divided into a corresponding set of policies and action steps for SCAG. The policies for "Airport Land Use Compatibility and Environmental Impacts" are described below and are also presented in Appendix I-1, *Land Use and Planning*.⁴⁶⁵

Airport Land Use Compatibility and Environmental Impacts Policies

- ◆ Increased coordination between airport planning and land use planning on both regional and local levels should be promoted.
- ◆ Regional support and coordination should be extended to the region's Airport Land Use Commissions.

⁴⁶³ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future, adopted April 4, 2012, Available: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed April 2012.

⁴⁶⁴ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Aviation and Airport Ground Access Appendix, adopted April 4, 2012, Available: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_Aviation.pdf, accessed April 2012.

⁴⁶⁵ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Aviation and Airport Ground Access Appendix, adopted April 4, 2012, Available: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_Aviation.pdf, accessed April 2012, p. 98.

- ◆ Information on aviation environmental "best practices" should be shared and disseminated on a regional level.
- ◆ Mechanisms for promoting cleaner and quieter aircraft at the region's airports should be identified and supported.

SCAG 2004 Compass Blueprint Growth Vision

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as "Southern California Compass," which resulted in the development of a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began the "Compass Blueprint" in 2000, spearheaded by the Growth Vision Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues, such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents. To organize the strategies for improving the quality of life in the SCAG region, four principles were established by the Growth Vision Subcommittee. These goals are contained in the Compass Blueprint Growth Vision Report. The principles are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.⁴⁶⁶ The Growth Vision principles are also presented in Appendix I-1, *Land Use and Planning*.

In addition, the Compass 2% Strategy provides guidance for how and where SCAG can implement the Growth Vision goals for the region's future. The strategy calls for modest changes to current land use and transportation trends on 2 percent of the land area of the region. As indicated on the Compass 2% Strategy Opportunity Areas map for the City of Los Angeles - Central, portions of the SPAS alternatives are located within a Compass 2% Strategy Opportunity Area. As such, portions of the site are within a key target area that, if developed at higher density, would help best serve the mobility, livability, prosperity, and sustainability principles of the Growth Vision.⁴⁶⁷

SCAG Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a capital listing of all transportation projects proposed over a six-year period for the SCAG region, including highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps. In the SCAG region, as required under 23 United States Code (USC) Section 134(h)(1)(D), "Updating and Approval", the RTIP update is produced every two years, with the last RTIP adopted by SCAG on July 17, 2008 and approved by federal agencies on November 17, 2008.⁴⁶⁸

The RTIP implements the projects and programs listed in the RTP and developed in compliance with state and federal requirements. County transportation commissions have the responsibility under state law for proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review, and development of the RTIP is based on consistency with the current RTP, inter-county connectivity, financial constraint, and conformity satisfaction.

⁴⁶⁶ Southern California Association of Governments, Compass Blueprint Key Principles, Available: <http://www.compassblueprint.org/about/principles>, accessed December 2011.

⁴⁶⁷ Southern California Association of Governments, Compass 2% Opportunity Strategy Areas, City of Los Angeles - Central, Available: <http://www.compassblueprint.org/files/la-central.pdf>, accessed December 2011.

⁴⁶⁸ Southern California Association of Governments, Adopted 2008 Regional Transportation Improvement Program (RTIP), Available: <http://www.scag.ca.gov/rtip/rtip2008/adopted.htm>, accessed December 2011.

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The 2010-2011 Annual Listing of Obligated Projects is a detailed listing of federally-funded transit improvement projects which is broken down by each of the counties in the SCAG region. On this latest listing, there are no RTIP projects slated for construction in the LAX vicinity.⁴⁶⁹ However, RTIP projects are programmed into SCAG's 2008 RTP model, from which the SPAS off-airport transportation model was derived. The SPAS model is discussed in Section 4.12.2, *Off-Airport Transportation*.

Los Angeles County Regional Planning Commission

Los Angeles County Airport Land Use Plan

The Los Angeles County Regional Planning Commission is the designated Airport Land Use Commission (ALUC) for airports within Los Angeles County, as ALUC's are required to coordinate planning for the areas surrounding public use airports. The purpose of the ALUC is to protect the public health, safety, and welfare by ensuring orderly expansion of airports. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the ALUP. In formulating the ALUP, the ALUC establishes provisions to ensure safe airport operations, through the delineation of Runway Protections Zones (RPZs) and height restriction boundaries, and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse.⁴⁷⁰ The ALUP is implemented through General Plan, Specific Plan, and zoning amendments.⁴⁷¹

The extent of the planning boundary designated for the airports in the ALUP is determined by the 65 CNEL noise contours. The extent of existing noise levels also determines types of land uses that would be considered compatible based on FAR Part 150 Land Use Compatibility Guidelines as shown in **Figure 4.9-2**. For LAX, RPZs are shown within the planning boundary at each end of the north and south runways.

To supplement the plan consistency and implementation section of the ALUP, the ALUC prepared a separate Review Procedures document on December 1, 2004. The Review Procedures document provides additional guidance to the ALUC and applicants, and is considered a revision to the 1991 ALUP which it incorporates by reference.⁴⁷² The policies in the Review Procedures document and in the individual airport land use compatibility plans are based upon 1) state laws and guidelines and 2) master plans for the respective airports. Any amendments to a specific plan or General Plan within an ALUP area require review by the ALUC and consistency determination with the ALUP.

⁴⁶⁹ Southern California Association of Governments, 2010-2011 Annual Listing of Obligated Projects, Available: http://www.scag.ca.gov/rtip/pdf/2010_11_SCAGregionFOstateLocalHwyProjects.pdf, accessed December 2011.

⁴⁷⁰ Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Plan, adopted by the Los Angeles County Airport Land Use Commission, December 19, 1991, as revised December 1, 2004.

⁴⁷¹ California Public Utilities Code Section 21676.

⁴⁷² Los Angeles County Regional Planning Commission, Airport Land Use Commission, and the Los Angeles County Department of Regional Planning, The Los Angeles County Airport Land Use Commission Review Procedures, December 1, 2004, Available: http://planning.lacounty.gov/assets/upl/project/aluc_review-procedures.pdf, accessed December 2011.

Land Use Category	<i>Community Noise Exposure</i> (Measured as Community Noise Equivalent Level (CNEL))				
	55	60	65	70	75
Residential					
Educational Facilities					
Commercial					
Industrial					
Agricultural					
Recreational					

Note: Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

Source: Los Angeles County Airport Land Use Commission,
Airport Land Use Plan, 1991.

Legend



Satisfactory.



Caution. Review Noise Insulation Needs.



Avoid Land Use Unless Related to Airport Service.

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Although the LAX Master Plan was approved and adopted by the Los Angeles City Council on December 4, 2004, prior to that approval, the ALUC indicated that the LAX Master Plan was inconsistent with the 1991 County Comprehensive Land Use Plan. Consistency conclusions by the ALUC are subject to review by the governing body, which may overrule conclusions of the ALUC, as long as the governing body can make specific findings that the proposed action is consistent with the purposes stated in Public Utilities Code (PUC) Section 21670, which generally focus on ensuring the orderly development of airports and minimizing the public's exposure to noise and safety hazards.^{473,474} As such, the ALUC determination was overruled by the Los Angeles City Council, in accordance with the procedures and requirements of the State Aeronautics Act, which adopted specific detailed findings that the LAX Master Plan is consistent with the purposes of the Aeronautics Act. As a result of this overruling, the LAX Master Plan took effect just as if the ALUC had approved it or found it consistent with the compatible plan.

California Department of Transportation

2011 California Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics administers much of California State Aeronautics Act, pursuant to PUC Section 21991 et seq., whose stated purpose "is to protect the public interest in aeronautics and aeronautical progress." The purpose of the California Airport Land Use Planning Handbook is to provide guidance for conducting airport land use compatibility planning as required pursuant to Article 3.5, "Airport Land Use Commissions," PUC Sections 21670 - 21679.5. Article 3.5 describes the statutory requirements for ALUCs, including the preparation of an Airport Land Use Compatibility Plan (ALUCP). Article 3.5 further mandates that the Division of Aeronautics create a handbook which identifies essential elements for the preparation of an ALUCP.⁴⁷⁵

The latest version of the Caltrans Handbook was released in October 2011, and it is intended to 1) provide information to ALUCs, their staffs, airport proprietors, cities, counties, consultants, and the public, 2) identify the requirements and procedures for preparing effective compatibility planning documents, and 3) define exemptions where applicable. The Caltrans Handbook applies to ALUCs, established pursuant to the State Aeronautics Act, charged with providing for compatible land use planning in the vicinity of each existing and new public use airport within their jurisdiction. The Caltrans Handbook provides guidance for the preparation, adoption, and amendment of an ALUCP, and is further identified as a resource for airport land use compatibility planning.⁴⁷⁶

The 2011 Caltrans Handbook provides guidance for complying with baseline safety and compatibility requirements; however, the ALUCs may choose to be more conservative or restrictive than the guidance when local conditions warrant doing so. The Division of Aeronautics does not have the authority to adopt land use development standards; however, the ALUCs are statutorily permitted to include building standards, height restrictions, and land uses in their ALUCPs.⁴⁷⁷ If a conflict arises between the Caltrans Handbook and the State Aeronautics Act of any other California statute, as a result of legislative action, then the adopted statute shall govern.⁴⁷⁸ The suggested land use compatibility criteria for noise, overflight, safety, and airspace protection are presented in **Table 4.9-1**.⁴⁷⁹ Each of these four compatibility criteria also includes a measurement factor, strategy, bases, and sample policies for affected areas.

⁴⁷³ For the Specific Plan and General Plan amendments, the governing body is the Los Angeles City Council (Government Code Sections 65453 and 65355).

⁴⁷⁴ Public Utilities Code Section 21676 (b) and (c).

⁴⁷⁵ California Public Utilities Code Section 21674.5 and 21674.7.

⁴⁷⁶ California Public Utilities Code Section 21674.5 and 21674.7.

⁴⁷⁷ California Public Utilities Code Section 21675(a).

⁴⁷⁸ California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011.

⁴⁷⁹ California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011.

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Table 4.9-1

Caltrans California Airport Land Use Planning Handbook Noise Compatibility Summary

Compatibility Concern	Objective	Measurement	Strategies	Basis
Noise	Minimize the number of people exposed to frequent and/or high levels of aircraft noise capable of disrupting noise-sensitive uses.	Noise generated by the operation of aircraft is primarily measured in terms of the cumulative noise levels of all aircraft operations (i.e., CNEL).	Limit development of land uses which are particularly sensitive to noise.	The basic state guidance sets a 65 dB CNEL as the maximum noise level normally compatible with urban residential land uses.
Overflight	Notify people near airports of the presence of overflights in order to minimize or avoid annoyance associated with these conditions.	Recorded flight tracks; information on standard operations and traffic patterns of the airport.	Buyer awareness measures.	Experience and information from airport proprietors and ALUC's on the noise concerns of the community and state law.
Safety	Minimize the risks associated with potential aircraft accidents by providing for the safety of people and property on the ground and enhancing the chances of survival of the occupants or aircraft involved in an accident.	Measuring the degree of safety concerns around an airport involves determining the potential for an accident to occur. To do this, the variables of where an accident could occur and when an accident could occur must be considered.	Safety compatibility strategies focus on the consequences of risk assessment. Land use planning measures should be utilized to reduce the severity of an aircraft accident for both people on the ground and in an aircraft, by limiting the intensity and type of use in locations most susceptible to an off-airport aircraft accident.	Setting safety compatibility criteria presents the fundamental question of "what is safe?" or "what is an acceptable risk?" Safety criteria are set on a progressive scale with the greatest restrictions established in locations with the greatest potential for aircraft accidents.
		The Spatial Element describes where aircraft accidents can be expected to occur. Of all the accidents which occur in the vicinity of airports, what percentage occurs in any given area?	Density and Intensity Limitations: Establishment of criteria limiting the maximum number of dwellings or people in areas close to the airport is the most direct method of reducing the potential severity of an aircraft accident.	Established Guidance: Unlike the case with noise, there are no formal federal or state laws or regulations which set safety criteria for airport area land uses for civilian airports except within RPZs. FAA safety criteria primarily are focused on the runway and its immediate environment.
		The Time Element adds a "when" variable to the assessment of accident frequency. In any given location around a particular airport, what is the chance that an accident will occur in a specific period of time?	Highly Risk-Sensitive Uses: Certain critical types of land uses--particularly schools, hospitals, and other uses in which the mobility of occupants is effectively limited--should be avoided near the ends of runways regardless of the number of people involved. Critical public infrastructure and aboveground storage of large quantities of highly flammable or hazardous materials also should be avoided near airports.	

Table 4.9-1

Caltrans California Airport Land Use Planning Handbook Noise Compatibility Summary

Compatibility Concern	Objective	Measurement	Strategies	Basis
			Open Land Requirements: Creation of requirements for open land near an airport addresses the objective of enhancing safety for the occupants of an aircraft forced to make an emergency landing away from a runway.	
Airspace Protection	Avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring.	Airspace Obstructions: The acceptable height of objects near an airport is most commonly determined by application standards set forth in FAR Part 77.	Airspace Obstructions: Buildings, antennas, other types of structures, and trees should be limited in height so as not to pose a potential hazard to flight.	Criteria for determining airspace obstructions and other hazards to flight are established in FAR Part 77 and other FAA regulations and guidelines. California's regulation of obstructions under the State Aeronautics Act (PUC Section 21659) is also based on FAR Part 77 criteria.
		Wildlife and Other Hazards to Flight: The significance of other potential hazards to flight is principally measured in terms of the hazards' specific characteristics and their distance from the airport and/or its normal traffic patterns.	Wildlife and Other Hazards to Flight: Land uses that may create other types of hazards to flight near an airport should be avoided or modified so as not to include the offending characteristic.	Guidelines on the avoidance of developing wildlife attractants near airports derives from Advisory Circular 150/5200-33B: Hazardous Wildlife Attractants on or Near Airports.

Source: California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, Table 4C, October 2011.

4.9.3.2 On-Airport Land Use Plans

LAX Plan

The LAX Plan⁴⁸⁰ was adopted concurrently with the LAX Master Plan Program, approved by the Los Angeles City Council in December 2004. The LAX Plan, which is a part of the General Plan of the City of Los Angeles, promotes an arrangement of airport uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan allows the airport to respond to emerging new technologies, economic trends, and functional needs.

⁴⁸⁰ City of Los Angeles, LAX Plan, September 29, 2004, Available: http://www.ourlax.org/docs/lax_plan/FinalLAXPlan_092904.pdf.

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As described in the LAX Plan and shown in **Figure 4.9-3**, LAX is comprised of four general areas: Airport Airside, Airport Landside, LAX Northside,⁴⁸¹ and Open Space. In addition, the Belford Special Study Area located east of Airport Boulevard and south of Arbor Vitae Street, is designated for Medium Residential and Regional Center Commercial land uses and is subject to additional study prior to any new development.

The Airport Airside area includes those aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services. Uses may include four runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities.

The Airport Landside area functions as the interface between Airport Airside and the regional ground transportation network, establishing access portals for the efficient processing of people and goods. Uses in this area may include systems and facilities such as the Central Terminal Area (CTA), Ground Transportation Center (GTC), Intermodal Transportation Center (ITC), Consolidated Rental Car Facility (CONRAC), Automated People Mover (APM), and airport parking. These facilities are described in Chapter 2, *Project Description*. Aircraft are not permitted under power in this area. Examples of uses within these areas include passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.

The LAX Northside area provides for the development of uses that are consistent with airport needs and neighborhood conditions, while also serving as an airport buffer zone (comprised of compatible development and landscape) for the Westchester community. It may also serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan. The primary allowable uses within LAX Northside include, but are not limited to: commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; school and community facilities; open space; bicycle paths; and greenway buffers. In response to community input, LAWA has initiated the LAX Northside Plan Update as an independent planning process that will consider and complement other plans and projects underway at LAX.

The Open Space area comprises the Los Angeles Airport/EI Segundo Dunes (Dunes). Development within this area is limited to existing and relocated navigational aids, restoration and maintenance of the Dunes Habitat Preserve, a park, and other ancillary facilities per the adopted Los Angeles Airport/EI Segundo Dunes Specific Plan, which is described below.

Applicable Goals and Policies

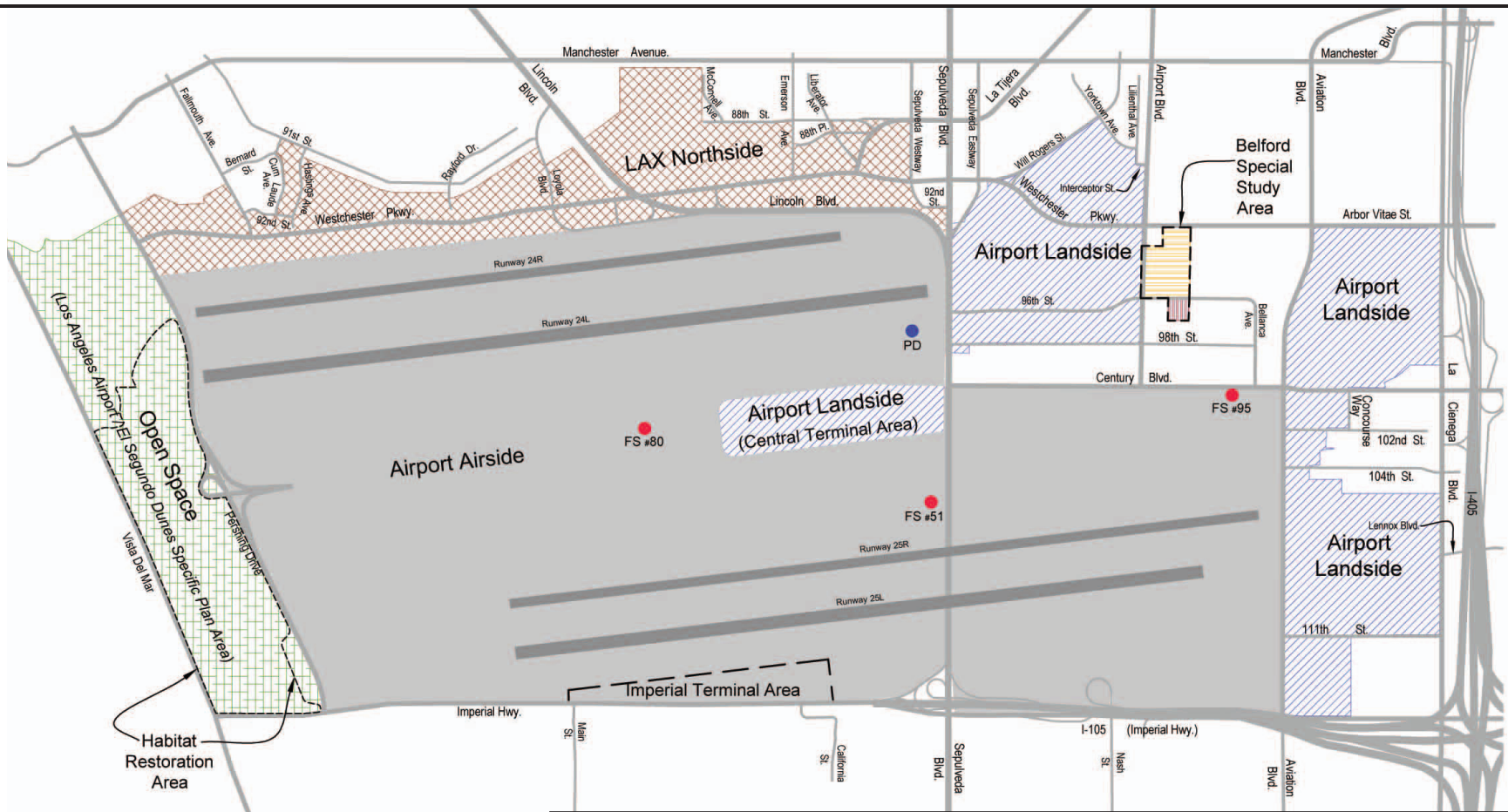
The following discussion summarizes the development guidelines applicable to the SPAS alternatives. These development guidelines are organized into two groups, "LAX Plan Goals" and "LAX Plan Policies" that are developed to implement the goals.

LAX Plan Goals

The following goals, which have been developed to advance the LAX Plan vision and guide airport development, are applicable to the SPAS alternatives and land use considerations:

- ◆ **Goal 1:** Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.
- ◆ **Goal 2:** Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.

⁴⁸¹ LAX Northside, part of the LAX Master Plan approved by the City of Los Angeles in 2004, is an approved airport development project that includes future development of 4.5 million square feet of commercial and airport-related industrial land uses to be built on 340 acres of vacant land located north of Runway 6L/24R (the northern most runway at LAX) along and north of Westchester Parkway. Currently, LAWA is engaged in the LAX Northside Plan Update, which is considering development of a different land use mix, including mixed-use, community/civic space, office/education/research space, and airport support uses, on 340 acres.



No Scale  north

Source: City of Los Angeles, LAX Plan, September 29, 2004.

Legend

	Airport Airside		Open Space		FS	Fire Station
	Airport Landside		Special Study Area: Belford - Medium Residential		PD	Police Station
	LAX Northside		Special Study Area: Belford - Regional Center Commercial			Runways

LAX Specific Plan Amendment Study Draft EIR

LAX Plan Areas

Figure
4.9-3

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- ◆ **Goal 3:** Optimize LAX's critical role in supporting the economy as a major generator of economic activity.
- ◆ **Goal 4:** Recognize the responsibility to minimize intrusions on the physical environment.
- ◆ **Goal 5:** Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.
- ◆ **Goal 6:** Improve ground access to LAX and encourage improved access to other regional airports.

LAX Plan Policies

A number of policies have been developed to implement the LAX Plan goals and objectives to guide airport development that are applicable to the SPAS alternatives. These policies are organized into various topics that address functional and operational aspects of the airport, including safety, security, land use (airport airside, airport landside, LAX Northside, and open space), conservation (energy/resources and biotic communities), circulation and access, economic benefits, noise, air quality, hazardous waste, and design. The policies most pertinent to SPAS-related land use issues include:

Land Use - Airport Airside

- ◆ **Policy P1:** Develop a balanced airfield to provide for more efficient and effective use of airport facilities.
- ◆ **Policy P2:** Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at LAX Master Plan build-out.
- ◆ **Policy P3:** Expand and improve employee parking.
- ◆ **Policy P4:** Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.

Land Use - Airport Landside

- ◆ **Policy P1:** Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.
- ◆ **Policy P2:** Develop a connection between Airport Landside facilities and the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line Station.
- ◆ **Policy P3:** Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.
- ◆ **Policy P4:** Develop secure, direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.
- ◆ **Policy P5:** Provide adequate employee parking and short-term and long-term visitor parking facilities.
- ◆ **Policy P6:** Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from, adjacent residential neighborhoods as feasible.
- ◆ **Policy P8:** Establish a Landscape Maintenance Program for parcels acquired in order to minimize visual impacts on adjacent residents, until the parcels are developed for airport purposes.

Land Use - LAX Northside

- ◆ **Policy P1:** Provide and maintain landscaped buffer areas along the northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate view-sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential uses.

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Land Use - Open Space

- ◆ **Policy P1:** Protect existing state-designated sensitive habitat areas.
- ◆ **Policy P2:** Provide sites for habitat restoration or replacement by native habitat.

Safety

- ◆ **Policy P1:** Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.
- ◆ **Policy P2:** Provide for adequate aircraft queue space at departure ends of the runways.
- ◆ **Policy P3:** Construct center taxiways to reduce the possibility of runway incursions.
- ◆ **Policy P5:** Improve taxiway spacing into gate locations to reduce gate congestion and improve taxi times and efficiency.
- ◆ **Policy P7:** Establish RPZs contiguous to the ends of each runway. These RPZs shall be identical to the FAA's RPZ (clear zone).
- ◆ **Policy P8:** Prohibit uses within a designated RPZ that will create safety hazards.

Los Angeles International Airport Specific Plan

The LAX Specific Plan establishes the development standards consistent with the LAX Plan for the airport and LAX Northside.⁴⁸² It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and principals are implemented.

Sub-Areas

As shown in **Figure 4.9-4**, the LAX Specific Plan is divided into three subareas: Airport Airside (LAX-A Zone), Airport Landside (LAX-L Zone), and LAX Northside (LAX-N Zone).

Airport Airside

Permitted uses in LAX - A Zone include, but are not limited to: airline clubs, retail use, and restaurants; surface and structured parking lots; aircraft under power; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; runways, taxiways, aircraft parking aprons, and service roads; passenger handling facilities; and other ancillary airport facilities.

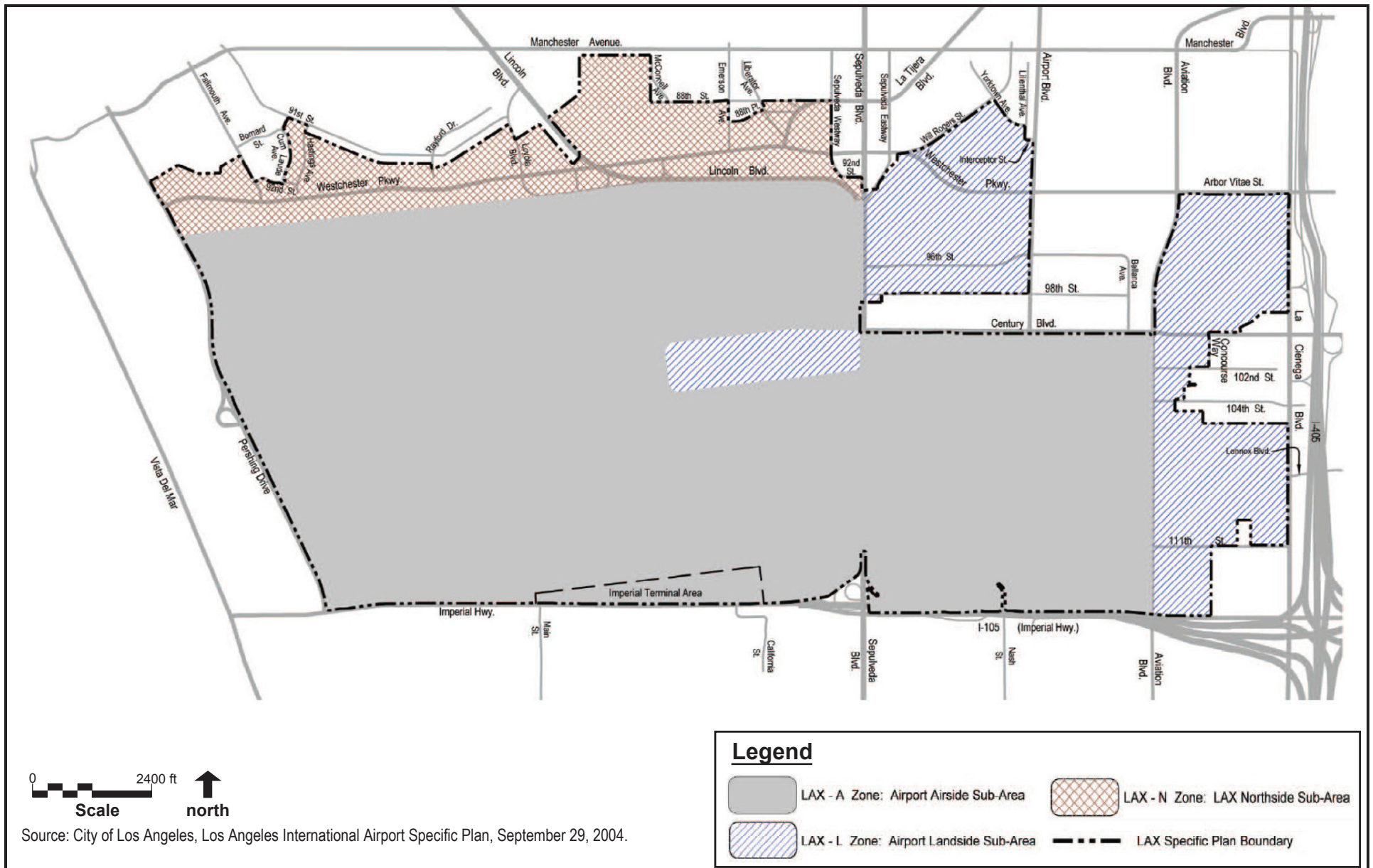
Airport Landside

Permitted uses in LAX - L Zone include, but are not limited to: airline clubs, retail use, and restaurants; rental car operations; surface and structured parking lots; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; passenger handling facilities; service roads; and APM systems, its stations, and related facilities.

LAX Northside

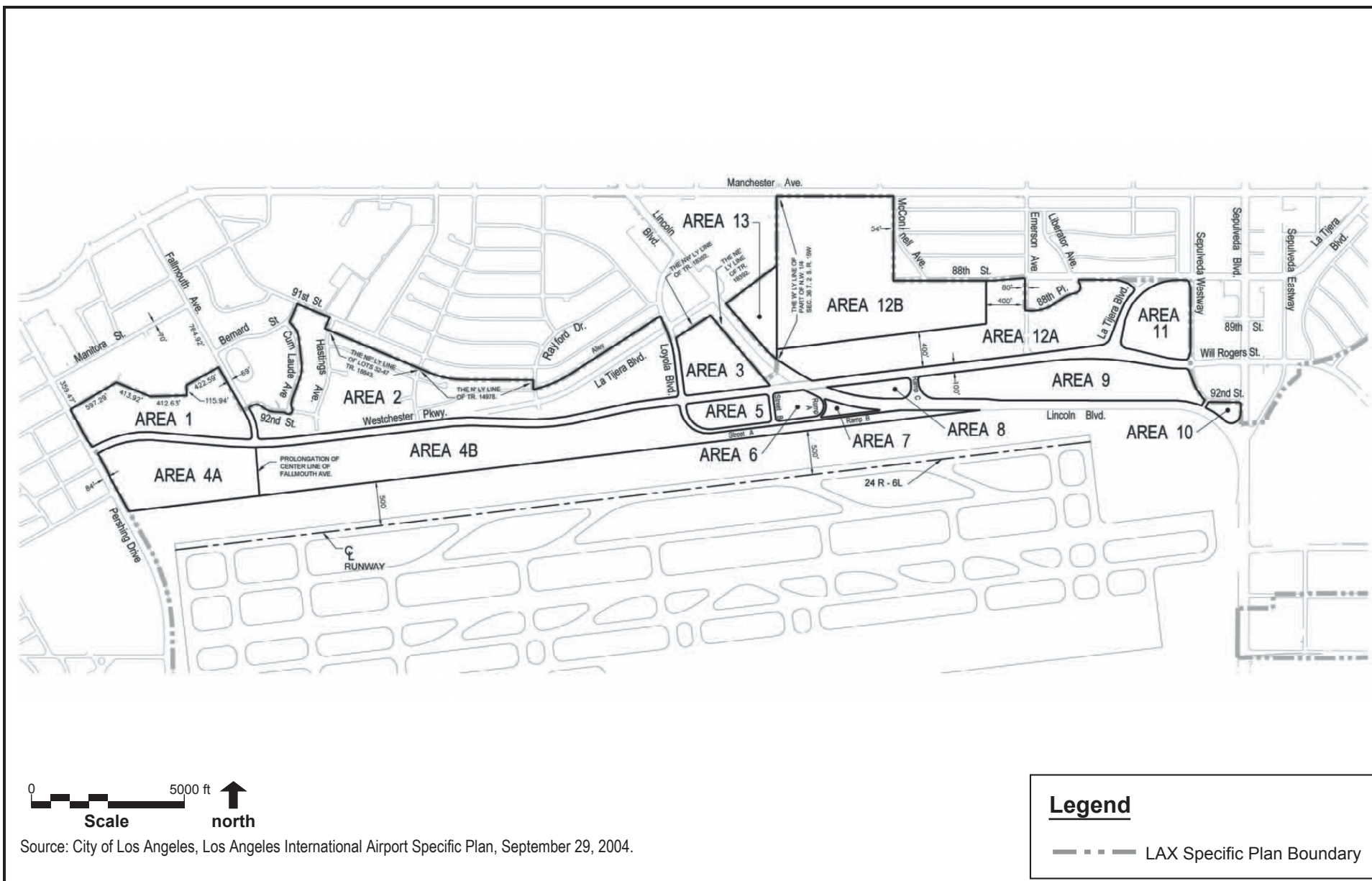
Permitted uses in LAX - N Zone are defined in Appendix A of the LAX Specific Plan and include 15 subareas which would permit development of 4.5 million square feet of commercial, recreational, and airport-related industrial land uses on approximately 340 acres. The parcels within the LAX Northside Sub-Area are depicted in **Figure 4.9-5**. Currently, LAWA is engaged in the LAX Northside Plan Update, which is addressing the possibility of reducing the overall development within LAX Northside, and modifying the proposed land uses to include mixed-use, community/civic space, office/education/research space, and airport support uses.

⁴⁸² City of Los Angeles, Los Angeles International Airport Specific Plan, September 29, 2004, Available: http://www.ourlax.org/docs/lax_SpecificPlan/FinalLAXSpecificPlan_092904.pdf.



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Specific Plan Amendment Study

Section H.1 of the LAX Specific Plan requires completion of a Specific Plan Amendment Study prior to seeking LAX Plan Compliance determination for any one of the following projects, which are commonly referred to as the Yellow Light Projects: 1) development of the GTC, 2) APM 2 from the GTC to the CTA; 3) demolition of the CTA Terminals 1, 2, and 3; 4) North Runway re-configuration; and 5) on-site road improvements associated with the GTC and APM 2.⁴⁸³ The SPAS alternatives evaluated in this Draft EIR identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address. The outcome of this process is a potential amendment to the approved LAX Specific Plan.

Los Angeles Airport/El Segundo Dunes Specific Plan

The Los Angeles Airport/El Segundo Dunes Specific Plan was established to preserve the Dunes, a unique landform, consisting of approximately 302 acres.⁴⁸⁴ The Dunes Specific Plan provides for a Dunes Habitat Preserve of approximately 200 contiguous acres and a public golf course of approximately 100 contiguous acres. (As noted below, subsequent to adoption of the LAX Specific Plan, the Los Angeles City Council adopted Ordinance No. 169,767, which limits the northern acreage to a nature preserve and accessory uses.⁴⁸⁵) Under the Specific Plan, the Airport General Manager submits an annual report to the Coastal Commission on the progress of the restoration program (occurring on the Dunes Habitat Preserve portion of the Dunes Specific Plan).

Under the Dunes Specific Plan Ordinance, existing navigational and safety facilities are permitted. Development of additional navigational and safety facilities, to the extent consistent with federal laws and legally enforceable federal regulations (i.e., FAA navigation and safety facilities requirements applicable to LAX) requires a Coastal Development Permit. The ordinance requires that placement of such facilities be compatible with the preservation of habitat values.

Ordinance No. 169,767 (approved April 6, 1994) imposes additional restrictions to development within the Dunes. Development within the 100-acre northern portion, previously identified for a golf course in the Dunes Specific Plan, is indicated in Ordinance No. 169,767 as being limited to a nature preserve and accessory uses, and the 200-acre southern portion (i.e., the Dunes Habitat Preserve area) is indicated in the subject Ordinance as not allowing any development.

LAX Street Frontage and Landscape Development Plan Update

The LAX Street Frontage and Landscape Development Plan Update (Landscape Development Plan) provides integrated and coordinated landscape design guidelines for new development along the perimeter of LAX and incorporates several LAX Master Plan commitments and mitigation measures associated with the approval of the LAX Master Plan.⁴⁸⁶ The Landscape Development Plan includes the following objective to promote land use compatibility, particularly between the airport and surrounding land uses to the north and south:

- ◆ Enhance LAX's compatibility with adjacent land uses, neighborhoods, and communities.

⁴⁸³ An amendment to the LAX Specific Plan deleted the West Satellite Concourse and associated APM segments (Section H.1(d)) from the list of projects requiring a Specific Plan Amendment Study. See City of Los Angeles, [Los Angeles International Airport Specific Plan Amendment](#), August 24, 2007, Available: http://ourlax.org/docs/lax_SpecificPlan/SPORDINANCE_AMENDMENT.pdf.

⁴⁸⁴ City of Los Angeles, Department of City Planning, [Los Angeles Airport/El Segundo Dunes Specific Plan](#) (Ordinance No. 167,940), June 28, 1992.

⁴⁸⁵ City of Los Angeles, [Ordinance No. 169,797, Open Space - Changing the Zone and Height Districts - Westchester - Subareas 800 & 801 - CPD 90-0596 GPC](#), April 6, 1994.

⁴⁸⁶ City of Los Angeles, Los Angeles World Airports, Environmental Management Division, [Los Angeles International Airport Street Frontage and Landscape Development Plan Update](#), March 2005.

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The Landscape Development Plan also requires compliance with the Neighborhood Compatibility Program for projects seeking LAX Compliance review, which requires community input on issues pertaining to landscape design.

The Landscape Development Plan addresses seven major land use classifications along the airport street frontages: LAX Gateway and Entry Corridors; Passenger Terminals and Facilities; Airfields/Airport Open Space; Cargo Facilities and Commercial Ancillary Facilities; Service Maintenance and Industrial Ancillary Facilities; Parking Lots and Parking Structures; and LAX Northside Plan Area. For each of these land uses, the Landscape Development Plan identifies the LAX Master Plan project components, street and bikeway classifications, landscape profile, and neighborhood compatibility program requirements. Aesthetic features of this plan are also discussed in Section 4.1, *Aesthetics*.

4.9.3.3 Existing Incompatible Land Uses

Aircraft Noise Mitigation Program

The City of Los Angeles, as the airport proprietor, addresses incompatible land use within the communities surrounding LAX pursuant to the land use compatibility requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6, Section 5000 et seq.). LAX operates under a variance to the California Airport Noise Standards (Noise Standards) that was effective February 13, 2011 and was issued for a period of three years.⁴⁸⁷ The variance remains in effect so long as LAWA submits another application one month prior to the expiration date and continues to demonstrate that programs are being implemented to reduce noise impacts. Under the variance, LAWA is required to comply with twelve specific conditions including four that are directly related to the ANMP as outlined below. This program involves the mitigation of dwellings within the Noise Impact Area defined by the Noise Standards through sound insulation and/or property acquisition programs in each of the affected jurisdictions. These include communities within unincorporated Los Angeles County, the City of Los Angeles, the City of Inglewood, and the City of El Segundo.

Specifically, the 2011 Noise Variance includes the following conditions related to the ANMP:

- ◆ LAX shall continue to implement its ANMP, with the assistance of the affected jurisdictions, and shall update the entire ANMP from time to time to ensure that it reasonably represents the mitigation and funding programs that are in place, being implemented, or proposed for future implementation. The ANMP shall be designed to ultimately fund the mitigation of all incompatible land uses within the noise impact boundary as defined in the State Noise Standards. LAX shall use its best efforts to complete the acoustical treatment portion of the total ANMP for all affected jurisdictions within nine years from the effective date of this decision, although local programs may progress more or less quickly, based on the capabilities of those affected jurisdictions. LAWA shall use its best efforts to continue to streamline its supplemental funding program application processes in order to accelerate the disbursement of funds to local jurisdictions participating in the program.
- ◆ LAX, with the assistance of the affected local jurisdictions, shall prepare an annual update of the numbers and tabular information within the ANMP that shows the total annual funding available to each jurisdiction and the annual performance of each jurisdiction in its efforts to achieve the mitigation of incompatible land uses. In the event that a jurisdiction is unable or unwilling to assist LAX in updating this information, LAX shall proceed using the best information available and shall document the use of estimated information in the update. LAX shall include this updated information with its second quarter "quarterly report" information that it sends to the County of Los Angeles pursuant to the reporting requirements within the State Noise Standards.
- ◆ Within 45 days after the end of the calendar quarter year, LAX shall provide the information to the County of Los Angeles that the County needs to prepare its Quarterly Reports of Noise Monitoring. LAX shall include a brief report regarding the implementation of each of the conditions to this variance

⁴⁸⁷ California Department of Transportation, "City of Los Angeles, Los Angeles World Airport Noise Variance," January 14, 2011.

decision with the noise monitoring information forwarded each quarter. With its second calendar quarter information, LAX shall additionally include the information as described above.

- ◆ Concurrent with its submittal to Caltrans of any proposed new or modified noise monitoring plan or system pursuant to CCR, Title 21, Section 5033, LAX shall provide the County with a copy of its submittal for review and consideration. LAX shall cooperate with the County in any reasonable request of the County for review or audit of LAX's noise monitoring system for compliance with the requirements of the State Noise Standards consistent with Section 21669.4, subdivision (b), of the California PUC.

The 2011 Noise Variance estimates the time frame for the completion of acoustical treatment of residential units identified within the noise impact area to be nine years, funding and capabilities of the affected jurisdictions permitting. The noise impact area around LAX encompasses existing land uses that are considered to be "incompatible" because they are subject to noise levels of 65 CNEL or higher.

Not all properties within the noise impact area are, however, considered to be incompatible uses. Under Title 21, incompatible uses are generally defined as residential, schools, hospitals and convalescent homes, and churches/places of worship exposed to noise levels of 65 CNEL or higher. The ANMP implements two noise mitigation strategies to convert incompatible land uses to compatible land uses: 1) the sound insulation of structures; and 2) the acquisition of property followed by the conversion of its incompatible land use to compatible land use (i.e., land recycling).⁴⁸⁸ Under the Noise Standards, a land use may be deemed to be compatible, even if the property owner elects to not participate in sound insulation, as long as the airport proprietor has demonstrated good faith in sponsoring such programs to a particular property. Properties inconsistent with a local jurisdiction's General Plan, any relevant specific plan, and applicable zoning requirements are considered to be ineligible for sound insulation.⁴⁸⁹ Likewise, residential uses cannot be acquired for land recycling to a compatible use (e.g., commercial or industrial) if the underlying zoning and land use designation remains residential. However, under the terms of a 2006 settlement,⁴⁹⁰ LAWA shall not require the dedication of easements in return for funding of, or participation in, the residential acoustical treatment portion of the ANMP with the exception of the following:

- ◆ Residences constructed on or after January 1, 1989.
- ◆ Residences constructed before January 1, 1989 exposed to a noise level of 75 dB CNEL or above, and having an exterior habitable area such as a backyard, patio, or balcony.

As summarized in the ANMP tables updated for 2010,⁴⁹¹ all incompatible land uses within the 1992 fourth quarter 65 CNEL noise contour or within 65 CNEL areas extending beyond the 1992 contour based on the most recent quarterly report, are eligible for participation in the ANMP. Although the area significantly impacted by noise has been reduced since 1992, and a number of parcels within the 1992 contour are no longer exposed to noise levels of 65 CNEL and higher, all incompatible residential, school, church, and hospital parcels within the 65 CNEL noise contours defined above are eligible for mitigation under the ANMP.⁴⁹²

As indicated in the ANMP tables, within the program's boundaries, noise insulation is proposed for 94 percent of the impacted single-family dwelling units and 86 percent of the impacted multi-family dwelling units. The remaining 6 percent and 14 percent of the respective incompatible uses are proposed for land

⁴⁸⁸ City of Los Angeles, Los Angeles World Airports, Noise Management Bureau, LAX ANMP Tables Update included with the Quarterly Report for the 2nd Quarter 2010, November 21, 2011.

⁴⁸⁹ Inconsistent properties may include residential uses located in an area designated by the General Plan and corresponding zoning as industrial, or structural or building code constraints to mitigation of sub-standard housing.

⁴⁹⁰ City of El Segundo, City of Inglewood, City of Culver City, County of Los Angeles, and Alliance for a Regional Solution to Airport Congestion v. City of Los Angeles, Judgment Pursuant to Stipulated Settlement, Case No. RIC 426822, February 16, 2006.

⁴⁹¹ City of Los Angeles, Los Angeles World Airports, Noise Management Bureau, LAX ANMP Tables Update included with the Quarterly Report for the 2nd Quarter 2010, November 21, 2011.

⁴⁹² Subject to additional funding for non-residential uses.

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recycling. Decisions to pursue noise insulation or acquisition are made by each jurisdiction. Sound insulation under the ANMP has been prioritized for residential land uses. Sound insulation is undertaken for residential properties within the highest CNEL measurement band above 65 CNEL first. Prioritization for land acquisition has been based on efforts to achieve consistency with existing general plan, specific plan, or zoning designations; availability of funding; and specific development proposals.

As presented in the ANMP tables, of the 33,165 residential units identified within the ANMP contours at that time, approximately 12,402 previously incompatible dwelling units were made compatible. Residential sound insulation had been completed for 1,241 units in unincorporated Los Angeles County; 4,827 units in the City of Los Angeles; 677 units in El Segundo; and 2,971 units in Inglewood. Dwelling units have also been made compatible through land recycling, including approximately 816 units in Inglewood and 1,870 units in the City of Los Angeles. El Segundo's residential sound insulation program also includes additional units within the 60 CNEL noise contour identified for the approved LAX Master Plan and is funded by the FAA through the end of 2015.⁴⁹³ The number of units receiving sound insulation under El Segundo's program is not formally published.⁴⁹⁴

In addition, as of October 2011, acquisition undertaken for noise mitigation includes 483 units within the City of Los Angeles in the Manchester Square and Belford residential neighborhoods (under a voluntary residential acquisition program described below). Currently no jurisdiction is known to have short-term mitigation planned for non-residential noise-sensitive land uses. As identified in the 2011 Noise Variance, the estimated timeframe for completion of sound insulation in all jurisdictions is nine years (to February 13, 2020).

The 2006 Stipulated Settlement⁴⁹⁵ includes additional provisions that address noise and land use. Specifically, the Stipulated Settlement states that LAWA shall not require avigation easements, noise easements, easements of right-of-way, or any other easements in return for funding of, or participation in, the residential soundproofing portion of the ANMP except for the following: 1) in the case of residences constructed on or after January 1, 1989; and 2) in the case of residences constructed before January 1, 1989 exposed to a noise level of 75 dB CNEL or above, and having an exterior habitable area such as a backyard, patio, or balcony. Furthermore, under the Stipulated Settlement, if the County of Los Angeles, Inglewood, or El Segundo approve any zoning or land use amendment that converts a noise compatible property to an incompatible property, such approval shall be conditioned on the property owner granting LAWA an avigation easement.

Exhibit A of the Stipulated Settlement includes additional mitigation measures (beyond those identified in the LAX Master Plan Final EIR) to address the impacts of noise on land use, including funding for the ANMP; sound insulation for traditional places of worship; land recycling; noise mitigation in Lennox; funding for incidental rehabilitation or corrections necessary to fix code violations; a pilot program for noise insulation of certain Inglewood residences; end-of-block soundproofing for El Segundo, Inglewood, and County of Los Angeles; and a Part 161 Noise Study.

Under the terms of Settlement Agreements between LAWA and the Inglewood Unified School District and LAWA and the Lennox School District, LAWA has agreed to fund certain mitigation measures for noise abatement as described in Exhibit A of the respective Settlement Agreements, including heating, ventilation, and air conditioning (HVAC) equipment and pollution control, double-paned windows and/or sound reduction windows and doors, and roofing upgrades, subject to FAA approval. The Inglewood Unified School District Settlement Agreement identifies 11 schools for noise abatement priority and the Lennox School District Settlement Agreement identifies 8 existing schools and 4 new schools/facilities for

⁴⁹³ City of Los Angeles, Los Angeles World Airports, Noise Management Bureau, LAX ANMP Tables Update included with the Quarterly Report for the 2nd Quarter 2010, November 21, 2011 (Tables 1, 2, 3, and 4).

⁴⁹⁴ Tatro, Scott, Airport Environmental Manager I, Los Angeles World Airports, Personal Communication, February 22, 2012.

⁴⁹⁵ City of El Segundo, City of Inglewood, City of Culver City, County of Los Angeles, and Alliance for a Regional Solution to Airport Congestion v. City of Los Angeles, Judgment Pursuant to Stipulated Settlement, Case No. RIC 426822, February 16, 2006.

noise abatement priority.⁴⁹⁶ In 2010, LAWA authorized funding to the Lennox School District to provide the difference in cost between standard construction and construction including sound insulation for the newly constructed Huerta Elementary School.⁴⁹⁷

On January 10, 2011, the City of Los Angeles Board of Airport Commissioners (BOAC) authorized LAWA to submit the Passenger Facility Charge (PFC) application to the FAA for authorization to collect and use PFC funds to sound insulate impacted schools in the Lennox School District, with the application submitted to FAA on February 2, 2011. On May 2, 2011 the FAA issued a Final Agency Decision finding the schools in the Lennox School District to be "significantly impacted and adversely affected by aircraft noise," and authorized the expenditure of up to \$34,089,058 in PFC funds to insulate the schools listed in the Settlement Agreement between LAWA and the Lennox School District. On September 19, 2011 the BOAC approved the Letter of Agreement between LAWA and the Lennox School District, and authorized the release of \$10 million to the Lennox School District for the first year of the sound insulation program. The funds were delivered to the Lennox School District on December 12, 2011.

LAWA continues working with Inglewood Unified School District and the FAA to complete the PFC application for submittal to the FAA requesting authorization to impose and use PFC funding for sound insulation of impacted schools in the Inglewood Unified School District. The date of completion of the PFC application is uncertain at this time but it is anticipated that the application will be submitted to BOAC and FAA during 2012 or 2013.

LAWA Voluntary Residential Acquisition/Relocation Program

Two areas are currently undergoing voluntary residential acquisition/relocation as part of the Los Angeles World Airports Relocation Plan: Manchester Square and the Belford area.⁴⁹⁸ This program was established based on interest from homeowners and residents who requested that LAWA purchase their properties in lieu of soundproofing under the LAX Residential Soundproofing Program.

Manchester Square comprises 128 acres and is bordered by Arbor Vitae Street to the north, La Cienega Boulevard to the east, Century Boulevard to the south, and Aviation Boulevard to the west. Approximately 280 single-family residences and 1,705 multi-family residences on approximately 519 properties, all of which are considered incompatible uses, were located within this area. Surrounding uses include primarily commercial to the north; commercial and the I-405 to the east; commercial and airport-related uses to the south (e.g., air freight facilities, rental car parking); and commercial and airport-related uses (primarily parking) to the west. The Belford area is generally bounded by Arbor Vitae Street to the north, Belford Avenue to the east, 98th Street to the south, and Airport Boulevard to the west. Belford contained 583 multi-family residential units, comprised of 49 properties, on approximately 19 acres. Surrounding uses to the north include a rental-car facility and single-family residences; manufacturing and warehouse to the east; hotel to the south; and rental-car company to the west. The Manchester Square and Belford areas originally included a total of 2,568 dwelling units on 568 properties.

As of October 1, 2011, progress in acquiring properties under the Voluntary Residential Acquisition/Relocation Program for Manchester Square and Belford indicated that, of 564 eligible properties, 483 properties have been acquired and demolished or relocated, representing approximately 86 percent of the total program. After demolition, the vacant parcels are fenced and hydro-seeded, with the landscaping then maintained by LAWA. As an alternative to demolishing vacant structures and to maintain the existing housing inventory, some of these structures have been sold to local non-profit organizations under LAWA's "Move-On Housing Program." Once purchased, the homes are relocated

⁴⁹⁶ Settlement Agreement, Los Angeles International Airport Master Plan between Los Angeles World Airports and the Inglewood Unified School District, February 16, 2005; and Settlement Agreement Los Angeles International Airport Master Plan between Los Angeles World Airports and Lennox School District, February 16, 2005.

⁴⁹⁷ City of Los Angeles, Los Angeles World Airports, LAX Master Plan Mitigation Monitoring and Reporting Program, 2010 Annual Progress Report, December 2011.

⁴⁹⁸ City of Los Angeles, Los Angeles World Airports, Los Angeles World Airports Relocation Plan Manchester Square and Airport/Belford Areas Voluntary Acquisition Project, adopted by the Board of Airport Commissioners, July 18, 2000.

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and rehabilitated on vacant lots owned by the non-profit organization. Qualified tenants within the Manchester Square and Belford areas have "first right of offer" to buy available houses or rent available apartments. As of November 2004, the Move-On Housing Program had relocated 32 properties comprised of 25 single-family residences, six duplexes, and one six-unit apartment building.⁴⁹⁹

LAX Master Plan Draft Relocation Plan

The Draft Relocation Plan includes parcel-level detail for the properties proposed for acquisition under the approved LAX Master Plan, an assessment of relocation effects, and procedures for implementing LAWA's LAX Master Plan Relocation Assistance Program (RAP) in accordance with applicable laws, regulations, and policies.^{500,501} The Plan includes an inventory of acquisition and relocation properties, an assessment of acquisition and relocation needs, and an assessment of relocation opportunities. No residential uses are proposed for acquisition. The LAX Master Plan program identifies approximately 34 businesses located on approximately 77 acres that would be acquired to accommodate airport development.

2009 Baseline Noise Levels (CNEL)

Noise levels for 2009 baseline conditions represented as the 65, 70, and 75 CNEL noise contours are shown in Figure 4.10.1-12. Total population, dwellings, and non-residential noise sensitive uses within these noise contours are presented in Table 4.10.1-2 in Section 4.10.1, *Aircraft Noise*. Similar information by jurisdiction and facility is listed in Appendix I-2, *Land Use and Planning*, Table 2 and Table 3. This information is also summarized in **Table 4.9-2**. As indicated in **Table 4.9-2**, approximately 2,674 acres (off-airport) are within the 65 CNEL or higher noise contours. Located within this contour area and exposed to high noise levels are approximately 10,271 dwelling units with a corresponding population of 28,437 persons, and 53 noise-sensitive uses. The jurisdiction with the greatest total area (on- and off-airport) within the 65 CNEL or higher noise contour is the City of Los Angeles and the jurisdiction with the greatest number of dwelling units and population exposed to high noise levels is the City of Inglewood.

Table 4.9-2

**Baseline (2009) Conditions Residential Uses and
Non-Residential Noise-Sensitive Facilities -
Noise Exposure Effects by Jurisdiction**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL and Higher					
Total Area (Acres) ¹	734.82	543.17	409.95	985.81	0.00
Residential Uses Exposed					
Single-Family Units	64 ²	630	996	656	0
Multi-Family Units	1,069 ²	1,672	1,278	3,906	0
Population Exposed	1,347	9,442	5,052	12,596	0
Noise-Sensitive Facilities Exposed					
Schools	5 ³	5	1	10	0

⁴⁹⁹ "Move-On Housing Program Preserves and Relocates Housing from Los Angeles Airport Voluntary Residential Acquisitions," *GlobeNewswire*, November 12, 2004.

⁵⁰⁰ City of Los Angeles, Los Angeles World Airports, *Draft Relocation Plan for Master Plan LAX*, April 2004.

⁵⁰¹ Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC Section 4601 et seq.), and the California Relocation Assistance Act (Government Code Section 7260 et seq.) and its implementing regulations, the *Relocation Assistance and Real Property Acquisition Guidelines* (California Code of Regulations Title 25, Section 6000 et seq.).

Table 4.9-2

**Baseline (2009) Conditions Residential Uses and
Non-Residential Noise-Sensitive Facilities -
Noise Exposure Effects by Jurisdiction**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
Places of Worship	7	3	1	10	0
Hospitals/Convalescent	1	0	0	1	0
Parks	5 ⁴	1	2	0	0
Libraries	0	1	0	0	0

¹ Off-Airport; area based on Appendix I-2, *Land Use and Planning*, Table 1.

² Includes single- and multi-family units within Manchester Square and Belford that have not been acquired by LAWA.

³ Includes LAUSD parcel within Manchester Square and Bright Star Secondary Charter Academy and Stella Middle Charter Academy.

⁴ Includes Carl E. Nielson Youth Park and Westchester Golf Course.

Source: PCR Services Corporation, 2012.

The 2009 baseline conditions were established as a basis for comparison against future noise levels resulting from the SPAS alternatives. All residential uses and non-residential noise-sensitive facilities exposed to 65 CNEL or higher noise levels are considered to be incompatible and may qualify for mitigation under the ANMP, as previously described.

4.9.3.4 Existing Land Uses, Plans, and Zoning

The cities and communities that surround LAX are shown in **Figure 4.9-1**. LAX is bounded on the north by the City of Los Angeles communities of Westchester and Playa del Rey; on the south by the City of El Segundo; on the southeast by the unincorporated community of Del Aire and the City of Hawthorne; and on the east by the City of Inglewood, the unincorporated community of Lennox, the City of Los Angeles community of South Los Angeles, and the unincorporated community of Athens. Vista del Mar, Dockweiler State Beach, and the Santa Monica Bay are located to the west of the airport. All of these cities and communities are located within Los Angeles County.

The portions of these cities and communities that are within the land use study area are shown in **Table 4.9-3**. Existing land uses are shown in **Figure 4.9-6**. A summary table of off-airport areas by existing use is provided in **Table 4.9-4**.

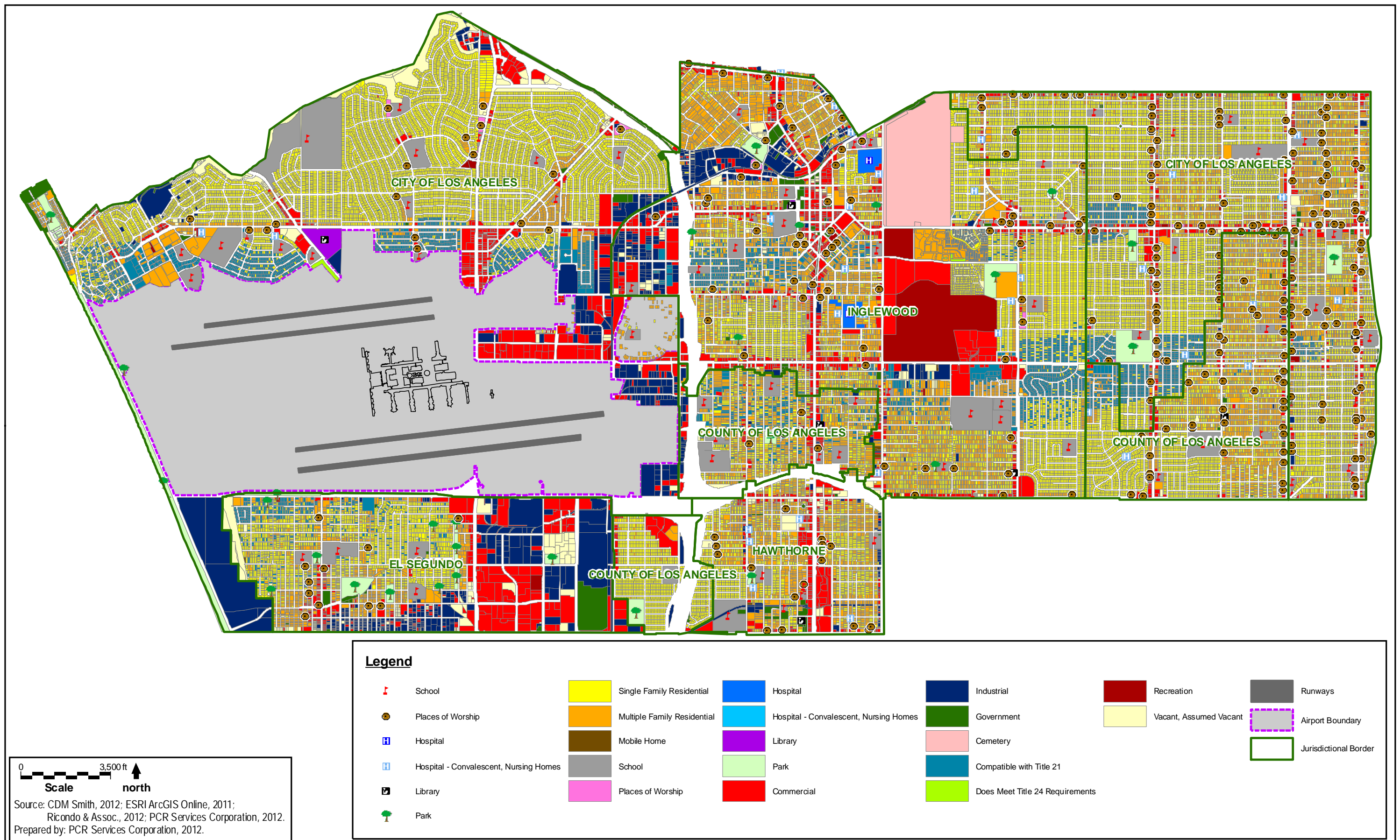
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Table 4.9-3

Cities/Communities Within Land Use Study Area

Jurisdiction	Acres
City of Los Angeles	
Westchester-Playa del Rey	4,713.00
South Los Angeles	1,954.42
Hyde Park	149.47
Other City	384.87
Subtotal	7,201.76
Los Angeles County (unincorporated)	
Del Aire	356.50
Lennox	701.20
Athens	1,179.80
Subtotal	2,237.50
El Segundo	1,799.26
Inglewood	5,011.58
Hawthorne	959.35
Total Area	17,209.45

Source: Los Angeles County, Department of Public Works,
and PCR, January 2012.



4.9 Land Use and Planning

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Table 4.9-4
Summary of Existing Off-Airport Residential Uses and
Non-Residential Noise-Sensitive Facilities in the Study Area

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Total ¹
Residential²						
Single-Family Residential						
Units	17,925 ³	4,991	2,187	7,366	1,479	33,948
Acres ¹	2,513.88	691.66	327.54	1,053.95	194.71	4,781.74
Population	49,283	15,930	4,684	20,666	4,182	94,745
Multi-Family Residential						
Units	17,635 ³	10,173	4,266	21,844	7,039	60,957
Acres ¹	647.41	501.05	154.14	861.46	223.89	2,387.94
Population	47,005	34,559	9,290	56,623	20,040	167,517
Mobile Home						
Units	0	0	1	8	0	9
Acres	0.00	0.34	0.36	4.44	0.27	5.42
Population	0	0	2	31	0	33
Totals						
Units	35,560 ³	15,164	6,454	29,218	8,518	94,914
Acres ¹	3,161.28	1,193.05	482.04	19,919.85	418.87	7,175.10
Population	96,288	50,489	13,976	77,320	24,222	262,295
Noise-Sensitive (Non-Residential)						
Schools						
Number	41 ⁴	16	4	36	7	104
Acres	367.99	115.66	48.13	169.64	51.04	752.46
Places of Worship						
Number	143	48	12	58	17	278
Acres	59.11	18.35	5.97	38.36	10.14	131.93
Hospitals						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	33.32	0.00	33.32
Convalescent Hospitals						
Number	11	5	0	14	5	35
Acres	5.24	0.76	0	8.32	2.08	16.39
Libraries						
Number	2	2	0	2	1	7
Acres	27.97	3.13	0.00	2.54	1.87	35.51
Parks						
Number	9 ⁵	2	12	8	1	32
Acres	232.32	20.34	49.95	38.53	4.01	345.16
Industrial (Acres)	312.02	21.37	434.77	229.81	22.68	1,020.66
Commercial (Acres)	452.72	82.95	311.29	514.06	100.71	1,461.73
Government (Acres)	47.12	3.34	56.39	38.32	13.86	159.03
Cemeteries (Acres)	0.00	0.00	0.00	290.19	0.00	290.19
Title 21 Compatible						
Number ⁶	2,880	492	450	2,065	0	5,887
Acres	374.61	89.84	73.92	279.91	0.00	818.27
Title 24 Compliant						
Number ⁶	16	0	0	62	0	78
Acres	7.41	0	0	4.78	0	12.19
Recreation (Acres)	11.49	1.00	7.51	254.94	0.22	275.17
Vacant, Assumed Vacant (Acres)	206.49	23.54	105.90	95.60	30.16	461.69
Total (Acres)^{1,7}	5,265.77	1,573.33	1,575.87	3,918.16	655.64	12,988.80

¹ Totals may not add due to rounding.

² Does not include Title 21 Compatible and Title 24 Compliant parcels.

³ Includes single- and multi-family units within Manchester Square and Belford that have not been acquired by LAWA.

⁴ Includes LAUSD parcel within Manchester Square and Bright Star Secondary Charter Academy and Stella Middle Charter Academy.

⁵ Includes Carl E. Nielson Youth Park and Westchester Golf Course.

⁶ Number of parcels.

⁷ Total acres based on parcels and do not include roads.

Source: PCR Services Corporation, 2012.

4.9 Land Use and Planning

Unincorporated Los Angeles County

Existing Communities and Land Uses

The residential communities of Lennox, Del Aire and Athens are generally located east of the I-405 Freeway, within unincorporated portions of Los Angeles County. These communities are shown in **Figure 4.9-1**. The majority of land uses in this portion of the County are comprised of a mix of older single- and multi-family neighborhoods. This unincorporated portion of the land use study area also includes 12 public schools (seven in Lennox, one in Del Aire, and four in Athens).

The community of Lennox is approximately 701 acres and is located directly east of the LAX south airfield. The entire Lennox community is located within the land use study area. Commercial areas are concentrated along Hawthorne Boulevard and Century Boulevard with a few sites located along Inglewood Avenue south of Lennox Boulevard. However, the majority of the commercial needs of these areas are accommodated by the surrounding cities of Inglewood, Hawthorne, and Los Angeles. A County library and seven public schools are located within this community.

The community of Del Aire is approximately 650 acres in size and is located directly south of LAX and east of Aviation Boulevard. It is a predominantly residential "County Island" located between the City of El Segundo to the west and south and the City of Hawthorne to the east. Approximately 357 acres located north of El Segundo Boulevard are within the land use study area. Land uses in this area of Del Aire are primarily residential with some commercial uses located along Aviation Boulevard and Imperial Highway. The area has one elementary school and one public park. A large portion of vacant land is in this area of the community concentrated along La Cienega Boulevard, the majority of which is located between 116th and 120th Streets. Much of this land was acquired by Caltrans and remains undeveloped as right-of-way for the Century Freeway.

Athens is located approximately 3.5 miles east of LAX and is bounded on the north and east by the City of Los Angeles, on the south by the City of Gardena, and on the west by the Cities of Hawthorne and Inglewood. This community encompasses approximately 2,038 acres, or approximately three square miles. Approximately 1,180 acres of the Athens community, located north of Imperial Highway, is within the land use study area. In addition to residential uses, four schools, one library, and commercial uses are also within this area. The commercial uses are primarily located along Western Avenue, Vermont Avenue, and Manchester Boulevard.

Existing Incompatible Land Uses

Existing incompatible land uses for this portion of the land use study area are primarily defined by residential uses and non-residential noise-sensitive facilities currently exposed to noise levels at or above 65 CNEL. As listed in **Table 4.9-2** and shown in Figure 4.10.1-12, approximately 543 acres within Los Angeles County are exposed to CNEL noise levels above 65 CNEL. As presented in **Table 4.9-2**, residential uses exposed to noise levels of 65 CNEL or higher include 630 single-family units and 1,672 multi-family units with a corresponding population of 9,442 residents. As previously presented, sound insulation for residential uses has been the primary noise mitigation strategy implemented within the County's jurisdiction under the ANMP, in part due to the priority of the County to preserve the existing housing stock. Non-residential noise-sensitive facilities shown in **Table 4.9-2** that are exposed to noise levels of 65 CNEL or higher include five schools, three places of worship, one park, and one library. These facilities are listed in Appendix I-2, *Land Use and Planning*, Table 3.

City of Los Angeles

Los Angeles Citywide General Plan Framework

The Los Angeles Citywide General Plan Framework Element defines the City's long-range growth and development policy and establishes Citywide standards, goals, policies, and objectives for Community

Plans.⁵⁰² The Framework Element is the first component of the Comprehensive General Plan and defines Citywide policies to be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other programs. The Framework Element does not convey or affect entitlements for any property; final determinations regarding specific land use designations are determined by the Community Plans. The LAX Plan, described above, is the Community Plan for the airport.

A primary objective of the policies in the Framework Element's Land Use Chapter is to support the viability of the City's residential neighborhoods and commercial districts. When growth occurs, the Framework encourages sustainable growth in a number of higher intensity commercial and mixed-use districts, centers, and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. The locations of these areas are generally represented within the Framework Element.

A Regional Center is defined in the Framework Element as a focal point for regional commerce that contains a diversity of uses such as major transit facilities, offices, residential, retail commercial malls, government buildings, and major entertainment facilities.⁵⁰³ Height is generally characterized as 6 to 20 stories with a floor area ratio (FAR) ranging between 1.5:1 to 6.0:1. The Framework Element encourages the location of an extensive range of goods and services within a Regional Center and that each Center should function as a hub of regional bus or rail transit both day and night. In the Framework Element Long Range Land Use Diagram, LAX is located within the LAX/Century Boulevard Regional Center, which extends along Century Boulevard north to 96th Street, between Sepulveda Boulevard and La Cienega Boulevard.⁵⁰⁴

A Community Center is defined as a focal point for residential neighborhoods, containing such uses as small offices, overnight accommodations, cultural and entertainment facilities, schools, and libraries. The general range of height is between two to six stories and a range of FAR between 1.5:1 to 3:1. General locations recommended for Community Centers include Lincoln Boulevard (between Manchester Boulevard and Westchester Parkway), and Sepulveda Boulevard (between Manchester Boulevard and Lincoln Boulevard, including portions of La Tijera Boulevard). The Lincoln Boulevard/Manchester Boulevard Community Center area includes portions of the LAX Northside project site.⁵⁰⁵

The Framework Element Land Use Chapter includes the following objectives for the development of Community Centers and Regional Centers, respectively:⁵⁰⁶

- ◆ **Objective 3.9:** Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work, and visit, both in daytime and nighttime.
- ◆ **Objective 3.10:** Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

⁵⁰² City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001.

⁵⁰³ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Table 3-1, Land Use Standards, p. 3-23.

⁵⁰⁴ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Long-Range Land Use Diagram: West/Coastal Los Angeles.

⁵⁰⁵ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Long-Range Land Use Diagram: West/Coastal Los Angeles.

⁵⁰⁶ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, pp. 3-23 through 3-26.

4.9 Land Use and Planning

The Open Space and Conservation Chapter includes a map of the Citywide Greenways Network that depicts a linear open space system established for active and passive recreational uses with connections to neighborhoods and regional open spaces.⁵⁰⁷ The greenways on and in the vicinity of LAX include the Dunes, Dockweiler State Beach, and Vista del Mar.

The Economic Development Chapter states that the City must take advantage of the critical role of LAX in supporting both the local and regional economy and highlights LAX as an economically significant area and includes the following note: "Downtown Los Angeles, the Port of Los Angeles, LAX, and other local airports are areas with broad regional and international market links. Improvement of these facilities and implementation of economic development programs in these areas will have a regional impact on employment and economic growth."⁵⁰⁸

The following supportive policy for industrial development is also provided in the Economic Development Chapter.⁵⁰⁹

- ◆ **Policy 7.3.4:** Recognize the crucial role that the Port of Los Angeles and LAX play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.

The General Plan Framework includes several implementation programs carrying out General Plan policy. Principal programs bearing on the LAX Master Plan include the following.⁵¹⁰

- ◆ **Policy P1:** Comprehensively review and amend the community plans as guided by the Citywide policies and standards of the General Plan Framework Element.
- ◆ **Policy P5:** Review the policies of ongoing plans, such as the Alameda Corridor, the Port of Los Angeles 2020 Plan, the LAX Master Plan, as well as other major policy efforts and, where needed, resolve any inconsistencies with the General Plan Framework.

⁵⁰⁷ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Figure 6-1.

⁵⁰⁸ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Figure 7-1, Note 4.

⁵⁰⁹ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, pp. 7-8.

⁵¹⁰ City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, adopted by Los Angeles City Council December 11, 1996, re-adopted August 8, 2001, Chapter 10.

Transportation Element

The Transportation Element of the General Plan includes maps that show the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities that correlate with the land use and other element of the General Plan and is based on recommendations of the Framework Element.⁵¹¹ The City's Transportation Element addresses motorized and non-motorized transportation through the year 2010. The purpose of the Transportation Element is to present a guide to the further development of a Citywide transportation system, which provides for the efficient movement of people and goods. The Transportation Element recognizes that primary emphasis "must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit."⁵¹² The Transportation Element identifies the continued vitality of LAX as essential to the City's overall economic development goals and intermodal transportation functions. Policy 5.4 of the Transportation Element is to establish master plans, including ground access plans, to guide future development of LAX and other airports, taking into account impacts on surrounding communities.

Bicycle Plan

The 2010 Bicycle Plan is a part of the Transportation Element of the City's General Plan and is the City's blueprint for meeting the needs of all bicyclists. It establishes long-range goals, objectives and policies at a Citywide level and contains a broad range of programs that constitute the steps the City intends to take in order to become a more bicycle-friendly Los Angeles.⁵¹³ The 2010 Bicycle Plan designates a 1,684-mile bikeway system and introduces a comprehensive collection of programs and policies, including a Citywide Bikeway System comprised of three bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. With a purpose to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, the main goals of the 2010 Bicycle Plan are to (1) increase the number and type of bicyclists in the City, (2) make every street a safe place to ride a bicycle, and (3) make the City of Los Angeles a bicycle friendly community.⁵¹⁴

Relevant policies of the plan include: Policy 1.2.3, to increase the supply of quality bicycle parking in City facilities, which includes a provision for bicycle parking for five percent of employees and estimated daily visitors at all City-owned and operated facilities.⁵¹⁵ Policy 1.3.2 aims to maximize bicycle amenities at transit stops and stations, including the creation of Clean Mobility Hubs/Bicycle Commuter Centers where lockers, restrooms, showers and other facilities are available for bicycle commuters.⁵¹⁶

There is an established network of bikeways, including bike paths and bike lanes, in the LAX area. The following segments are Class I bike paths: Ballona Creek, between Vista del Mar and Dockweiler State Beach; west of Vista del Mar along Dockweiler State Beach; and Imperial Highway, between Pershing Drive and Loma Vista Street. The following segments are Class II bike lanes: Sepulveda Boulevard, between Centinela Avenue and Manchester Avenue; Westchester Parkway, between Sepulveda Boulevard and Pershing Drive; Imperial Highway, between Vista del Mar and Aviation Boulevard;

⁵¹¹ City of Los Angeles, Department of City Planning, City of Los Angeles Transportation Element of the General Plan, adopted by Los Angeles City Council September 8, 1999.

⁵¹² City of Los Angeles, Department of City Planning, City of Los Angeles Transportation Element of the General Plan, adopted by Los Angeles City Council September 8, 1999, p. 4.

⁵¹³ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, p. 1-17.

⁵¹⁴ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, p. 4-71.

⁵¹⁵ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, Policy 1.2.3, adopted by Los Angeles City Council March 1, 2011, p. 4-76.

⁵¹⁶ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, Policy 1.3.2, adopted by Los Angeles City Council March 1, 2011, p. 4-80.

4.9 Land Use and Planning

Pershing Drive, between Westchester Parkway and Imperial Highway; Lincoln Boulevard, between Jefferson Boulevard and LMU Drive; and Grand Avenue, between Vista del Mar and Loma Vista Street.⁵¹⁷

Future plans for the Citywide bikeway system include the Backbone Bikeway Network along Arbor Vitae, between Airport Boulevard and La Cienega Boulevard; Aviation Boulevard, between Arbor Vitae Street and Imperial Highway; Century Boulevard, between Vicksburg Avenue and LAX Airport Terminal 1; Imperial Highway, between Aviation Boulevard and the I-405 Freeway underpass, and between Vista del Mar and Dockweiler State Beach Path; Jenny Avenue, between Westchester Parkway and 96th Street; Lincoln Boulevard, between LMU Drive and Sepulveda Boulevard; Manchester Avenue, between Pershing Drive and Lincoln Boulevard; Sepulveda Boulevard, between Manchester Boulevard and Imperial Highway; Vicksburg Avenue, between 96th Street and Century Boulevard; and Westchester Parkway, between Sepulveda Westway and Sepulveda Boulevard, and between Sepulveda Boulevard and Airport Boulevard.⁵¹⁸

In addition to the planned Backbone Bikeway Network connections, future segments for the Neighborhood Bikeway Network in the immediate LAX area include Pershing Drive, 500 feet southwest of Culver Boulevard to Westchester Parkway; 83rd Street, between Billowvista Avenue and La Tijera Boulevard; Loyola Boulevard, between Lincoln Boulevard and Westchester Parkway; Emerson Avenue, between 77th Street and Westchester Parkway; Will Rogers Street, between Airline Avenue and Westchester Parkway; and many additional connections throughout the Westchester and the Loyola Marymount University areas.⁵¹⁹

Noise Element

The Noise Element is intended to improve land use compatibility related to aircraft noise. The Noise Element contains goals (general direction), objectives (intermediate steps for goal realization), policies (guides to decision-making) and programs (specific means of achieving policies).⁵²⁰ Objective 1 of the Element is to reduce airport-related noise impacts through implementation of the following policy and programs:⁵²¹

- ♦ **Policy 1.1:** Incompatibility of airports identified by the Los Angeles County ALUC as "noise problem airports" (LAX, Van Nuys, and Burbank) and land uses shall be reduced to achieve zero incompatible uses within a CNEL of 65 dB airport noise exposure area, as required by Caltrans pursuant to the California Code of Regulations Title 21, Section 5000, et seq., or any amendment thereto.
- ♦ **Program P1:** Continue to develop and implement noise compatibility ordinances and programs that are designed to abate airport-related noise impacts on existing uses, to phase out incompatible uses, and to guide the establishment of new uses within a CNEL of 65 dB noise exposure area of the Los Angeles International and Van Nuys airports and within those portions of the City that lie within a CNEL of 65 noise exposure area of the Burbank-Glendale-Pasadena Airport.
- ♦ **Program P2:** Noise abatement, mitigation, and compatibility measures shall be incorporated into the City's general plan airport and harbor elements, including, where feasible, soundproofing of impacted sensitive uses, buffering, land use reconfiguration, modification of associated circulation and transportation systems, modification of operational procedures, conversion or phasing out of

⁵¹⁷ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Appendix D, Existing and Funded Bikeways.

⁵¹⁸ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Appendix D, Citywide Bikeway System.

⁵¹⁹ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Appendix D, Citywide Bikeway System.

⁵²⁰ City of Los Angeles, Department of City Planning, Noise Element of the Los Angeles City General Plan, adopted by City Council February 3, 1999.

⁵²¹ City of Los Angeles, Department of City Planning, Noise Element of the Los Angeles City General Plan, adopted by City Council February 3, 1999, pp. 3-1, 4-1 to 4-5.

uses that are incompatible with airport or harbor uses, and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.

- ♦ **Program P3:** Continue to incorporate airport and harbor noise compatibility measures into the City's General Plan Community Plan Elements for communities that are significantly impacted by airport- and harbor-related noise, including, where feasible, conversion or phasing out of land uses that are incompatible with airport and harbor uses, reclassification of zones, modification of associated circulation systems and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.

Objective 2 is to reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.

Objective 3 is to reduce or eliminate noise impacts associated with proposed development of land and changes in land use through the following policy and programs:⁵²²

- ♦ **Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.
 - ♦ **Program P11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise-sensitive uses require mitigation measures, as appropriate, in accordance with CEQA and City procedures.
 - ♦ **Program P12:** When issuing discretionary permits for a proposed noise-sensitive use or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures as appropriate, in accordance with procedures set forth in CEQA so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.
 - ♦ **Program P13:** Continue to plan, design, and construct or oversee construction of public projects and projects on City-owned properties, so as to minimize potential noise impacts on noise-sensitive uses and to maintain or reduce existing ambient noise levels.
 - ♦ **Program P14:** Continue to periodically update general plan public facilities and utilities elements, taking into account existing and potential noise impacts.
 - ♦ **Program P15:** Continue to take into consideration, during updating/revision of the City's General Plan Community Plans, noise impacts from freeways, outdoor theaters, and other significant noise sources, and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility.
 - ♦ **Program P16:** Use, as appropriate, the "Guidelines for Noise Compatible Land Use", or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations, and environmental assessment considerations, especially relative to sensitive uses within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads, or truck haul routes.
 - ♦ **Program P17:** Continue to encourage Caltrans, Metro, or their successors, and other responsible agencies, to plan and construct transportation systems so as to reduce potential noise impacts on adjacent land uses, consistent with the standards and guidelines contained in the noise element.

⁵²² City of Los Angeles, Department of City Planning, Noise Element of the Los Angeles City General Plan, adopted by City Council February 3, 1999, pp. 3-1, 4-1 to 4-5.

4.9 Land Use and Planning

Westchester-Playa del Rey Community Plan

The Westchester-Playa del Rey Community Plan area contains approximately 5,766 net acres, and includes the area north of Imperial Highway and west of Vista del Mar, and the area north of LAX and generally bounded by Jefferson Boulevard on the north and by the I-405 Freeway and La Cienega on the east.⁵²³ The Plan area directly borders the LAX property to the north, west, and east, and approximately 4,713 acres of the Westchester-Playa del Rey Community Plan Area is within the land use study area, primarily excluding Playa Vista Areas B and D. Most of the topography is level except for an amount of varied, hillside terrain located in the northwest and west portions of the Plan area where there are significant coastal bluffs. The land use consists primarily of low to low-medium density residential uses, with commercial uses concentrated near the transit corridors of Lincoln Boulevard, Sepulveda Boulevard, and Century Boulevard. Residential land uses account for approximately 2,357 net acres with approximately 22,794 dwelling units, of which 49 percent are multi-family units. Concentrations of multi-family residential uses are located near La Tijera Boulevard and Manchester Avenue.⁵²⁴

Existing Uses in Study Area

The Playa del Rey community is located in the far western and northwestern portion of the Westchester-Playa del Rey Community Plan area. Most of the land uses are residential with densities ranging from low to high medium. Commercial uses are located along Culver Boulevard, Pershing Drive, and Manchester Avenue, serving the neighborhood, and are characterized by smaller, individually-owned lots. This "village" form of development provides opportunities for smaller, locally-operated businesses not found in larger retail outlets and malls. The Hyperion Treatment Plant is a public facility that is located south of the southwest corner of LAX. This facility provides wastewater treatment for much of the City of Los Angeles, as well as a number of neighboring jurisdictions.

The Westchester community is substantially larger than Playa del Rey, and occupies the central, eastern, and southern portions of the Westchester-Playa del Rey Community Plan area. Residential neighborhoods in the area are a mix of single- and multi-family dwellings. The majority of these residential neighborhoods are well maintained and stable, although the median age of the structures is more than 40 years.

Commercial uses are primarily located along Century Boulevard, Lincoln Boulevard, Manchester Avenue, and Sepulveda Boulevard. The established downtown center is generally bounded by Manchester Avenue on the north; La Tijera Boulevard and Sepulveda Eastway on the east/southeast; and Sepulveda Westway on the west/southwest. There has been some recent redevelopment of the area, however downtown Westchester, the community center, still has many opportunities for physical improvement and economic development.

Industrial land uses are primarily located in the east and southeast section of the community, close to LAX. Many of the businesses here are closely tied to the aviation industry and include logistics, aircraft repair or part fabrication, food service, and parking lots for car rental agencies and long-term airport parking use. While the community has concerns about the physical appearance of industrial areas, most of the businesses are economically healthy, according to the Community Plan, and the area's industrial land uses provide employment, services, and other important benefits to the community, LAX, and the region.⁵²⁵

⁵²³ City of Los Angeles, Department of City Planning, Westchester - Playa del Rey Community Plan, adopted by Los Angeles City Council April 13, 2004, as amended.

⁵²⁴ City of Los Angeles, Department of City Planning, Westchester - Playa del Rey Community Plan, adopted by Los Angeles City Council April 13, 2004, as amended.

⁵²⁵ City of Los Angeles, Department of City Planning, Westchester - Playa del Rey Community Plan, adopted by Los Angeles City Council April 13, 2004, as amended, pp. I-1 to 3.

Community Plan and Zoning Designations

There are three major areas in the Westchester-Playa del Rey Community Plan designated as Regional Commercial, totaling approximately 321 acres, including the Century Boulevard/98th Street Corridor, the Howard Hughes Center, and the Playa Vista Regional Commercial Center.⁵²⁶ Community Plan land use designations are primarily Low Density Residential (zoned R1-1), Open Space and Public/Quasi-Public Open Space (zoned OS and PF), Commercial designations (zoned C4 and RAS4-1), a mixture of Medium and High Medium Density Residential (zoned R2, R3, and R4), Light Industrial (zoned M, M2, MR2, C2, and C4), and the Dunes (zoned LAX and OS).

The Westchester-Playa del Rey Community Plan seeks to coordinate the planning and development of the community with LAX, to provide adequate buffer (comprised of compatible development) and transitional land uses, and to help stimulate the revitalization of various business districts in Westchester. The Plan includes a goal to coordinate the development of LAX and its ancillary facilities and circulation system with surrounding communities to increase its safety, security, and efficient operational capabilities to serve the passenger travel and air-cargo demand throughout Los Angeles and the region, while minimizing the potential adverse environmental impacts resulting from such activities. Objectives from the Westchester-Playa del Rey Community Plan that support this goal are as follows:⁵²⁷

- ◆ **Objective 20-1:** Coordinate the development of LAX with that of Westchester-Playa del Rey and other surrounding communities.
- ◆ **Objective 20-2:** Utilize land acquisition, buffering, transitional uses, and other effective measures to mitigate noise and other impacts to the Westchester-Playa del Rey Plan area.
- ◆ **Objective 20-3:** Improve the system of transportation, providing access to and within LAX and all of its ancillary facilities, in order to mitigate traffic impacts and congestion in the Westchester-Playa del Rey community.
- ◆ **Objective 20-4:** Operate LAX in a manner that results in economic and other benefits for the Westchester-Playa del Rey community.

South Los Angeles Community Plan

The South Los Angeles Community Planning Area is located about three miles east of LAX and is comprised of approximately 9,900 acres; of this total area, approximately 1,954 acres are in the land use study area. This part of the land use study area is located generally south of Florence Avenue, east of Van Ness Avenue, west of Figueroa Street/I-110, and north of the Athens community within Los Angeles County.⁵²⁸

Existing Uses in Study Area

This area is comprised of a mix of single-family and multi-family uses. Commercial uses are concentrated along Florence Avenue, Manchester Boulevard, Western Avenue, Vermont Avenue, and Figueroa Street. Parks located within this portion of the land use study area include Jesse Owens County Park, Little Green Acres Park, St. Andrews Recreation Center, and Algin Sutton Recreation Center. One library and eleven public schools are also located in this portion of the land use study area.

Community Plan and Zoning Designations

South of Florence Avenue, between Van Ness Avenue and Vermont Avenue, residential areas are designated as Low Density with corresponding zoning of R1 and RD6. Multi-family residential units are

⁵²⁶ City of Los Angeles, Department of City Planning, Westchester - Playa del Rey Community Plan, adopted by Los Angeles City Council April 13, 2004, as amended, pp. III-7 and III-8.

⁵²⁷ City of Los Angeles, Department of City Planning, Westchester - Playa del Rey Community Plan, adopted by Los Angeles City Council April 13, 2004, as amended, Goal 20, pp. III-60 to III-62.

⁵²⁸ City of Los Angeles, Department of City Planning, South Central Los Angeles Community Plan, adopted by Los Angeles City Council October 26, 1979, as amended, updated and adopted March 22, 2000. Plan name change to "South Los Angeles Community Plan" approved by City Council on April 22, 2003.

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generally located south of Florence Avenue and north of 98th Street, between Vermont Avenue and Figueroa Street. These areas are Low Medium I (zoned R2, RD5, RD4, and RD3), Low Medium II (with corresponding zoning of RD2 and RD1.5), and Medium (zoned R3). Highway Oriented and Limited Commercial uses (zoned CR, C1, C1.5, C2, and P) are generally located along Florence Avenue, Western Avenue, Vermont Avenue, Manchester Boulevard, and Figueroa Street.

The South Los Angeles Community Plan includes policies to promote land use compatibility and preserve existing housing stock.

West Adams-Baldwin Hills-Leimert Community Plan

The West Adams-Baldwin Hills-Leimert Community Planning Area encompasses 8,243 acres or approximately 13 square miles. A portion of the area, comprising approximately 149 acres in the Hyde Park District, is within the northeast portion of the land use study area.⁵²⁹

Existing Uses In Study Area

Land uses within this portion of the land use study area are primarily residential, with commercial uses concentrated along Crenshaw Boulevard and Florence Avenue.

Community Plan and Zoning Designations

Community Plan land use designations within the land use study area are primarily Low Density Residential (R1) with some Medium Density Residential (R6) located along Florence Avenue. Commercial uses along Crenshaw Boulevard are designated Regional Center with corresponding zoning of C2, C4, P, and PB.

The West Adams-Baldwin Hills-Leimert Community Plan identifies the need to preserve established single-family neighborhoods and historical resources, as a way to promote residential land use compatibility.⁵³⁰ Within the Community Plan area, the Crenshaw Corridor Specific Plan was adopted on November 1, 2002 to promote standards for development along the Crenshaw Corridor. The Crenshaw Corridor extends along Crenshaw Boulevard from the Santa Monica Freeway to the north to Florence Avenue to the south. Although Crenshaw Boulevard and Florence Avenue are located at the northernmost boundary of the land use study area, development of the SPAS alternatives would not have an effect on the development standards contained within this Specific Plan. Therefore, no additional analysis of project consistency with this Specific Plan is provided.

Existing Incompatible Land Uses - City of Los Angeles

Existing incompatible land uses for the portion of the land use study area within the City of Los Angeles are generally defined as residential uses and non-residential noise-sensitive facilities currently exposed to noise levels 65 CNEL and above. These areas comprise 4,368 acres (735 acres off-airport) within the City of Los Angeles and are exposed to noise levels above 65 CNEL. As show in **Table 4.9-2**, residential uses exposed to noise levels of 65 CNEL or higher include 64 single-family units and 1,069 multi-family units with a corresponding population of 1,347 residents. These residential uses that are currently incompatible include the remaining single-family and multi-family units in the Manchester Square and Belford neighborhoods. Although the Manchester Square and Belford neighborhoods are currently being acquired and residential units demolished (under a separate LAWA action), sound insulation is the primary noise mitigation strategy implemented within the City's jurisdiction under the ANMP, in part due to the City of Los Angeles' priority to preserve the existing housing stock. Non-residential noise-sensitive facilities exposed to noise levels of 65 CNEL or higher include five schools, seven places of worship, one convalescent hospital, and five parks.

⁵²⁹ City of Los Angeles, Department of City Planning, West Adams-Baldwin Hills-Leimert Community Plan, adopted by City Council, May 6, 1998, as amended.

⁵³⁰ City of Los Angeles, Department of City Planning, West Adams-Baldwin Hills-Leimert Community Plan, adopted by City Council, May 6, 1998, as amended, p. I-5.

City of El Segundo

The City of El Segundo is comprised of approximately 3,488 acres and forms the southern boundary of the LAX property, south of Imperial Highway. Approximately 1,799 acres, or about 50 percent, of the City of El Segundo to the north of El Segundo Boulevard is located within the land use study area.

Existing Uses in Study Area

The residential population of El Segundo is concentrated west of Sepulveda Boulevard and north of El Segundo Boulevard. Commercial uses located along Main Street provide a retail base for residents. This area also includes a Civic Center, library, schools and ball field and serves as a focal point for the community. Other commercial uses are concentrated along Grand Avenue and Sepulveda Boulevard. East of Sepulveda Boulevard are primarily commercial, office, hotel and light industrial uses. A Chevron oil refinery is located south of El Segundo Boulevard and west of Sepulveda Boulevard (bordering the land use study area). Much of the coastline within the land use study area and west of El Segundo is occupied by the City of Los Angeles' Hyperion Treatment Plant and the Department of Water and Power Scattergood Generating Station.

Existing Incompatible Land Uses

Existing incompatible land uses in El Segundo are generally defined in the ANMP as residential uses and non-residential noise-sensitive facilities currently exposed to noise levels of 65 CNEL and above. As shown in **Table 4.9-2**, approximately 410 acres within the City of El Segundo are exposed to noise levels of 65 CNEL and above. As listed in **Table 4.9-2**, residential uses exposed to noise levels of 65 CNEL or higher include 996 single-family units and 1,278 multi-family units with a corresponding population of 5,052 residents. Non-residential noise-sensitive facilities that would be exposed to noise levels of 65 CNEL or higher include one school, one place of worship, and two parks.

Sound insulation has been the noise mitigation strategy for residential uses implemented within the City's jurisdiction.

City of Hawthorne

The City of Hawthorne is approximately 3,892 acres, and the portion of the City within the land use study area is approximately 959 acres. This area is generally bounded by the I-105 Freeway to the north, Prairie Avenue to the east, El Segundo Boulevard to the south, and the I-405 Freeway/Inglewood Avenue to the west.

Existing Uses in Study Area

The majority of uses in the land use study area are single- and multi-family residential. Commercial uses are concentrated along Hawthorne Boulevard and include Hawthorne Plaza. Other uses include schools, Eucalyptus Park, and the City Hall Complex.

Existing Incompatible Land Uses

As shown in Figure 4.10.1-12, no incompatible land uses have been identified in the City of Hawthorne as exposed to noise levels above 65 CNEL associated with LAX operations.

City of Inglewood

The City of Inglewood is located immediately east of LAX, and it covers approximately 5,823 acres. Of this area, approximately 5,012 acres are within the land use study area.

Existing Uses in Study Area

The predominant land use within the land use study area is residential, with multi-family uses located primarily west of Crenshaw Boulevard and single-family uses located primarily east of Crenshaw Boulevard. Commercial and industrial land uses within the land use study area are concentrated along the major street frontages of Manchester Boulevard, Florence Avenue, Century Boulevard, La Brea

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Avenue, and South Market Street. Two large privately-owned recreational facilities, Hollywood Park Racetrack and the Forum, are located adjacent to each other on Prairie Avenue, between Manchester and Century Boulevards. Other uses include a Civic Center, two libraries, schools, and eight parks. Other notable uses within the land use study area include the Inglewood Park Cemetery, Centinela Hospital Medical Center and Centinela Freeman Regional Medical Center.

Existing Incompatible Land Uses

Existing incompatible land uses within the City of Inglewood include residential uses and non-residential noise-sensitive facilities currently exposed to noise levels above 65 CNEL. As shown in **Table 4.9-2**, approximately 986 acres within the City of Inglewood are exposed to noise levels above 65 CNEL. As presented in **Table 4.9-2**, this area includes 656 single-family units and 3,906 multi-family units with a corresponding population of 12,596 residents. Non-residential noise-sensitive facilities shown in **Table 4.9-2** that would be exposed to noise levels of 65 CNEL or higher include ten schools, ten places of worship, and one convalescent hospital. These facilities are identified in Appendix I-2, *Land Use and Planning*, Table 3. As shown in Figure 4.10.1-12, incompatible uses identified for 2009 baseline conditions within the 65 CNEL noise contours are potentially eligible for mitigation.

Inglewood has adopted a Community Noise Ordinance which requires that new construction for dwelling units, hospitals, schools, and places of worship within areas exposed to 65 CNEL or higher noise levels, be insulated to an interior of 45 CNEL. The adoption of this ordinance also assures the City of Inglewood's eligibility for funding from LAWA. Resolution 19357, passed by the City of Los Angeles Board of Airport Commissioners in 1994, prohibits the issuing of airport funds to jurisdictions that have not placed interior noise requirements on new residential construction. LAWA distributes funds to match FAA funding to 100 percent of the cost of sound insulation or land recycling of eligible properties. Noise attenuation and compatibility measures implemented by the City have included the land recycling of residential neighborhoods to compatible land uses such as commercial and light industrial uses. In the land recycling process, the City purchases contiguous parcels of affected residential units, demolishes the units, and re-zones the property.

4.9.4 Thresholds of Significance

A significant land use impact would occur if the direct and indirect changes in the environment caused by the particular SPAS alternative would result in one or more of the following future conditions:

- ◆ Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- ◆ Create physical incompatibility with existing land uses through increased aircraft noise exposure.

The first threshold is derived from the State CEQA Guidelines Initial Study Checklist and the L.A. CEQA Thresholds Guide to address conflicts with plans that could result in physical impacts and also addresses CEQA Guidelines Section 15125(d). The second threshold was developed specifically to address potential impacts associated with the SPAS alternatives relative to aircraft noise exposure that would conflict with existing land uses. The significance of noise effects is defined by 14 CFR Part 150; FAA Order 5050.4B; FAA Order 1050.1E; Title 21, California Code of Regulations; Caltrans California Airport Land Use Planning Handbook; and the Los Angeles County ALUP.

Thresholds relevant to land use compatibility in terms of degraded views, air quality, biological resources, safety, noise, and surface transportation disruption are included in Sections 4.1, *Aesthetics*; 4.2, *Air Quality*; 4.3, *Biological Resources*; 4.7.2, *Safety*; 4.10, *Noise*; and 4.12.2, *Off-Airport Transportation*, respectively.

4.9.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan, LAWA adopted four commitments and five mitigation measures pertaining to land use (denoted with "LU") in the Alternative D Mitigation Monitoring and Reporting Program (MMRP). In addition, one commitment and two mitigation measures pertaining to relocation (denoted with "RBR") and one commitment addressing aesthetics (denoted with "DA") are also relevant to this analysis. The following commitments and mitigation measures are applicable to the SPAS alternatives and were considered in the land use analysis herein.

♦ **LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.**

Land acquired and cleared for airport development will be fenced, landscaped, and maintained regularly until the properties are actually developed for airport purposes.⁵³¹

♦ **LU-4. Neighborhood Compatibility Program.**

Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include:

- ♦ Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.
- ♦ Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible.
- ♦ Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.

♦ **LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan.**

LAWA will comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the City of Los Angeles Transportation Element Bicycle Plan⁵³² and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard. As a priority, a Class I bike path will be incorporated on Aviation Boulevard, as practical and feasible, per the standards identified in the City of Los Angeles Transportation Element Bicycle Plan generally extending from the Inglewood City limits (Arbor Vitae Street) to the north to Imperial Highway to the south. As a primary objective, LAWA will provide maximum feasible incorporation of other bike paths and bike lanes into the design of projects that will be constructed under the LAX Master Plan program with a fundamental emphasis on ensuring safe and efficient bicycle and vehicular circulation. In addition, bicycle access and parking facilities will be provided at the GTC, ITC, and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.

⁵³¹ Subsequent to the approval of the LAX Master Plan, the LAX Street Frontage and Landscape Development Plan Update was completed. In fulfillment of LAX Master Plan Commitment LU-2, the LAX Street Frontage and Landscape Development Plan Update addresses landscaping requirements for parcels acquired under the LAX Master Plan.

⁵³² Since preparation of the LAX Master Plan Final EIR, the City's Bicycle Plan has been updated. The SPAS EIR analysis references the current 2010 City of Los Angeles Bicycle Plan.

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♦ MM-LU-1. Implement Revised Aircraft Noise Mitigation Program.

LAWA shall expand and revise the existing ANMP in coordination with affected neighboring jurisdictions, the state, and the FAA.⁵³³ The expanded Program shall mitigate land uses that would be rendered incompatible by noise impacts associated with implementation of the LAX Master Plan, unless such uses are subject to an existing aviation easement and have been provided with noise mitigation funds. LAWA shall accelerate the ANMP's timetable for achieving full compatibility of all land uses within the existing noise impact area pursuant to the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6) and current Noise Variance. With the exception of a possible new interior noise level standard for schools to be established through the study required by Mitigation Measure MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, the relevant performance standard to achieve compatibility for land uses that are incompatible due to aircraft noise (i.e., residences, schools, hospitals and churches) is adequate acoustic performance (sound insulation) to ensure an interior noise level of 45 CNEL or less. As an alternative to sound insulation, incompatible property may also achieve compatibility if the incompatible use is converted to a noise-compatible use.

LAWA shall revise the ANMP to incorporate new, or expand existing measures, including, but not necessarily limited to, the following:

- ♦ Continued implementation of successful programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures and the acquisition and conversion of incompatible land use to compatible land use.
- ♦ Ongoing monitoring and provision of annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards, with the updates made available (upon request) to affected local jurisdictions, the ALUC of Los Angeles County, and other interested parties.
- ♦ Continue the current pre- and post-insulation noise monitoring to ensure achievement of interior noise levels at or below 45 CNEL.
- ♦ Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible through:
 - Increased annual funding by LAWA for land use mitigation;
 - Reevaluating aviation easements requirements with sound insulation mitigation;
 - Provision by LAWA of additional technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs;
 - Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.
- ♦ Revised criteria and procedures for selection and prioritization of properties to be sound insulated or acquired in consideration of the following:
 - Insulation or acquisition of properties within the highest CNEL measurement zone;
 - Acceleration of the fulfillment of existing commitments to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties;
 - Insulation or acquisition of incompatible properties with high concentrations of residents or other noise-sensitive occupants such as those housed in schools or hospitals.
- ♦ Amend ANMP to include libraries as noise-sensitive uses eligible for aircraft noise mitigation.

⁵³³ Subsequent to the approval of the LAX Master Plan, LAWA completed a revised Aircraft Noise Mitigation Program in accordance with the provisions of LAX Master Plan Mitigation Measure MM-LU-1. LAWA continues to implement the ANMP and operate under a variance to achieve compatibility of all land uses within the noise impact area. In addition, LAWA has removed the requirement for an aviation easement in most cases, and has identified places of worship eligible for soundproofing.

- ♦ Upon completion of acquisition and/or soundproofing commitment under the current Program, expand the boundaries of the ANMP as necessary over time. LAWA will continue preparing quarterly reports that monitor any expansion of the 65 CNEL noise contours beyond the current ANMP boundaries. Based upon these quarterly reports, LAWA will evaluate and adjust the ANMP boundaries, periodically as appropriate, so that as the 65 CNEL noise contours expand, residential and noise-sensitive uses newly impacted by 65 CNEL noise levels would be included within the Program.

♦ **RBR-1. Residential and Business Relocation Program.**

To address the acquisition of properties and relocation of businesses and residents associated with the proposed Master Plan, LAWA will prepare a Residential and Business Relocation Plan (Relocation Plan) in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, state and local regulations, and FAA Advisory Circular 150/5100-17, prior to the commencement of acquisition.⁵³⁴ LAWA will achieve the following objectives:

- ♦ Fully inform eligible project-area residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits.
- ♦ Determine the needs of each residential relocatee and business owner.
- ♦ Provide an adequate number of referrals to comparable, decent, safe, and sanitary housing units within a reasonable time prior to relocation. No residential occupant would be required to move until comparable decent, safe, and sanitary housing is made available.
- ♦ Provide at least 90 days advance written notice to vacate, as required by law. The notice period may be extended according to the needs of the affected relocatees.
- ♦ Provide current and continuously updated information concerning replacement housing and business choices and opportunities.
- ♦ Ensure that the relocation process does not result in different or separate treatment because of race, religion, national origin, gender, marital status, or other arbitrary circumstances.
- ♦ Ensure that the unique needs of minority and low-income persons and businesses are addressed, including the provision of assistance and materials in Spanish and other languages as necessary.
- ♦ Supply information concerning federal, state, city, and other governmental programs providing assistance to displaced persons or businesses.
- ♦ Assist each eligible person or business in the completion of all applications and claims for payment of benefits.
- ♦ Make relocation payments in accordance with Federal Relocation Regulations, including the provisions of Last Resort Housing, where applicable.
- ♦ Inform all affected occupants of LAWA's policies with regard to eviction and property management.
- ♦ Establish and maintain a formal grievance procedure for use by relocatees seeking administrative review of LAWA decisions with respect to relocation assistance.

⁵³⁴ In fulfillment of this commitment, LAWA prepared the *LAX Master Plan Program Alternative D Draft Relocation Plan* in April 2004.

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Although it is expected that comparable replacement housing resources are available, LAWA will take all reasonable steps to make such resources available, including but not limited to the following:

- ♦ Provide vacated project structures to agencies that could relocate the structures to new sites and make them available for program-affected residents.
- ♦ Provide funding for possible construction of replacement housing.
- ♦ Provide funding for rehabilitation of housing units being sold or rented to program-affected residents.
- ♦ Consider other innovative actions to ensure the availability of replacement housing.

In addition to the above services, distinct business assistance services will include but not be limited to the following:

- ♦ LAWA will implement a business relocation assistance program to insure prompt and equitable relocation and re-establishment of businesses displaced as a result of the proposed Master Plan. The business relocation assistance program will include: 1) a determination of the relocation needs and preferences of each business to be displaced; 2) the maintenance of listings and contacts with commercial real estate brokers, commercial lenders, and government economic development agencies to assist displaced businesses in locating suitable replacement sites; 3) the provision to displaced businesses of information on programs administered by the Small Business Administration and other federal and state programs offering assistance to displaced persons; 4) the provision of special assistance to those who wish to remain close to their current sites or close to an airport in finding such sites, including sites on the airport such as LAX Northside/Westchester Southside, or other airport-owned properties or developments; and 5) the provision of special assistance to address the specific needs of minority-owned businesses.
 - ♦ LAWA will coordinate with the County of Los Angeles and the cities of Inglewood, Hawthorne, and El Segundo to locate properties within their jurisdictions suitable for businesses displaced by the acquisition program.
 - ♦ LAWA will investigate and consider the use of the separate and ongoing ANMP to redevelop noise impacted residential areas into commercial areas suitable for businesses displaced by the Master Plan acquisition program. As part of these efforts, LAWA will coordinate with the City of Inglewood and the County of Los Angeles to identify areas east of I-405 where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate.
 - ♦ LAWA will provide opportunities for air freight, flight kitchens and other airport-related uses displaced by the acquisition program to relocate onto airport property, to the maximum extent practicable.
 - ♦ LAWA will, to the maximum practicable extent, develop its property in LAX Northside/Westchester Southside so as to provide relocation opportunities for businesses displaced by the acquisition program.
 - ♦ With respect to any and all residential acquisition under Alternative D, LAWA will implement a housing program similar to the existing "Move On Housing Program," which is currently being implemented in conjunction with the existing ANMP Relocation Plan. The Move On Housing Program is a collaborative effort between public and not-for-profit organizations to move and rehabilitate Manchester Square and Belford area structures in order to transfer housing assets to residential areas in Los Angeles County, provide reasonable housing for displaced tenants, and provide construction-related employment opportunities to community residents.
- ♦ **MM-RBR-1. Phasing for Business Relocations.**

To maximize opportunities for airport/airport-dependent businesses and other businesses being acquired to relocate in proximity to their current sites, LAWA shall, to the maximum degree feasible,

schedule acquisition phasing and/or development phasing to accommodate interested parties on airport property in a manner that would avoid delays to the overall construction and development schedule. First priority shall be given to airport/airport-dependent businesses, such as air freight forwarders and hotels, whose relocation off of the airport would present a unique hardship. Master Plan Commitment RBR-1, Residential and Business Relocation Program, can also serve to mitigate significant effects stemming from the acquisition program by using LAWA ANMP funds to redevelop noise impacted residential property for industrial uses.

◆ **MM-RBR-2. Relocation Opportunities through Aircraft Noise Mitigation Program.**

As a special project under the ANMP for LAX, LAWA shall coordinate with the City of Inglewood and the County of Los Angeles to identify residential land uses that are subject to high levels of aircraft noise where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate. As residential uses are relocated outside of noise impacted areas under the ANMP, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, LAWA will work with the jurisdictions to identify airport-related businesses interested in these sites. With support from the jurisdictions, as well as other businesses and organizations such as Gateway to L.A. that interact with LAWA, LAWA will promote these sites for businesses subject to acquisition as part of the proposed LAX Relocation Plan business relocation assistance program. The multiple objectives of the effort shall be to mitigate noise impacted land uses, retain and promote local businesses dependent on airport proximity, and support local employment and economic growth. Areas under the City of Inglewood General Plan and redevelopment plan that are proposed for land recycling along Century Boulevard shall be given high priority.

4.9.6 Impacts Analysis

This analysis of land use impacts addresses inconsistencies with applicable general plans, specific plans, and regional plans, and policies as well as land use incompatibility due to physical impacts associated with aircraft noise exposure within the study area. A project is consistent with a general plan and related planning documents, if considering all its aspects, it will further the objectives and policies of the general plan or not obstruct their attainment.⁵³⁵ Nevertheless, in certain instances, amendments to the various plans are proposed to ensure precise consistency. As part of this analysis, the discussion below evaluates the consistency of each alternative with the existing LAX Specific Plan, as amended, recognizing that as part of SPAS, the LAX Specific Plan may be amended depending on the alternative selected for implementation. The land use incompatibility analysis is focused on incompatibility associated with aircraft noise exposure. The analysis evaluates future (2025) noise levels associated with each SPAS alternative compared to baseline (2009) conditions. However, the vast majority of the change in future conditions compared to baseline conditions is attributable to growth in aviation activity anticipated to occur at LAX by 2025 under all alternatives. Aircraft-related noise impacts that are attributable to project-related changes in the airfield configuration are identified in Section 4.10.1, *Aircraft Noise*.

While operational and construction impacts associated with noise, air quality, traffic, safety, and degraded views have the potential to impact land uses, these effects are addressed Sections 4.10.2, *Road Traffic Noise*; 4.10.3, *Construction Traffic and Equipment Noise*; 4.10.4, *Transit Noise and Vibration*; 4.2, *Air Quality*; 4.12.2, *Off-Airport Transportation*; 4.7.2, *Safety*, and 4.1, *Aesthetics*, respectively.

⁵³⁵ A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation for a site. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; see also *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoia Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.)

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4.9.6.1 Alternative 1

Changes in Development

Alternative 1 includes various components that are particularly pertinent to the analysis of land use impacts. These components are the relocation of Runway 6L/24R 260 feet north; extension of Runway 6R/24L; construction of a new Intermodal Transportation Facility (ITF); public and employee parking within Manchester Square; a commercial vehicle holding lot; and construction of a dedicated busway connecting Manchester Square, the ITF, and the CTA, with a planned connection to the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards; realignment of Lincoln Boulevard to the north with a portion below grade and covered; and modifications to navigational aids in the Dunes.

To accommodate airfield, terminal, ground access, and parking improvements, this alternative would acquire approximately 26 acres of primarily airport-related uses, such as parking, transportation, and rental car facilities, and would convert a site owned by the Los Angeles Unified School District (LAUSD), and currently occupied by two charter schools, to airport uses. A general comparison of acquisition associated with the SPAS alternatives is presented in **Table 4.9-5**. The locations of the acquisition areas and school site associated with Alternative 1 are shown in Figure 2-12, in Chapter 2, *Project Description*. As shown in Figure 2-12, the area to be acquired is between 96th and 98th Streets, west of Airport Boulevard. Upon acquisition, this area would be used for the ITF. The 5-acre LAUSD-owned site is located within Manchester Square and includes two charter schools (Bright Star Secondary Charter Academy and Stella Middle Charter Academy). Under Alternative 1, this area would be developed as airport parking. The need, if any, for acquisition associated with changes in the Runway 6L/24R RPZ would be determined by FAA in later stages of planning and, therefore, is not addressed in this EIR. However, Section 4.7.2, *Safety*, identifies land uses within the RPZ under each alternative.

Table 4.9-5

General Comparison of Acquisition Area Land Use - SPAS Alternatives

	Alts. ¹ 1, 2, 8, 9	Alt. 3	Alt. 4
Institutional	2 Charter Schools ²	2 Charter Schools ²	0
Number of Business	4	19	6
Floor Area³			
Retail	16,700 sf	22,500 sf	16,700 sf
Office	2,000 sf	145,600 sf	48,000 sf
Light Industrial		347,000 sf	
Acres by Land Use³			
Parking	11 ac	12 ac	12 ac
Rental Car	1 ac	1 ac	2 ac
Retail	1 ac	2 ac	1 ac
Office	3 ac	10 ac	10 ac
Institutional	5 ac	5 ac	0 ac
Vacant	4 ac	5 ac	5 ac
Light Industrial	0 ac	17 ac	
Easement/Utilities	0 ac	1 ac	
Total Acreage³	26 ac	53 ac	30 ac

Notes:

sf = square feet
ac = acres

- ¹ No acquisition is proposed under Alternatives 5, 6, and 7 since these alternatives only include airfield and terminal components.
- ² The two charter schools are Bright Star Secondary Charter Academy (grades 9-12) and Stella Middle Charter Academy (grades 5-8), with a respective 2011-2012 enrollment of 246 and 505 students.
- ³ All totals are approximate.

Source: City of Los Angeles, Los Angeles World Airports, LAX Master Plan Program Alternative D Draft Relocation Plan, April 2004.

Implementation of Alternative 1 would result in the removal of some community-serving uses within the eastern portions of the airport on property owned by LAWA, including an urgent care facility, Burger King Restaurant, Travelodge Hotel, and Denny's Restaurant in order to accommodate ground access and parking facilities.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

The LAX Plan is the community plan that establishes the land use policy framework for LAX and it is also a part of the City General Plan. The proposed airfield, concourse, and terminal improvements, commercial vehicle holding lot, and parking areas are consistent with the corresponding Airport Airside and Airport Landside land use designations shown on the LAX Plan. While Alternative 1 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect the relocation of Runway 6L/24R 260 feet north, easterly extension of Runway 6R/24L, realignment of Lincoln Boulevard and related conversion of a small portion of area designated as LAX Northside to Airport Airside, as well as modifications to the airport boundaries associated with the smaller acquisition area of

4.9 Land Use and Planning

Alternative 1 as compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the LAX Master Plan (specifically, restricted access within the CTA, and the GTC, ITC, CONRAC, APM, and West Employee Parking facility).

The relocation of Runway 6L/24R would require changes to navigational aids within the Dunes Specific Plan Area, which is designated as Open Space in the LAX Plan. Development within Open Space is limited to existing and relocated navigational aids. Since the planned navigational aids would be similar in function and number to the existing facilities and a Habitat Restoration Plan (HRP) is underway as part of the approved LAX Master Plan, this use would be consistent with the Open Space designation of the LAX Plan, as further described below for the Dunes Specific Plan.

Therefore, as changes to on-airport facilities under Alternative 1 would be consistent with underlying LAX Plan land use designations, with amendment of the plan to reflect the changes noted above and ensure precise consistency, no conflicts with land use designations would occur.

Alternative 1 would be consistent with the goals and corresponding policies of the LAX Plan. The airfield, terminal, and ground access improvements would strengthen the role of LAX in the regional network and contribute to the local economy (Goals 1 and 3, respectively), while enhancing safety and security (Goal 2) by improvements in airfield design, decentralization of parking and ground access facilities, and provision of more queuing space for vehicles through the redesigned entryway, which would provide additional space for security screening. Alternative 1 would be consistent with Goal 4 by reducing the amount of acquisition required as compared to the LAX Master Plan, and limiting improvements within the Dunes to the required relocation of navigational aids. Under this alternative, LAX Master Plan measures would be incorporated into project design, and measures would be implemented to reduce air quality impacts (see Section 4.2, *Air Quality*). Consistent with Goal 5 to promote neighborhood compatibility, with the displaced landing threshold on Runway 6L/24R associated with this alternative, residences would no longer be located within the runway RPZ. Finally, Alternative 1 would be consistent with Goal 6 to improve ground access to LAX through a secure and efficient ground connection system and redirecting traffic away from local roads. Traffic to the CTA on local roadways would benefit from the development of parking within Manchester Square, the ITF, and dedicated transit access between these facilities, as well as provision of a connection to the future Metro LAX/Crenshaw Light Rail Transit Station.

Alternative 1 would also be consistent with policies associated with the Airport Airside, Airport Landside, LAX Northside, and Open Space land use designations. Within the Airport Airside land use designation, Alternative 1 would develop a balanced airfield (P1), restrict the number of gates to 153 (P2), and improve parking, including employee parking (P3) through proposed airfield and ground access improvements. Proposed improvements are not located in proximity to residential areas (P4).

Regarding Airport Landside policies, as addressed later in this section, Alternative 1 would not result in significant land use incompatibilities with adjacent land uses (P1) and would not be located in proximity to residential areas (P6). In addition, Alternative 1 supports the intent of Airport Landside Policies P2, P3, and P4 by providing dedicated transit access that connects parking within Manchester Square, the ITF, and the CTA, and links these facilities to the future Metro LAX/Crenshaw Light Rail Transit Station and the regional ground transportation network. This alternative also provides adequate parking facilities (P5).

Within LAX Northside, no changes are proposed with the exception of the Lincoln Boulevard realignment. Although this would reduce the amount of commercial areas proposed for development within LAX Northside east of Lincoln Boulevard, a landscaped buffer area would still be retained between LAX Northside and residential uses to the north (P1). Additional discussion of LAX Northside is provided below under the heading LAX Specific Plan.

As previously described, Alternative 1 would be consistent with Open Space Policies P1 and P2 to protect and restore habitat areas, since implementation of an HRP to complete restoration in the Dunes would be required in association with relocation of navigational aids.

Alternative 1 would be consistent with policies related to safety, by providing runway realignment and taxi separation for larger aircraft maneuvering areas and clearances (P1), adequate aircraft queue space (P2), and a center taxiway (P3); relocation of Terminal 3 to provide for improved taxiway spacing (P5); and RPZs in conformance with FAA safety requirements (P7 and P8).

Based on the above, Alternative 1 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan. Therefore, impacts would be less than significant.

LAX Specific Plan

The LAX Specific Plan provides regulatory controls and ensures the orderly development of LAX and LAX Northside, consistent with the LAX Plan. The proposed airfield, concourse, and terminal improvements, commercial vehicle holding lot, and parking areas under Alternative 1 are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area as shown on the LAX Specific Plan. While Alternative 1 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. The movement of Runway 6L/24R 260 feet to the north and the related realignment of Lincoln Boulevard would occur within most of Area 8 and a portion of Area 9 of the LAX Northside Sub-Area south of Westchester Parkway.⁵³⁶ The realignment would reduce the use of Areas 8 and 9 for future development, and would require the relocation of an existing radar tower in Area 9. Since land uses proposed within LAX Northside would be affected, an amendment to the LAX Specific Plan would be included with Alternative 1. In addition, Map 1 and Map 2 would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 1 as compared to the approved LAX Master Plan. Based on the above, Alternative 1 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/EI Segundo Dunes Specific Plan

The Dunes Specific Plan⁵³⁷ limits development within the Dunes and establishes a Dune Habitat Preserve. As stated in the Dunes Specific Plan, existing airport navigational and safety facilities are permitted within the Dune Habitat Preserve and development of additional navigational and safety facilities, to the extent consistent with federal requirements, requires a Coastal Development Permit.⁵³⁸ Although this alternative would require changes to navigational aids within the Dune Habitat Preserve, the application for, and review and approval of, a Coastal Development Permit would include provisions for the preservation of habitat values (i.e., sensitive dune habitat is recognized as Environmentally Sensitive Habitat Area (ESHA), which are afforded special protection under Section 30240 the California Coastal Act). Furthermore, implementation of LAX Master Plan and proposed SPAS mitigation measures would ensure the conservation, enhancement, and restoration of state-designated sensitive habitat, as well as the protection of sensitive species in the Dunes, as described in Section 4.3, *Biological Resources*. Therefore, Alternative 1 would be consistent with the Los Angeles Airport/EI Segundo Dunes Specific Plan, and impacts would be less than significant.

⁵³⁶ Under the currently adopted LAX Specific Plan, Areas 8 and 9 of LAX Northside are designated for commercial uses. Under the proposed LAX Northside Plan Update, Areas 8 and 9 are designated as Airport Support, because their potential commercial uses is limited, due to the close proximity to the LAX north airfield and associated noise impacts, safety requirements, and height restrictions.

⁵³⁷ City of Los Angeles, Department of City Planning, Los Angeles Airport/EI Segundo Dunes Specific Plan (Ordinance No. 167,940), June 28, 1992, amended by Ordinance 169,767, approved August 6, 1994.

⁵³⁸ In addition to, and separate from, the requirement for a Coastal Development Permit, federal approval(s) of any improvements within the Dunes (i.e., the Coastal Zone) would require a Coastal Act Consistency Determination/Consistency Certification - see Section 4.4, *Coastal Resources*, of this EIR.

LAX Street Frontage and Landscape Development Plan Update

Alternative 1 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Implementation of new airfield, terminal, and ground access improvements carried out in compliance with the Landscape Development Plan, would be consistent with the objectives of the plan relating to the enhancement of 1) the visual and aesthetic appeal of streets, buffer areas, and open spaces surrounding LAX; 2) pedestrian, bicycle, and vehicular circulation on streets internal to and surrounding LAX; and 3) LAX's compatibility with adjacent land uses, neighborhoods and communities. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 1 and its perimeter, are also discussed in Section 4.1, *Aesthetics*, and include the preparation of a Neighborhood Compatibility Program (NCP), which outlines interface treatments along the airport perimeter for the purpose of "ensuring that the airport complements surrounding properties and neighborhoods" and addresses issues relating to compatibility (i.e., landscape buffers, noise, light spillover, odor, and vibration). These entail the provision and maintenance of landscaped buffer areas along the northerly boundary area of the airport, which include setbacks, landscaping, screening, or other appropriate view-sensitive measures with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential uses; locating airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from adjacent residential neighborhoods, as feasible; and providing community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses. Furthermore, the Landscape Development Plan identifies street, landscaping, and neighborhood compatibility requirements specific to the main types of Master Planned projects and/or land uses, including LAX gateways and entry corridors, passenger terminals and facilities, airfield/open space areas, parking lots and parking structures, and the LAX Northside Plan area. Provisions of the Landscape Development Plan would be implemented for Alternative 1 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 1 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

Acquisition and Relocation

The businesses proposed for acquisition under Alternative 1 are identified within the LAX Master Plan Draft Relocation Plan. As such, they would be eligible for relocation assistance as described in LAX Master Plan Commitment RBR-1, Residential and Business Relocation Program. LAX Master Plan Mitigation Measures MM-RBR-1, Phasing for Business Relocations, and MM-RBR-2, Relocation Opportunities through Aircraft Noise Mitigation Program, would also serve to identify suitable relocation sites. Furthermore, the acquired areas would be subject to LAX Master Plan Commitment LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion, which requires that, following demolition, these areas would be fenced, landscaped, and maintained if there are delays in development for airport purposes.⁵³⁹

With implementation of Alternative 1, existing leases for the urgent care facility, Travelodge Hotel, Burger King Restaurant, and Denny's Restaurant would be terminated; these businesses are not subject to relocation provisions, as they are located on LAWA property. Relocation of these uses would be a business decision. The sites of the businesses affected by development of Alternative 1 would also be subject to LAX Master Plan Commitment LU-2, Establishment of a Landscape Maintenance Program incorporated in the LAX Street Frontage and Landscape Development Plan Update.

The acquisition areas presented in **Table 4.9-5** above are all located within the boundaries of the LAX Plan and LAX Specific Plan, within land use and zoning designations of LAX Plan-Airport Landside and LAX Specific Plan LAX-L Zone: Airport Landside Sub-Area, which corresponds with the land uses proposed for these sites under Alternative 1. Therefore, no changes to existing General Plan or zoning

⁵³⁹ These requirements are also incorporated in the LAX Street Frontage and Landscape Development Plan Update.

designations are required and no General Plan or zoning inconsistencies would occur, and impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS has mobility as an important component of sustainability and integrated planning. Alternative 1 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it would improve the transportation system without changing the practical capacity of LAX from 78.9 MAP, the same practical capacity included in the approved LAX Master Plan.

Alternative 1 would also be consistent with other policies of the RTP/SCS by providing substantial ground access improvements, including the modification of Sky Way, parking within Manchester Square, and development of an elevated/dedicated busway along 98th Street connecting the CTA, the proposed ITF, and the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards, while also providing connectivity to other public transit. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below in the discussion of the AAGA Appendix. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 1 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

As indicated in Section 4.9.3.1, SCAG's adopted Aviation Decentralization Strategy calls for making substantial airport ground access improvements throughout the region, with the short-term program emphasizing the relief of bottlenecks around airports through arterial, intersection, and interchange improvements, and increasing transit access to the airports. As discussed above, Alternative 1 includes substantial ground access and transit improvements in the areas surrounding LAX, which would further the AAGA Appendix policies regarding Airport Land Use Compatibility and Environmental Impacts, as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system, as the additional improvements to arterials, intersections, and interchanges would continue to be supported and implemented in the areas surrounding LAX. Additional consistency discussion of Alternative 1 with applicable policies is provided in Appendix I-1, *Land Use and Planning*. Furthermore, because Alternative 1 would not change activity levels at LAX, it would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas.

The airport ground access project list in the AAGA Appendix contains major projects at and around LAX which have been completed, and progress with regards to the improvement of additional arterials, intersections, and interchanges is ongoing. The AAGA Appendix also proposes a new list of ground access improvement projects around LAX for 2012-2035.⁵⁴⁰ In addition to these proposed and ongoing roadway improvements, the ground access improvements proposed under Alternative 1 would include the modification of Sky Way, parking within Manchester Square, and development of an elevated/dedicated busway connecting the CTA, the ITF, and the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards, while also providing connectivity to other public transit. Therefore, Alternative 1 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Alternative 1 would be consistent with the underlying goals of the Growth Vision plan, through improvements within a Compass 2% Strategy Opportunity Area. As discussed above, development of

⁵⁴⁰ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Aviation and Airport Ground Access Appendix, adopted April 4, 2012, Available: http://rtpscsc.scag.ca.gov/Documents/2012/final/SR/2012fRTP_Aviation.pdf, accessed April 2012, pp. 122-124.

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Alternative 1 would involve major ground access improvements that would serve to further Growth Vision principles in the Compass 2% Strategy Opportunity Areas, therefore demonstrating consistency with SCAG's core principles, which are intended to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations. Implementation of Alternative 1 would improve mobility for residents and foster livability in nearby communities by constructing ground access improvements and providing transit connectivity, including the modification of Sky Way, parking within Manchester Square, and development of an elevated/dedicated busway connecting the CTA, the ITF, and the future Metro LAX/Crenshaw Light Rail Transit Station. Implementation of Alternative 1 would enable prosperity by improving LAX airfield facilities, terminal facilities, and surface transportation systems, which would increase employment and foster economic growth. Additional discussion of consistency of Alternative 1 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*.

In addition, implementation of ground access improvements proposed under Alternative 1 would promote sustainability by focusing development in an existing urban center and would be integrated with existing and future public transit facilities, including but not limited to, the Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, that would reduce vehicle miles traveled (VMT) by supporting alternative means of travel to and from LAX and other areas. Furthermore, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan and incorporate applicable performance standards in LAWA's Sustainable Airport Planning, Design and Construction Guidelines.⁵⁴¹ The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability. Alternative 1 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

As described in Section 4.9.3.1, the ALUP provides policies to promote land use compatibility and limit noise and safety conflicts in areas surrounding airports. Alternative 1, including proposed airfield, terminal, and ground access improvements, would require an amendment to, and determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as set forth in FAR Part 77, and would be consistent with ALUP policies that address RPZs and limit uses within these zones. For more information regarding RPZs and navigation, refer to the Section 4.7.2, *Safety*.

Alternative 1 would not conflict with the general and noise-related policies of the ALUP. These policies focus on ensuring that new development in areas surrounding the airport is compatible with airport operations, encouraging the land recycling of incompatible uses, and encouraging local agencies to inform prospective property owners of aircraft noise exposure in areas where high noise levels exist or are anticipated. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible land uses affected by aircraft noise under the ANMP, in compliance with ALUP policy.^{542,543} As Alternative 1 includes amendments to the LAX Specific Plan, a review and consistency determination by the ALUC would be required, as described previously in Section 4.9.3.1, Regional and State Plans. Based on the above, Alternative 1 would be consistent with the policies of the ALUP, and impacts would be less than significant.

⁵⁴¹ LAWA's Sustainable Airport Planning, Design and Construction Guidelines and included checklists are currently being revised to ensure consistency with the recent changes to the State building code and the Los Angeles Green Building Ordinance.

⁵⁴² LAX operates under a variance to the California Airport Noise Standards (Noise Standards) that was effective February 13, 2011 and was issued for a period of three years. The variance remains in effect so long as LAWA submits another application one month prior to the expiration date and continues to demonstrate that programs are being implemented to reduce noise impacts.

⁵⁴³ California Department of Transportation, "In the Matter of the Noise Variance Application of: City of Los Angeles, Los Angeles World Airports (Los Angeles International Airport)," Case No. L2010041216, ordered January 14, 2011, decision effective date February 13, 2011.

2011 Caltrans California Airport Land Use Planning Handbook

Alternative 1 would be consistent with the objectives of the Caltrans Handbook. With regard to the noise objective, which seeks to minimize the number of people exposed to frequent and/or high levels of aircraft noise capable of disrupting noise-sensitive uses, LAWA would continue to implement residential soundproofing under the ANMP. Concerning the overflight objective, which requires notification of people near airports of the presence of overflights in order to minimize or avoid annoyance associated with these conditions, LAWA would continue with programs in place which make available to the public information regarding the presence of overflights through the LAX Internet Flight Tracking System and Early Turn Notification Program. LAWA also provides the ability for residents and others to voice complaints regarding aircraft noise through the noise complaint hotline or online.⁵⁴⁴ The Caltrans Handbook safety objective, which seeks to minimize risks associated with potential aircraft accidents by providing for the safety of people and property on the ground, and by enhancing the chances of survival of the occupants or aircraft involved in an accident, would be supported through implementation of runway, taxiway, taxilane, and other airfield improvements. In addition, the airspace protection objective, which seeks to avoid development of land use conditions that could pose hazards to flight and increase the risk of an accident occurring, would be upheld through compliance with requirements and criteria related to airspace obstructions, and through conformance with guidelines on the avoidance of wildlife.⁵⁴⁵ In regard to airspace obstructions, Alternative 1 would avoid safety hazards that could result in incompatible land uses through compliance with City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulations and FAR Part 77.^{546,547} These regulations establish development restrictions and building height limits to minimize hazardous occurrences. The need, if any, for acquisition or other appropriate measures associated with changes in the RPZs will be determined by the FAA in later stages of planning and therefore are not addressed in this EIR. However, Section 4.7.2, *Safety*, identifies land uses within the RPZ under each alternative. Based on the above, Alternative 1 would be consistent with the objectives of the Caltrans Handbook and, therefore, impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

The City of Los Angeles General Plan Framework's primary objective is to support the viability of the City's residential neighborhoods and commercial districts, particularly by encouraging sustainable growth in proximity to transportation corridors and transit stations. Alternative 1 would support this primary objective of the Framework by implementing the proposed airfield, terminal, and ground access improvements. Ground access improvements would be in proximity to transportation corridors surrounding LAX, such as Lincoln Boulevard and Century Boulevard, and the new connection to the LAX/Metro Light Rail Station would be developed along Aviation Boulevard and 98th Street, thereby encouraging sustainable growth in the City's commercial districts.

Policy 7.3.4 of the Economic Development Chapter of the Framework Element is to recognize the crucial role that LAX plays in future employment growth by supporting planned airport expansion and modernization that mitigates its negative impacts. Development of Alternative 1 would implement this policy by modernizing airfield, terminal, and ground access facilities at LAX, while mitigating impacts, resulting in future economic and employment growth.

⁵⁴⁴ City of Los Angeles, Los Angeles World Airports, LAX Noise Management, Available: http://www.lawa.org/welcome_lax.aspx?id=788, accessed January 2012.

⁵⁴⁵ California Department of Transportation, "In the Matter of the Noise Variance Application of: City of Los Angeles, Los Angeles World Airports (Los Angeles International Airport)," Case No. L2010041216, ordered January 14, 2011, decision effective date February 13, 2011.

⁵⁴⁶ 14 CFR, FAR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, Subpart C, "Standards for Determining Obstructions to Air Navigation or Navigational Aids or Facilities."

⁵⁴⁷ Los Angeles Municipal Code, Planning and Zoning Code, Article 2, Specific Planning - Zoning, Comprehensive Zoning Plan, Section 12.50, "Airport Approach Zoning Regulations."

4.9 Land Use and Planning

Objective 3.9 of the Land Use Chapter of the Framework Element is to reinforce existing and encourage new community centers which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work, and visit, both in daytime and nighttime. Alternative 1 would not have an effect on this objective since development within the Lincoln Boulevard/Manchester Boulevard Community Center would be limited to the realignment of Lincoln Boulevard, which is not located adjacent to existing commercial or residential areas.

Objective 3.10 of the Land Use Chapter of the Framework Element calls for reinforcing existing regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, and are compatible with adjacent land uses and are developed to enhance urban lifestyles. The ground access improvements planned under Alternative 1—including parking within Manchester Square, the ITF, and the dedicated busway that would link these uses to the CTA and to the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards—would be located within the designated LAX/Century Boulevard Regional Center. By contributing to a hub of regional bus and rail transit both day and night, the ground access improvements proposed would directly support development of the Regional Center concept.

The Framework Open Space and Conservation Chapter includes a Citywide Greenways Network that shows an open space system established for active and passive recreational uses that includes portions of the Dunes, Dockweiler State Beach, and Vista del Mar. Under Alternative 1, the only changes proposed within the Dunes are changes in navigational aids. The LAX Plan, which designates the Dunes as Open Space, limits uses to existing and relocated navigational aids, restoration and maintenance of the Dunes Habitat Reserve, a park, and other ancillary facilities. The policies that guide development in the area set a priority for protecting existing state-designated sensitive habitat areas and providing sites for habitat restoration or replacement with native habitat. Alternative 1 would not change uses in the Dunes and would therefore be consistent with the Framework's recommendation for active or passive recreational uses in this area. Based on the above, Alternative 1 would be consistent with the Framework Element and, therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Alternative 1 would involve ground access improvements, including alterations to the existing circulation system. Changes to the surrounding roadways and transportation system, and their associated potential impacts, are discussed further in Section 4.12.2, *Off-Airport Transportation*. Roadway realignments, changes, and additions, once approved as an amendment to the Transportation Element would ensure precise consistency with the Transportation Element.

Implementation of the ground access features of Alternative 1 would be consistent with Policy 5.4 of the Transportation Element, regarding the establishment of master plans, including ground access plans, to guide future development of LAX. Based on the above, Alternative 1 would be consistent with the Transportation Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

The 2010 Bicycle Plan contains goals, objectives and policies aimed at promoting bicycling in the City and in the LAX Master Plan area, including the creation of the Backbone Network and the Neighborhood Network, which would link Regional Centers in the City. The 2010 Bicycle Plan updates the Bicycle Plan referenced in LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan.

Alternative 1 improvements, including the parking facility in Manchester Square and the ITF, would include provisions for bicycle parking and, therefore, would be consistent with the 2010 Bicycle Plan's main objectives, including Policy 1.2.3 (to increase the supply of quality bicycle parking), Policy 1.3.2 (to maximize bicycle amenities at transit stops, including the creation of Clean Mobility Hubs/Bicycle

Commuter Centers) and Policy 2.3.5 (maintenance of safe bikeways, in coordination with City agencies). Alternative 1 would not conflict with the existing or planned bicycle lanes/paths in the LAX area, including those along Pershing Drive, Imperial Highway, Westchester Parkway, Sepulveda Boulevard, Century Boulevard, Vicksburg Avenue, Jenny Avenue, and Aviation Boulevard. Although Alternative 1 includes the realignment of Lincoln Boulevard, with a portion covered and below grade, the 2010 Bicycle Plan does not limit the use of bicycles in tunnels, which are an acceptable option for providing continuity of the bikeway network.⁵⁴⁸ While Alternative 1 would be consistent with the 2010 Bicycle Plan, the realignment of Lincoln Boulevard (identified as a future Backbone Bikeway Network) would be included as amendments to the 2010 Bicycle Plan, including the Designated Bikeways Map to ensure precise consistency. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan ensures bicycle access and parking facilities will be provided at ground access facilities and parking outside the CTA, to the extent feasible; and provide bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Based on the above, Alternative 1 would be consistent with the 2010 Bicycle Plan. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

The Noise Element contains goals, objectives, policies, and programs regarding transportation noise and land use compatibility in order to reduce airport-related noise impacts. Alternative 1 would be consistent with Objective 1, Policy 1.1, and related Programs P1, P2, P3 and Objective 3, Policy 3.1, and related Programs P11, P12, P13, P16, and P17 by participating in LAWA's current noise mitigation program. Alternative 1 would also include measures to address non-airport related noise (Objective 2) as described in Sections 4.10.2, *Road Traffic Noise*; 4.10.3, *Construction Traffic and Equipment Noise*; 4.10.4, *Transit Noise and Vibration*; and 5.5.10, *Cumulative Noise*. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 1 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Implementation of Alternative 1 would be consistent with the goals and objectives of the Westchester-Playa del Rey Community Plan, by increasing safety, security, and efficient operational capabilities to serve passenger demand throughout the region. Alternative 1 would be consistent with Community Plan objectives created to address issues related to implementation of the LAX Master Plan, including Objective 20-1 to coordinate the development of LAX with that of Westchester-Playa del Rey and surrounding communities; Objective 20-2 to utilize land acquisition, buffering, transitional uses, and other effective measures to mitigate noise and other impacts to the Community Plan Area; Objective 20-3 to improve the system of transportation providing access to and within LAX and all of its ancillary facilities, in order to mitigate traffic impacts and congestion in the community; and Objective 20-4 to operate LAX in a manner that results in economic and other benefits for the Westchester-Playa del Rey community.

With regards to Objective 20-1, coordination of LAX development with the surrounding communities would continue through implementation of LAX Master Plan Commitment LU-4, Neighborhood Compatibility Program, use of LAWA's website, public input opportunities through the environmental review process for individual LAX projects (including the SPAS EIR), and other ongoing outreach efforts through LAWA's LAX Master Plan Stakeholder Liaison Office. Alternative 1 would be consistent with Objective 20-2, as development would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update, and LAWA would implement LAX Master Plan Commitment LU-4, which include provisions to maintain a buffer between the airport and residents located in the communities of Westchester and Playa del Rey, as well as other

⁵⁴⁸ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Chapter 3.

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provisions that serve to reduce or avoid airport-related impacts on the community. The ground access improvements proposed under Alternative 1 would be consistent with Objective 20-3, as the transportation system in the LAX area would be upgraded with ground access improvements, including a dedicated busway along 98th Street with connections to the CTA, the ITF, the future Metro LAX/Crenshaw Light Rail Transit Station, and other public transit. Objective 20-4 would be supported by Alternative 1 through the provision of economic opportunities associated with employment. As such, implementation of Alternative 1 would be consistent with the goals and objectives of the Community Plan and, therefore, impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

The South Los Angeles Community Plan includes policies to promote land use compatibility and preserve existing housing stock. Alternative 1 would not obstruct implementation of these policies. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 1 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Alternative 1 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 1 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

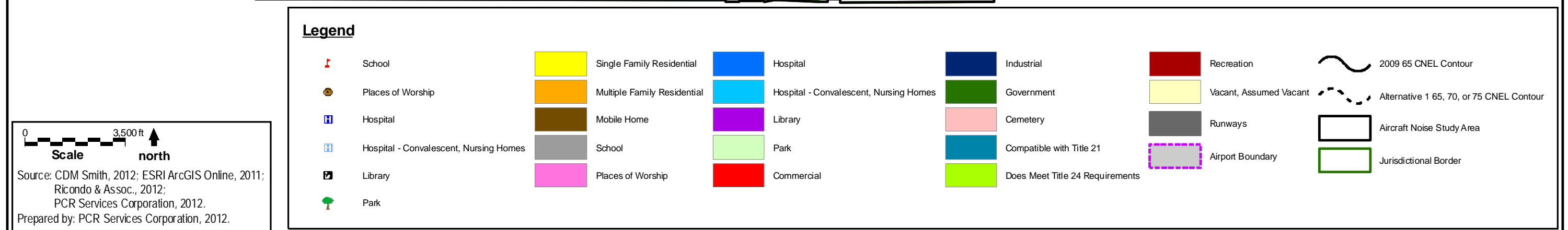
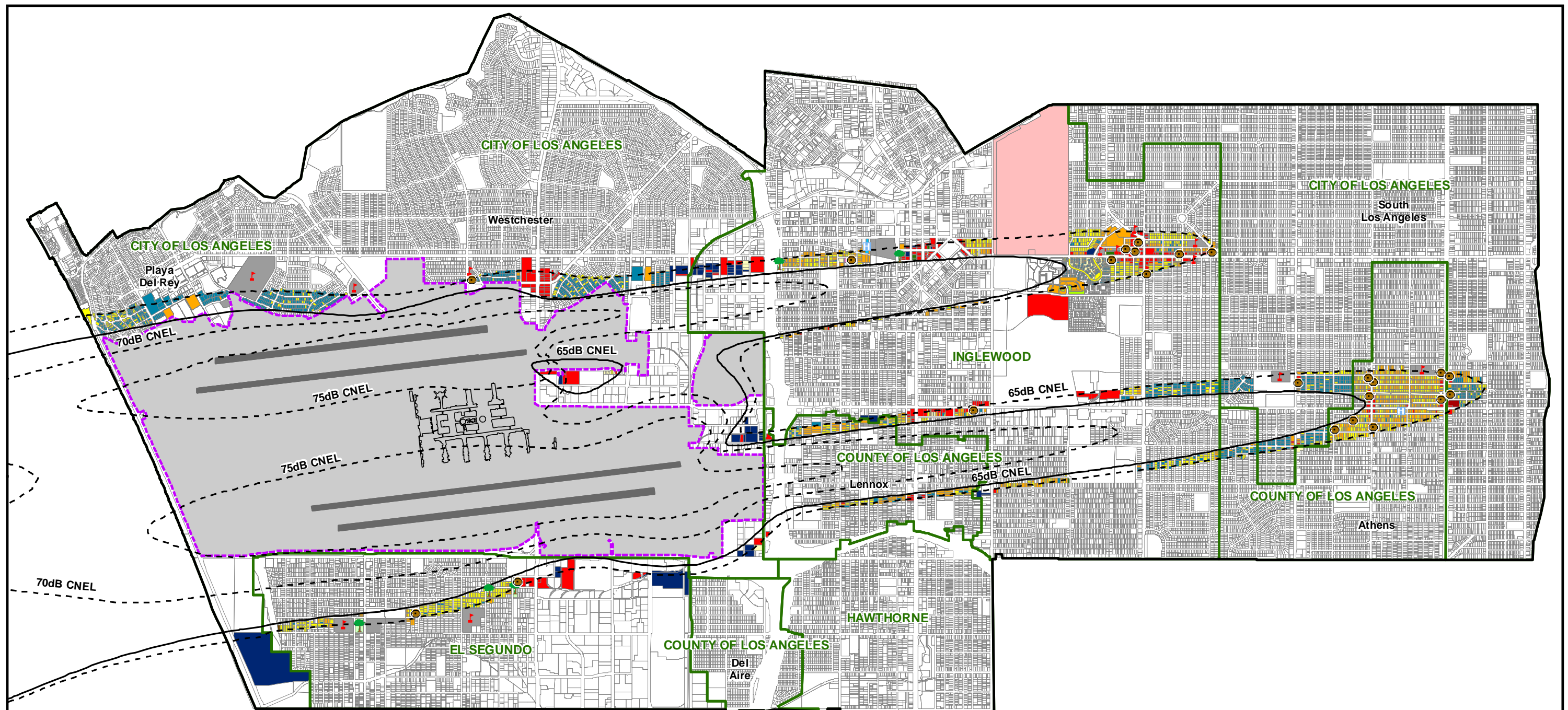
Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 1 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-8, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 1 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 5, and Table 6. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 1 in 2025 are shown in **Figure 4.9-7**. Compared to 2009 baseline conditions, the most notable changes under Alternative 1 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-8, under Alternative 1, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,450 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,370 dwelling units, 13,160 residents, and 43 non-residential noise-sensitive facilities by 2025.



4.9 Land Use and Planning

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Newly Exposed Areas

Under Alternative 1, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-6**. As shown in **Table 4.9-6**, 4,918 dwelling units, 13,445 residents, and 44 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and 4.07 acres (41 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels (see Appendix I-2, *Land Use and Planning*, Tables 7 and 8). Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-6

**Alternative 1 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	307	483	200	536	0	1,526
Acres ¹	38.22	65.21	33.55	82.12	0.00	219.09
Population ²	745	1,616	405	1,354	0	4,120
Multi-Family						
Units	565	1,416	77	1,334	0	3,392
Acres ¹	17.03	69.26	4.99	68.89	0.00	160.17
Population ²	1,192	4,671	164	3,298	0	9,325
Total Residential						
Units	872	1,899	277	1,870	0	4,918
Acres ¹	55.25	134.47	38.53	151.02	0.00	379.27
Population ²	1,937	6,287	569	4,652	0	13,445
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	4	1	2	7	0	14
Acres	47.72	6.17	18.99	7.30	0.00	80.17
Places of Worship						
Number	4	8	2	9	0	23
Acres	1.67	2.12	1.17	5.56	0.00	10.51
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0
Convalescent Hospitals						
Number	0	1	0	1	0	2
Acres	0.00	0.17	0.00	1.40	0.00	1.57

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Table 4.9-6

**Alternative 1 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Parks						
Number	0	0	3	2	0	5
Acres	0.00	0.00	6.16	1.19	0.00	7.35
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	8	10	7	19	0	44
Acres ¹	49.38	8.46	26.32	15.45	0.00	99.61
Other Compatible Uses (Acres)	209.59	25.02	103.36	440.88	0	778.86
Total Acres Newly Exposed (off-airport)^{1,4}	314.22	167.95	168.21	607.35	0.00	1,257.73

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 10.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increases in 1.5 CNEL

Some noise-sensitive uses would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL contour in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-7**. As shown in **Table 4.9-7**, 5,296 dwelling units, 13,608 residents, and 48 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 1 compared to 2009 baseline conditions is presented in Table 10 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-7

**Alternative 1 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	264	291	204	637	0	1,396
Acres ¹	33.69	40.03	36.23	96.39	0.00	206.36
Population ²	572	988	388	1,723	0	3,672

Table 4.9-7

**Alternative 1 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Multi-Family						
Units	918	820	42	2,120	0	3,900
Acres ¹	25.75	40.71	2.46	98.21	0.00	167.13
Population ²	1,566	2,706	80	5,585	0	9,937
Total Residential						
Units	1,182	1,111	246	2,757	0	5,296
Acres ¹	59.45	80.74	38.69	194.61	0.00	373.49
Population ²	2,138	3,694	468	7,308	0	13,608
Noise-Sensitive (Non-Residential)³						
Schools						
Number	7	3	1	8	0	19
Acres	64.37	23.17	11.73	35.63	0.00	134.91
Places of Worship						
Number	3	3	1	12	0	19
Acres	1.45	1.04	0.53	9.41	0.00	12.42
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0	0.00
Convalescent Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	1.40	0.00	1.40
Parks						
Number	5	0	2	2	0	9
Acres	194.74	0.00	2.82	1.19	0.00	198.74
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0
Total Noise-Sensitive (Non-Residential)						
Number	15	6	4	23	0	48
Acres ¹	260.55	24.21	15.07	47.63	0.00	347.47
Total Area (Acres)^{1,4}	320.00	104.95	53.76	242.24	0.00	720.95

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 10.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 1, two non-residential noise-sensitive facilities (places of worship) would be exposed to increases of 3 CNEL between 60 and 65 CNEL. Both of these uses are located in the City of Los Angeles in the Westchester community. No noise-sensitive uses would be exposed to increases of 5 CNEL or higher below 60 CNEL.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise-sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 1 are presented by jurisdiction in **Table 4.9-8**.

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Table 4.9-8

**Alternative 1 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	443	243	128	514	0
Newly Exposed Residential Units	872	1,899	277	1,870	0
Newly Exposed Residential Population	1,937	6,287	569	4,652	0
Newly Exposed Noise-Sensitive Facilities ²	8	10	7	19	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,182	1,111	246	2,757	0
Residential Population Exposed	2,138	3,694	468	7,308	0
Noise-Sensitive Facilities Exposed ²	15	6	4	23	0
75 CNEL					
Newly Exposed Residential Acres	0.00	4.07	0.00	0.00	0
Newly Exposed Residential Units	0	41	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 5.

² The number of non-residential noise-sensitive facilities exposed to 65 CNEL and higher and/or 1.5 CNEL increase above 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 10.

Source: PCR Services Corporation, 2012.

4.9.6.2 Alternative 2

Changes in Development

Alternative 2 includes many of the same components as Alternative 1, such as the ITF, parking within Manchester Square, a dedicated busway connecting Manchester Square, the ITF, and the CTA, with a planned connection to the future Metro LAX/Crenshaw Light Rail Transit Station, and modifications to the navigational aids in the Dunes associated with Runway 6R/24L. However, in contrast to Alternative 1, Alternative 2 does not propose the relocation of Runway 6L/24R 260 feet north or the realignment of Lincoln Boulevard.

Similar to Alternative 1, Alternative 2 would acquire approximately 26 acres of primarily parking, transportation, rental car, and institutional uses, to accommodate airfield, terminal, ground access, and parking improvements, as summarized in **Table 4.9-5**. Alternative 2 would also result in removal of the same community-serving uses identified for Alternative 1, including an urgent care facility, Burger King Restaurant, Travelodge Hotel, and Denny's Restaurant in order to accommodate ground access and parking facilities.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

Similar to Alternative 1, the proposed airfield, concourse, and terminal improvements, commercial vehicle holding lot, and parking areas are consistent with the corresponding Airport Airside and Airport Landside land use designations shown on the LAX Plan. While Alternative 2 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect the easterly extension of Runway 6R/24L, as well as modifications to the airport boundaries associated with the smaller acquisition area of

Alternative 2 as compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the LAX Master Plan (specifically restricted access within the CTA, and the GTC, ITC, CONRAC, APM, and West Employee Parking facility).

The modification of the Runway 6R landing threshold would require changes to navigational aids within the Dunes Specific Plan Area, which is designated as Open Space in the LAX Plan. As described under Alternative 1, the planned navigational aids would be consistent with the Open Space designation of the LAX Plan. Therefore, with the amendment of the LAX Plan to reflect the changes noted above and ensure precise consistency, and with implementation of mitigation measures relating to biological resources in the Dunes, no conflicts with land use designations would occur under Alternative 2.

Alternative 2 would be consistent with many of the same goals and objectives related to land use described under Alternative 1. Alternative 2 would also be consistent with the same policies associated with the Airport Airside, Airport Landside, LAX Northside, and Open Space as described for Alternative 1. However, under Alternative 2, no realignment of Lincoln Boulevard is proposed and therefore no parcels within LAX Northside would be affected. Also, Alternative 2 would not support policies related to safety to the degree as Alternative 1, since no runway relocation or centerfield taxiway are proposed. However, the extension of Runway 6R/24L would enhance safety by bringing the Runway Safety Areas (RSAs) for the north airfield into compliance with FAA standards.

Based on the above, Alternative 2 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan, and therefore impacts would be less than significant.

LAX Specific Plan

Similar to Alternative 1, the proposed improvements are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area. While Alternative 2 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. Maps 1 and 2 would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 2 as compared to the approved LAX Master Plan. Unlike Alternative 1, no realignment of Lincoln Boulevard is proposed and no parcels within LAX Northside would be affected. Based on the above, Alternative 2 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/EI Segundo Dunes Specific Plan

Alternative 2 would include the placement of navigational aids within the Dune Habitat Preserve, which would require the review and approval of a Coastal Development Permit and implementation of mitigation measures to preserve habitat values and protect sensitive species, as further discussed under Alternative 1. Therefore, Alternative 2 would be consistent with the Los Angeles Airport/EI Segundo Dunes Specific Plan, and impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 2 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Implementation of new airfield, terminal, and ground access improvements under Alternative 2 would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 2 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 2 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 2 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

4.9 Land Use and Planning

Acquisition and Relocation

Acquisition and relocation impacts under Alternative 2 would be the same as identified for Alternative 1. The acquisition areas proposed for Alternative 2 are summarized in **Table 4.9-5**. Since no changes to existing General Plan or zoning designations are required, and no General Plan or zoning inconsistencies would occur, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Similar to Alternative 1, Alternative 2 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it is consistent with a practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Alternative 2 would also be consistent with other policies of the RTP/SCS by providing substantial ground access improvements, including the modification of Sky Way, parking within Manchester Square, and development of an elevated/dedicated busway along 98th Street connecting the CTA, the proposed ITF, and the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards, while also providing connectivity to other public transit. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below in the discussion of the AAGA Appendix. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 2 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS AAGA Appendix

Similar to Alternative 1, Alternative 2 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts, as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system, as the additional improvements to arterials, intersections, and interchanges would continue to be supported and implemented in the areas surrounding LAX. Likewise, Alternative 2 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 2 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*. Therefore, Alternative 2 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Similar to Alternative 1, Alternative 2 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 2 would involve major airfield, terminal, and ground access improvements that would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. A consistency discussion of Alternative 2 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*. Therefore, Alternative 2 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

Similar to Alternative 1, Alternative 2 includes amendments to, and requires a determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as further described in Section 4.7.2, *Safety*. Similar to Alternative 1, Alternative 2 would not conflict with the general and noise-related policies of the ALUP, since LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible noise-sensitive uses under the ANMP. Based on the above, Alternative 2 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 2 would be consistent with the objectives of the Caltrans Handbook, as it would be compatible with the noise, overflight, safety, and airspace protection objectives. Therefore, Alternative 2 would be consistent with the objectives of the Caltrans Handbook, and impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

Similar to Alternative 1, development of Alternative 2 would be consistent with Framework Policy 7.3.4, Objective 3.10, and policies that guide development in the Dunes. Therefore, Alternative 2 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Similar to Alternative 1, Alternative 2 would involve ground access improvements, including alterations to the existing circulation system and would include an amendment to ensure precise consistency with the Transportation Element. Changes to the surrounding roadways and transportation system, and their associated potential impacts, are discussed further in Section 4.12.2, *Off-Airport Transportation*. Implementation of the ground access features of Alternative 2 would also be consistent with Policy 5.4 of the Transportation Element. Therefore, Alternative 2 would be consistent with the Transportation Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

Similar to Alternative 1, Alternative 2 improvements, including the parking facility in Manchester Square and the ITF, would include provisions for bicycle parking and, therefore, would be consistent with the 2010 Bicycle Plan's Policies 1.2.3, 1.3.2, and 2.3.5. Alternative 2 would not directly conflict with the existing or planned bicycle lanes/paths in the LAX area, including those along Pershing Drive, Imperial Highway, Westchester Parkway, Sepulveda Boulevard, Lincoln Boulevard, Century Boulevard, Vicksburg Avenue, Jenny Avenue, and Aviation Boulevard. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, ensures bicycle access and parking facilities will be provided at ground access facilities and parking outside the CTA, to the extent feasible; and provide bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 2 would be consistent with the same objectives, policies, and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program and including measures to address non-airport related noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 2 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, Alternative 2 would be consistent with Community Plan objectives created to address issues related to implementation of the LAX Master Plan, including Objectives 20-1, 20-2, 20-3 and 20-4. As such, implementation of Alternative 2 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

4.9 Land Use and Planning

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 2 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 2 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 2 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 2 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

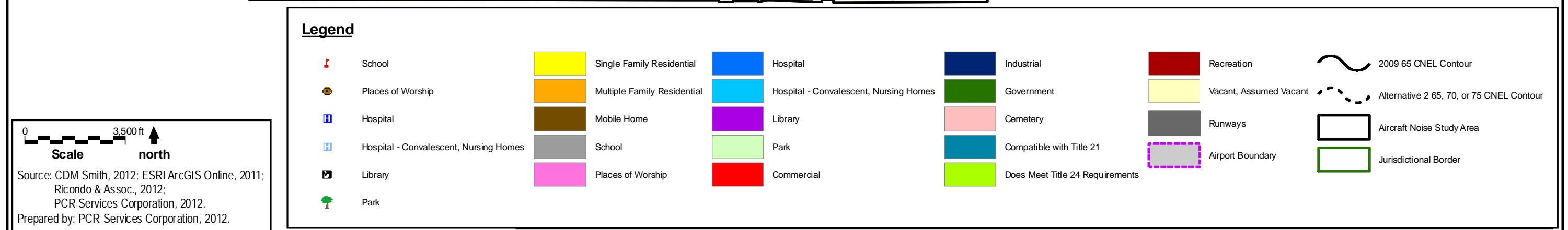
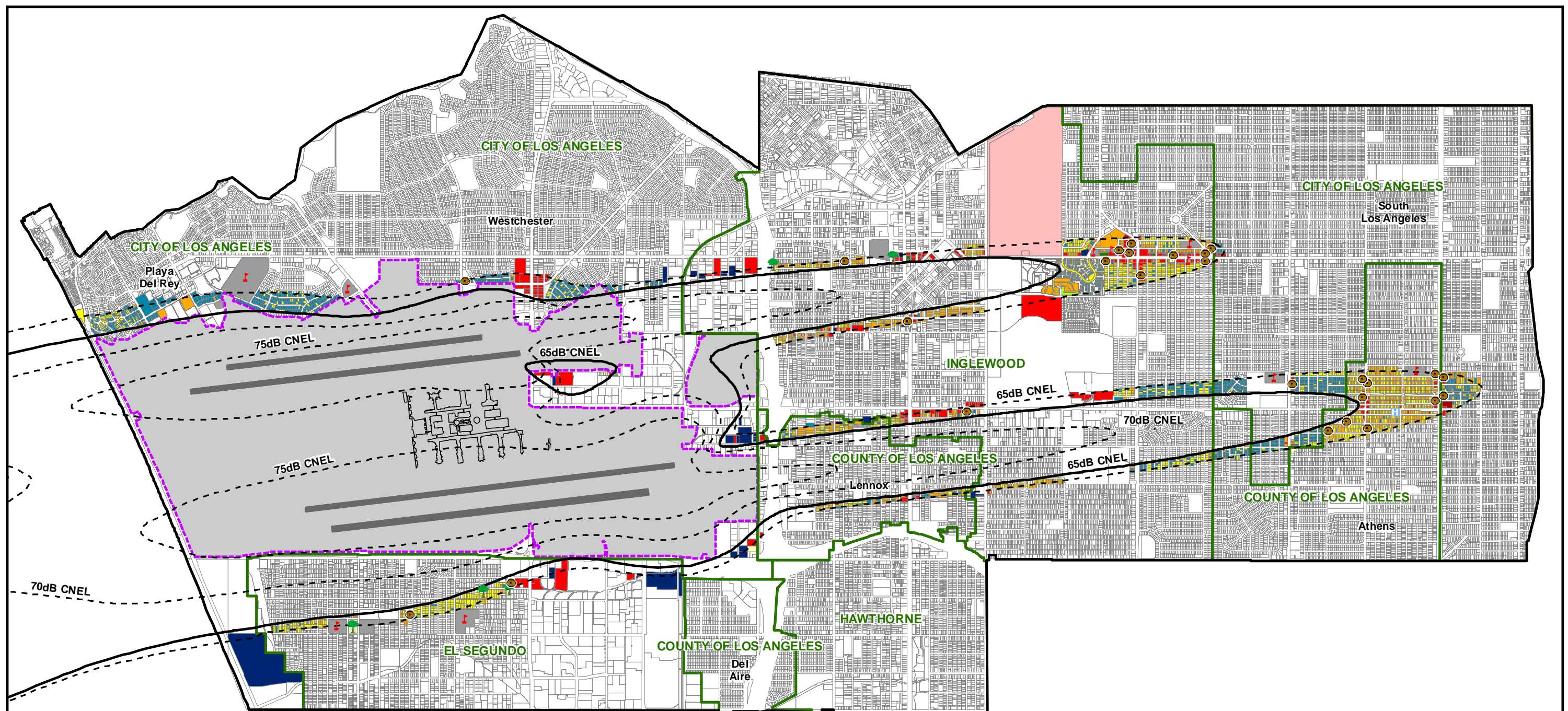
Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 2 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-15, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 2 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 11 and Table 12. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 2 in 2025 are shown in **Figure 4.9-8**. Compared to 2009 baseline conditions, the most notable changes under Alternative 2 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-15, under Alternative 2, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would



4.9 Land Use and Planning

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increase by 1,450 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,531 dwelling units, 14,039 residents, and 44 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 2, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-9**. As shown in **Table 4.9-9**, 5,079 dwelling units, 14,326 residents, and 45 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and 4.07 acres (41 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels (see Appendix I-2, *Land Use and Planning*, Tables 13 and 14). Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Increases in 1.5 CNEL

Some noise-sensitive uses would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contour in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL contour in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-10**. As shown in **Table 4.9-10**, 6,797 dwelling units, 18,035 residents, and 53 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 2 compared to 2009 baseline conditions is presented in Table 16 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

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Table 4.9-9

**Alternative 2 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	275	490	200	552	0	1,517
Acres ¹	33.48	66.52	33.55	85.75	0.00	219.29
Population ²	673	1,639	405	1,422	0	4,139
Multi-Family						
Units	516	1,446	75	1,525	0	3,562
Acres ¹	15.82	71.25	4.65	76.69	0.00	168.42
Population ²	1,305	4,776	161	3,946	0	10,187
Total Residential						
Units	791	1,936	275	2,077	0	5,079
Acres ¹	49.31	137.77	38.19	162.44	0.00	387.72
Population ²	1,978	6,415	566	5,368	0	14,326
Noise-Sensitive (Non-Residential)³						
Schools						
Number	3	1	2	7	0	13
Acres	45.68	6.17	18.99	6.94	0.00	77.77
Places of Worship						
Number	4	8	2	12	0	26
Acres	1.67	2.12	1.17	6.16	0.00	11.12
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	1	0	0	0	1
Acres	0.00	0.18	0.00	0.00	0.00	0.18
Parks						
Number	0	0	3	2	0	5
Acres	0.00	0.00	6.16	1.19	0.00	7.35
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0
Total Noise-Sensitive (Non-Residential)						
Number	7	10	7	21	0	45
Acres ¹	47.35	8.46	26.32	14.29	0.00	96.42
Other Compatible Uses (Acres)	189.66	25.22	103.36	438.79	0	757.04
Total Acres Newly Exposed (off-airport)^{1,4}	286.32	171.45	167.87	615.52	0.00	1,241.16

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 16.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Table 4.9-10

**Alternative 2 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	236	312	203	803	0	1,554
Acres ¹	29.66	43.33	36.09	120.13	0.00	229.21
Population ²	512	1,062	387	2,248	0	4,209
Multi-Family						
Units	879	935	34	3,395	0	5,243
Acres ¹	25.49	46.84	1.94	173.37	0.00	247.63
Population ²	1,746	3,107	65	8,908	0	13,826
Total Residential						
Units	1,115	1,247	237	4,198	0	6,797
Acres ¹	55.15	90.17	38.03	293.49	0.00	476.84
Population ²	2,258	4,169	452	11,156	0	18,035
Noise-Sensitive (Non-Residential)³						
Schools						
Number	6	3	1	10	0	20
Acres	62.34	23.17	11.73	33.51	0.00	130.74
Places of Worship						
Number	4	3	1	17	0	25
Acres	2.01	1.04	0.53	8.08	0.00	11.66
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.11	0.00	0.11
Parks						
Number	5	0	2	0	0	7
Acres	194.73	0.00	2.82	0.00	0.00	197.55
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	15	6	4	28	0	53
Acres ¹	259.08	24.21	15.07	41.69	0.00	340.05
Total Area (Acres)^{1,4}	314.23	114.38	53.10	335.18	0.00	816.89

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 16.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 2, no noise-sensitive uses would be exposed to increases of 3 CNEL between 60 and 65 CNEL and no noise-sensitive uses would be exposed to increases of 5 CNEL or higher below 60 CNEL.

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Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise-sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 2 are presented by jurisdiction in **Table 4.9-11**.

Table 4.9-11

**Alternative 2 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	417	245	128	534	0
Newly Exposed Residential Units	791	1,936	275	2,077	0
Newly Exposed Residential Population	1,978	6,415	566	5,368	0
Newly Exposed Noise-Sensitive Facilities ²	7	10	7	21	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,115	1,247	237	4,198	0
Residential Population Exposed	2,258	4,169	452	11,156	0
Noise-Sensitive Facilities Exposed ²	15	6	4	28	0
75 CNEL					
Newly Exposed Residential Acres	0.00	4.07	0.00	0.00	0
Newly Exposed Residential Units	0	41	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 11.

² The number of non-residential noise-sensitive facilities exposed to 65 CNEL and higher and/or 1.5 CNEL increase above 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 16.

Source: PCR Services Corporation, 2012.

4.9.6.3 Alternative 3

Changes in Development

Alternative 3 reflects the improvements of the approved LAX Master Plan (i.e., Alternative D) and consists of the implementation of all components of the LAX Master Plan, including the Yellow Light Projects. The components that are pertinent to the land use analysis include the relocation of Runway 6R/24L 340 feet south and related improvements; the extension of runways 6R/24L and 6L/24R; demolition of existing terminals and construction of new linear concourse; the closure of the CTA to private vehicles; development of a GTC at Manchester Square; construction of an ITC at Continental City with a pedestrian bridge to the existing Metro Green Line Station; development of a CONRAC at Lot C; development of two APM systems connecting the ITC, GTC, CONRAC, and CTA, with a planned connection to the future Metro LAX/Crenshaw Light Rail Transit Station; construction of new on-airport roads east of and parallel to Aviation Boulevard; and construction of a West Employee Parking facility. The relocation of Runway 6R/24L and other related improvements would also require modifications to navigational aids in the Dunes. There would be no realignment of Lincoln Boulevard under this alternative.

To accommodate airfield, terminal, ground access, and parking improvements, this alternative would acquire approximately 53 acres that include airport-related uses such as parking, transportation, and rental car facilities; light industrial uses; and office uses; as listed in **Table 4.9-5** and shown in

Figure 2-13, in Chapter 2, *Project Description*. As shown in Figure 2-13, the majority of area to be acquired is between 96th and 98th Streets, west of Airport Boulevard; and between 104th Street and Century Boulevard east of Aviation Boulevard. Upon acquisition, these areas would be used for the CONRAC, APM, and roadway/ground access improvements. Similar to Alternative 1, a 5-acre school site owned by LAUSD within Manchester Square would be converted to airport uses. Under Alternative 3, this area would be developed as the GTC.

As described under Alternative 1, Alternative 3 would also result in the removal of an urgent care facility, Burger King Restaurant, Travelodge Hotel, and Denny's Restaurant in order to accommodate a portion of the APM, GTC, and CONRAC.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

The LAX Plan is based on the approved LAX Master Plan. Since Alternative 3 reflects the improvements proposed under the LAX Master Plan, no changes would be required to the LAX Plan.

Similar to Alternative 1, this alternative would also require changes to navigational aids within the Dunes Specific Plan Area (designated as Open Space in the LAX Plan). Development within Open Space is limited to existing and relocated navigational aids. Since the planned navigational aids would be similar in function and number to the existing facilities and an HRP is currently underway as part of the approved LAX Master Plan, this use would be consistent with the Open Space designation of the LAX Plan, as further described below for the Dunes Specific Plan. Therefore, implementation of this alternative would not include an amendment to the LAX Plan.

Since Alternative 3 would be consistent with the goals and policies presented in the LAX Plan, impacts would be less than significant.

LAX Specific Plan

The LAX Specific Plan reflects the improvements of the approved LAX Master Plan. Since Alternative 3 consists of the implementation of all components of the LAX Master Plan, including the Yellow Light Projects, no amendments to the LAX Specific Plan would be needed. In addition, any projects proposed within the Airport Airside and Airport Landside Subareas would require the issuance of an LAX Plan Compliance Approval to indicate compliance with the provisions of the LAX Plan and LAX Specific Plan and environmental compliance. Also, as specified in Section 7.H.1 of the LAX Specific Plan, prior to the seeking an LAX Plan Compliance determination for the development of the GTC; APM 2; demolition of CTA terminals 1, 2, 3; North Runway reconfiguration; and on-site road improvements associated with the GTC and APM 2; a Specific Plan Amendment Study (the subject of this Draft EIR) is required to further assess environmental impacts associated with these components of Alternative 3. Since this alternative would be consistent with the LAX Airport Specific Plan, impacts would be less than significant.

Los Angeles Airport/El Segundo Dunes Specific Plan

A Coastal Consistency Determination and Coastal Consistency Certification were issued for the LAX Master Plan to address potential impacts in the Dunes. Although the alternative would involve changes to navigational aids within the Dune Habitat Preserve, with continued implementation of the HRP as described in Section 4.4, *Coastal Resources*, Alternative 3 would be consistent with the Los Angeles Airport/El Segundo Dunes Specific Plan. Therefore, impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 3 would be subject to the design standards and review procedures presented in the *LAX Street Frontage and Landscape Development Plan Update*. Implementation of new airfield, terminal, and ground access improvements under Alternative 3 would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 3 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the

4.9 Land Use and Planning

Landscape Development Plan would be implemented for Alternative 3 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 3 would be consistent with the *LAX Street Frontage and Landscape Development Plan Update*, and impacts would be less than significant.

Acquisition and Relocation

Relocation impacts on businesses proposed for acquisition would be the same as stated under Alternative 1. Although more businesses would be affected, they are also identified in the *LAX Master Plan Draft Relocation Plan* and therefore would be eligible for relocation assistance as described in LAX Master Plan Commitment RBR-1, Residential and Business Relocation Program. Similar to Alternative 1, the acquired areas would be subject to LAX Master Plan Commitment LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.⁵⁴⁹

Impacts associated with the affected urgent care facility, Travelodge Hotel, Burger King Restaurant, and Denny's Restaurant are the same as described under Alternative 1. As discussed under Alternative 1, the sites of these businesses affected by development of Alternative 3 would be subject to LAX Master Plan Commitment LU-2, Establishment of a Landscape Maintenance Program.

The majority of the acquisition areas presented in **Table 4.9-5** above are all located within the boundaries of the LAX Plan and LAX Specific Plan, within corresponding land use and zoning designations of LAX Plan-Airport Landside and LAX Specific Plan-LAX L Zone Airport Landside Sub-Area. As shown in Figure 2-13, there are small easements located south of Arbor Vitae Street, east of Aviation Boulevard (adjacent to Manchester Square); and a small easement east of La Cienega Boulevard between 102nd and 104th Streets that are proposed for roadway improvements associated with the GTC and runway clearance. This area is located within three parcels currently zoned M2-1 Light Industrial, and includes three businesses. No acquisition of these businesses or the entire parcel is proposed and no zone change is proposed. The easement located adjacent to Aviation Boulevard and Arbor Vitae Street comprises approximately 0.6 acre, and is presently vacant. This parcel is zoned M1-1 Limited Industrial. No zone change is proposed for this easement. Therefore, no changes to existing General Plan or zoning designations are required and no General Plan or zoning inconsistencies would occur, and impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Similar to Alternative 1, Alternative 3 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it reflects the improvements of the approved LAX Master Plan and consists of the implementation of all components of the LAX Master Plan, including the Yellow Light Projects. Alternative 3 is consistent with a practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Alternative 3 would also be consistent with other policies of the RTP/SCS by providing substantial ground access improvements, including the development of new facilities as described below in the discussion of the AAGA Appendix. Regional aviation demand forecasts and policies developed for the RTP/SCS are also presented below. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 3 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS AAGA Appendix

Similar to Alternative 1, Alternative 3 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system, as the additional improvements to arterials,

⁵⁴⁹ These requirements are also incorporated in the *LAX Street Frontage and Landscape Development Plan Update*.

intersections, and interchanges would continue to be supported and implemented in the areas surrounding LAX. The airport ground access project list in the AAGA Appendix contains major projects at and around LAX which have been completed, and progress with regards to the improvement of arterials, intersections, and interchanges is ongoing. The AAGA Appendix also proposes a new list of ground access improvement projects around LAX for 2012-2035.⁵⁵⁰ In addition to these proposed and ongoing roadway improvements, the ground access improvements proposed under Alternative 3, would include the closure of the CTA to private vehicles; development of the GTC at Manchester Square; an ITC at Continental City, with a pedestrian bridge to the existing Metro Green Line Station; the CONRAC at Lot C; development of two landside APM systems to link the ITC, CONRAC and CTA, as well as link the GTC and CTA; construction of new on-airport roads east of and parallel to Aviation Boulevard; and construction of a West Employee Parking facility. Furthermore, Alternative 3 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 3 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*. Therefore, Alternative 3 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Similar to Alternative 1, implementation of Alternative 3 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 3 would involve major airfield, terminal, and ground access improvements that would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. Similar to Alternative 1, development of Alternative 3 would involve major ground access improvements that would serve to further Growth Vision principles in the Compass 2% Strategy Opportunity Areas, therefore demonstrating consistency with SCAG's core principles, which are intended to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations. A consistency discussion of Alternative 3 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*. Implementation of Alternative 3 would improve mobility for residents and foster livability in nearby communities by constructing ground access improvements and providing transit connectivity, including development of two landside APM systems to link the ITC, CONRAC and CTA, as well as link the GTC and CTA and the future Metro LAX/Crenshaw Light Rail Transit Station. Implementation of Alternative 3 would enable prosperity by improving LAX airfield facilities, terminal facilities, and surface transportation systems, which would increase employment and foster economic growth. In addition, implementation of ground access improvements proposed under Alternative 3 would promote sustainability by focusing development in an existing urban center and would be integrated with existing and future public transit facilities, including but not limited to, the Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, that would reduce VMT by supporting alternative means of travel to and from LAX and other areas. Furthermore, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan and incorporate applicable performance standards in LAWA's Sustainable Airport Planning, Design and Construction Guidelines.⁵⁵¹ The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability. Therefore, Alternative 3 would be consistent with the Growth Vision plan, and impacts would be less than significant.

⁵⁵⁰ Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Aviation and Airport Ground Access Appendix, adopted April 4, 2012, Available: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_Aviation.pdf, accessed April 2012, pp. 122-124.

⁵⁵¹ LAWA's Sustainable Airport Planning, Design and Construction Guidelines and included checklists currently are being revised to ensure consistency with the recent changes to the State building code and the Los Angeles Green Building Ordinance.

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Los Angeles County Airport Land Use Plan

Implementation of Alternative 3 would not include an amendment to, nor require a determination of consistency with, the approved ALUP. Alternative 3 is consistent with the current ALUP, since the LAX Master Plan (Alternative D) was approved and adopted by the Los Angeles City Council on December 4, 2004. Prior to that approval, the ALUC indicated that the LAX Master Plan was inconsistent with the 1991 County Comprehensive Land Use Plan; however, that determination was overruled by Los Angeles City Council in accordance with the procedures and requirements of the State Aeronautics Act, which includes the adoption of specific detailed findings that the LAX Master Plan is consistent with the purposes of the Aeronautics Act. As a result of this overruling, the LAX Master Plan took effect just as if the ALUC had approved it or found it consistent with the ALUP. Alternative 3 would not conflict with the general and noise-related policies of the ALUP. No changes to the existing airport boundary as designated in the LAX Master Plan are proposed, and no changes in operational capacity or limitations are proposed under Alternative 3. The proposed airfield improvements under Alternative 3 would be designed in conformance with FAA safety requirements, as set forth in FAR Part 77, and would be consistent with ALUP policies that address RPZs and limit uses within these zones. For more information regarding RPZs and navigation refer to Section 4.7.2, *Safety*. In addition, LAWA is continuing to make progress towards achieving full compatibility of all eligible land uses affected by aircraft noise under the ANMP. As such, Alternative 3 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 3 would be consistent with the objectives of the Caltrans Handbook. With regard to the noise objective, which seeks to minimize the number of people exposed to frequent and/or high levels of aircraft noise capable of disrupting noise-sensitive uses, LAWA would continue to implement residential soundproofing under the ANMP. Concerning the overflight objective, which requires notification of people near airports of the presence of overflights in order to minimize or avoid annoyance associated with these conditions, LAWA would continue with programs in place which make available to the public information regarding the presence of overflights through the LAX Internet Flight Tracking System and Early Turn Notification Program, LAWA also provides the ability for residents and others to voice complaints regarding aircraft noise through the noise complaint hotline or online.⁵⁵² The Caltrans Handbook safety objective, which seeks to minimize risks associated with potential aircraft accidents by providing for the safety of people and property on the ground, and by enhancing the chances of survival of the occupants or aircraft involved in an accident, would be supported through implementation of runway, taxiway, taxilane, and other airfield improvements. In addition, the airspace protection objective, which seeks to avoid development of land use conditions that could pose hazards to flight and increase the risk of an accident occurring, would be upheld through compliance with requirements and criteria related to airspace obstructions and conformance with guidelines on the avoidance of wildlife, as further discussed in Section 4.7.2, *Safety*. As such, Alternative 3 would be consistent with the objectives of the Caltrans Handbook and, therefore, impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

Similar to Alternative 1, Alternative 3 would be consistent with Framework Policy 7.3.4, Objective 3.10, and policies that guide development in the Dunes. Therefore, Alternative 3 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

⁵⁵² City of Los Angeles, Los Angeles World Airports, LAX Noise Management, Available: http://www.lawa.org/welcome_lax.aspx?id=788, accessed January 2012.

City of Los Angeles Transportation Element

Similar to Alternative 1, Alternative 3 would involve ground access improvements, including alterations to the existing circulation system and would include an amendment to ensure precise consistency with the Transportation Element. Changes to the surrounding roadways and transportation system, and their associated potential impacts, are discussed further in Section 4.12.2, *Off-Airport Transportation*. Implementation of the ground access features of Alternative 3, would also be consistent with Policy 5.4 of the Transportation Element. Therefore, Alternative 3 would be consistent with the Transportation Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

Similar to Alternative 1, Alternative 3 improvements including the GTC and ITC would include provisions for bicycle parking and, therefore, would be consistent with the 2010 Bicycle Plan's Policies 1.2.3, 1.3.2, and 2.3.5. While Alternative 3 would be consistent with these policies, the construction of the CONRAC may preclude the development of portions of the future Backbone Bikeway Network planned along Jenny Avenue, between Westchester Parkway and 96th Street, which is approximately one-quarter-mile long. Therefore, amendments to the 2010 Bicycle Plan would be included to ensure precise consistency. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, ensures bicycle access and parking facilities will be provided at ground access facilities and parking outside the CTA, to the extent feasible; and provide bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Based on the above, Alternative 3 would be consistent with the 2010 Bicycle Plan, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 3 would be consistent with the same objectives, policies, and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program and including measures to address non-airport related noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 3 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, Alternative 3 would be consistent with Community Plan objectives created to address issues related to implementation of the LAX Master Plan, including Objectives 20-1, 20-2, 20-3 and 20-4. As such, implementation of Alternative 3 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 3 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 3 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 3 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 3 would be consistent with the

4.9 Land Use and Planning

policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 3 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

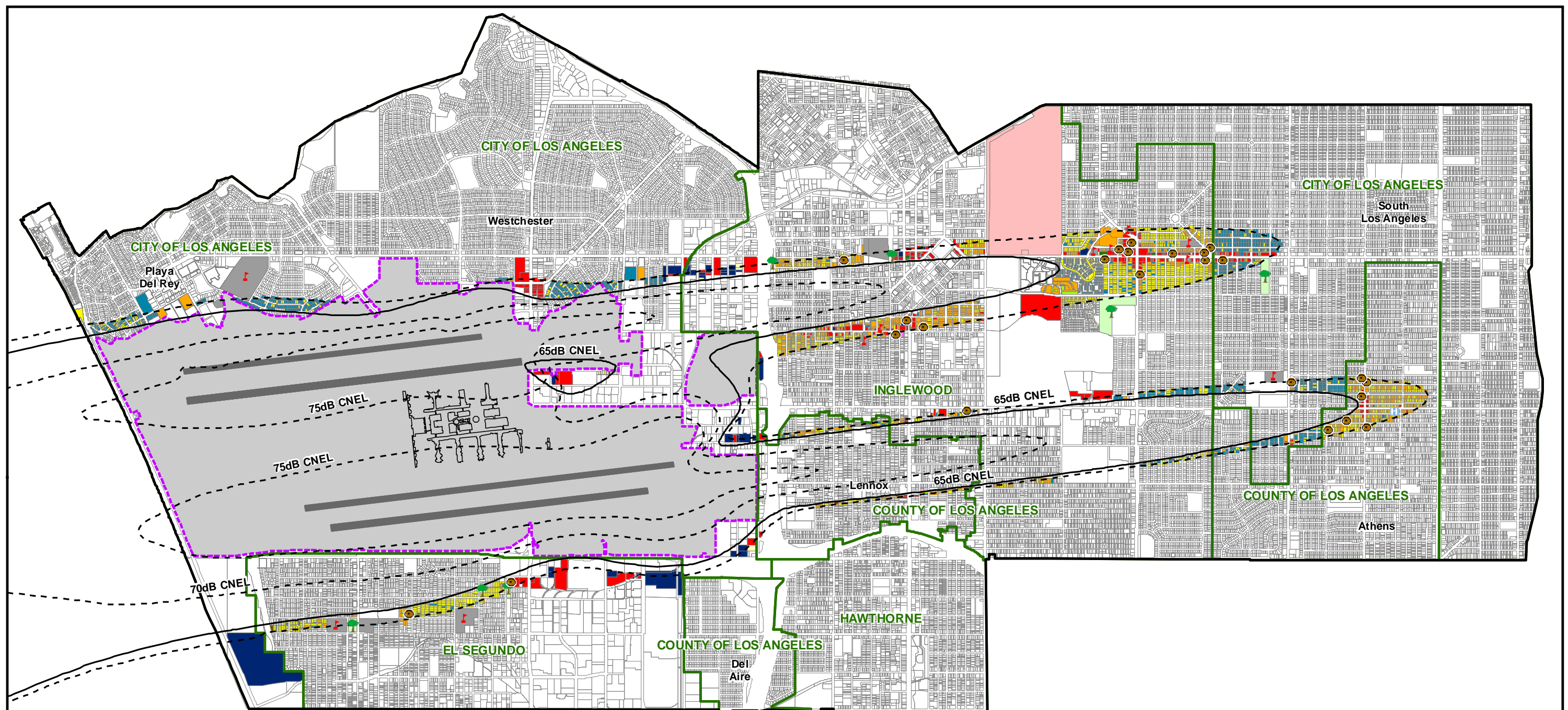
The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-22, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 3 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 17 and Table 18. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 3 in 2025 are shown in **Figure 4.9-9**. Compared to 2009 baseline conditions, the most notable changes under Alternative 3 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-22, under Alternative 3, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,386 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,508 dwelling units, 13,156 residents, and 45 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 3, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-12**. As shown in **Table 4.9-12**, 5,056 dwelling units, 13,443 residents, and 46 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and no residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions, as shown in Appendix I-2, *Land Use and Planning*, Tables 19 and 20. No schools would be newly exposed to these noise levels. Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.



0 3,500 ft
Scale north

Source: CDM Smith, 2012; ESRI ArcGIS Online, 2011;
Ricondo & Assoc., 2012;
PCR Services Corporation, 2012.
Prepared by: PCR Services Corporation, 2012.

Legend

	School		Single Family Residential		Hospital		Industrial		Recreation		2009 65 CNEl Contour
	Places of Worship		Multiple Family Residential		Hospital - Convalescent, Nursing Homes		Government		Vacant, Assumed Vacant		Alternative 3 65, 70, or 75 CNEl Contour
	Hospital		Mobile Home		Library		Cemetery		Runways		Aircraft Noise Study Area
	Hospital - Convalescent, Nursing Homes		School		Park		Compatible with Title 21		Airport Boundary		Jurisdictional Border
	Library		Places of Worship		Commercial		Does Meet Title 24 Requirements				
	Park										

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Table 4.9-12

**Alternative 3 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	190	298	211	955	0	1,654
Acres ¹	21.88	39.91	34.95	137.49	0.00	234.23
Population ²	424	1,010	430	2,530	0	4,394
Multi-Family						
Units	439	828	73	2,062	0	3,402
Acres ¹	11.51	40.42	4.53	98.90	0.00	155.35
Population ²	750	2,747	157	5,395	0	9,049
Total Residential						
Units	629	1,126	284	3,017	0	5,056
Acres ¹	33.38	80.33	39.48	236.39	0.00	389.58
Population ²	1,174	3,757	587	7,925	0	13,443
Noise-Sensitive (Non-Residential)³						
Schools						
Number	2	0	2	10	0	14
Acres	41.17	0.00	18.99	10.39	0.00	70.55
Places of Worship						
Number	2	6	2	14	0	24
Acres	0.22	1.60	1.17	8.11	0.00	11.09
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	1	0	0	0	1
Acres	0.00	0.18	0.00	0.00	0.00	0.18
Parks						
Number	1	0	3	3	0	7
Acres	8.58	0	6.16	20.49	0.00	35.23
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	5	7	7	27	0	46
Acres ¹	49.96	1.78	26.32	38.99	0.00	117.05
Other Compatible Uses (Acres)	180.99	14.98	110.35	436.48	0	742.79
Total Acres Newly Exposed (off-airport)^{1,4}	264.33	97.09	176.15	711.86	0.00	1,249.43

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 22.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increases in 1.5 CNEL

Some noise-sensitive uses would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contour in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL contour in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-13**. As shown in **Table 4.9-13**, 5,884 dwelling units, 15,099 residents, and 55 non-residential noise-sensitive facilities would experience substantial noise level

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increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 3 compared to 2009 baseline conditions is presented in Table 22, in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-13

**Alternative 3 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	102	0	251	1,147	0	1,500
Acres ¹	14.43	0.00	43.05	160.79	0.00	218.27
Population ²	233	0	478	3,108	0	3,819
Multi-Family						
Units	157	0	70	4,157	0	4,384
Acres ¹	4.46	0.00	3.07	200.99	0.00	208.52
Population ²	202	0	133	10,945	0	11,280
Total Residential						
Units	259	0	321	5,304	0	5,884
Acres ¹	18.89	0.00	46.11	361.78	0	426.79
Population ²	435	0	611	14,053	0	15,099
Noise-Sensitive (Non-Residential)³						
Schools						
Number	3	0	1	16	0	20
Acres	49.5	0.00	11.73	52.21	0.00	113.44
Places of Worship						
Number	1	0	1	22	0	24
Acres	0.08	0	0.53	13.41	0.00	14.01
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0	0.11	0.00	0.11
Parks						
Number	5		2	3	0	10
Acres	167.65		2.82	20.49	0.00	190.96
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	9	0	4	42	0	55
Acres ¹	217.23	0	15.07	86.22	0.00	318.52
Total Area (Acres)^{1,4}	236.12	0	61.18	448.00	0.00	745.30

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 22.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 3, five non-residential noise-sensitive facilities would be exposed to increases of 3 CNEL between 60 and 65 CNEL. These parcels include three places of worship and two public schools generally located near Arbor Vitae Street between Inglewood Avenue and La Brea Avenue. No noise-sensitive uses would be exposed to increases of 5 CNEL or higher below 60 CNEL.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise-sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 3 are presented by jurisdiction in **Table 4.9-14**.

Table 4.9-14

**Alternative 3 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	337	144	135	655	0
Newly Exposed Residential Units	629	1,126	284	3,017	0
Newly Exposed Residential Population	1,174	3,757	587	7,925	0
Newly Exposed Noise-Sensitive Facilities ²	5	7	7	27	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	259	0	321	5,304	0
Residential Population Exposed	435	0	611	14,053	0
Noise-Sensitive Facilities Exposed ²	9	0	4	42	0
75 CNEL					
Newly Exposed Residential Acres	0.00	0.00	0.00	0.00	0.00
Newly Exposed Residential Units	0	0	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 17.

² The number of non-residential noise-sensitive facilities exposed to 65 CNEL and higher and/or 1.5 CNEL increase above 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 22.

Source: PCR Services Corporation, 2012.

4.9.6.4 Alternative 4

Alternative 4 includes ongoing or reasonably foreseeable projects such as the extension of Runway 6R/24L and Taxiway E for RSA improvements; a CONRAC at Lot C; and a new parking structure at Continental City. None of the Yellow Light Projects or alternatives to these projects would be constructed.

To accommodate the CONRAC, this alternative would acquire approximately 30 acres with primarily parking and rental car facilities and related office space, as listed in **Table 4.9-4** and shown in Figure 2-14, in Chapter 2, *Project Description*. As shown on this figure, the area to be acquired is between 96th and 98th Streets, west of Airport Boulevard. In contrast to Alternatives 1, 2, and 3, this alternative would not require the acquisition of the LAUSD parcel within Manchester Square. Alternative 4 would result in the removal of the Burger King Restaurant for development of the CONRAC.

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Consistency with Land Use Plans - On-Airport Land

LAX Plan

The LAX Plan is based on the approved LAX Master Plan. Alternative 4 reflects reasonably foreseeable future conditions and projects but it does not include the Yellow Light or all of the non-Yellow Light Projects approved under the LAX Master Plan. While Alternative 4 would be consistent with the LAX Plan, this alternative includes the following amendment to ensure precise consistency with the LAX Plan, The listing of uses within the Airport Airside and Airport Landside areas, and policies associated with these uses, would be amended to reflect the elimination of the Yellow and non-Yellow Light Projects associated with the LAX Master Plan (specifically GTC, APM, demolition of CTA terminals and parking structures, north runway reconfiguration, on-site road improvements, West Employee Parking facility, parking north of 111th Street, and the ITC).

This alternative would also require changes to navigational aids within the Dunes Specific Plan Area (designated as Open Space in the LAX Plan). As described under Alternative 1, the planned navigational aids would be consistent with the Open Space designation of the LAX Plan. Therefore, with the amendment of the LAX Plan to reflect the changes noted above to ensure precise consistency, and with implementation of mitigation measures relating to biological resources in the Dunes, no conflicts with land use designations would occur under Alternative 4.

Consistency with Goal 4 and Goal 5 would be the same as described under Alternative 1. However Alternative 4 would not fully support Goals 1, and 2, since limited ground access and airfield improvement are proposed. Goal 6 would be supported with LAWA Shuttle Bus service to the Metro LAX/Crenshaw Light Rail Transit Station.

Similar to Alternatives 1 and 2, Alternative 4 would be consistent with policies related to LAX Northside and Open Space. Alternative 4 would also be consistent with Airport Landside Policies P1 and P6, and Airport Airside Policy P2 as described under Alternatives 1 and 2.

However, because only minimal improvements are proposed under Alternative 4, it would not fully support Airport Airside Policies P1 and P3; Airport Landside Policies P2, P3, P4, and P5; and some policies related to safety (P1, P2, P3, and P5). However, the extension of Runway 6R/24L would enhance safety by bringing the RSAs for the north airfield into compliance with FAA standards. Based on the above, Alternative 4 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendment to the LAX Plan, and therefore impacts would be less than significant.

LAX Specific Plan

The LAX Specific Plan reflects the improvements of the approved LAX Master Plan. While Alternative 4 would be consistent with the LAX Specific Plan, this alternative does not include any Yellow Light Projects, alternatives to the Yellow Light Projects, or all non-Yellow Light Projects approved as part of the LAX Master Plan. Therefore, an amendment to the LAX Specific Plan would be included. Based on the above, Alternative 4 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendment to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/El Segundo Dunes Specific Plan

Alternative 4 would include the placement of navigational aids within the Dune Habitat Preserve, which would require the review and approval of a Coastal Development Permit and implementation of mitigation measures to preserve habitat values and protect sensitive species, as further discussed under Alternative 1. Therefore, Alternative 4 would be consistent with the Los Angeles Airport/El Segundo Dunes Specific Plan, and impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 4 would be subject to the design standards and review procedures presented in the *LAX Street Frontage and Landscape Development Plan Update*. Implementation of new airfield and ground access improvements carried out in compliance with the Landscape Development Plan, would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 4 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 4 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 4 would be consistent with the *LAX Street Frontage and Landscape Development Plan Update* and, therefore, impacts would be less than significant.

Acquisition and Relocation

Relocation impacts on businesses proposed for acquisition or affected by Alternative 4 would be the same as described under Alternative 1.

The acquisition areas proposed for Alternative 4 (see **Table 4.9-5**) are similar to those described under Alternative 1 and are all located within the boundaries of the LAX Plan and LAX Specific Plan. Since no change to existing General Plan or zoning designations are required, and no General Plan or zoning inconsistencies would occur, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Similar to Alternative 1, Alternative 4 would be consistent with the policy framework of the RTP/SCS aviation forecast, as Alternative 4 includes ongoing or reasonably foreseeable projects including the development of new facilities as described below in the discussion of the AAGA Appendix. None of the Yellow Light Projects or alternatives to these projects would be constructed. Alternative 4 is consistent with a practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Regional aviation demand forecasts and policies developed for the RTP/SCS are also presented below. Consistency with the majority of the policies presented in the AAGA Appendix and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 4 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS AAGA Appendix

Similar to Alternative 1, Alternative 4 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system, as the additional improvements to arterials, intersections, and interchanges would continue to be supported and implemented in the areas surrounding LAX. In addition to these proposed and ongoing roadway improvements, the ground access improvements proposed under Alternative 4, would include the CONRAC at Lot C and a new parking structure at the Continental City site. Furthermore, Alternative 4 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 4 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*. Therefore, Alternative 4 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Similar to Alternative 1, Alternative 4 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. A consistency discussion of Alternative 4 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*. Development of Alternative 4 would involve airfield

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and ground access improvements that would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. Therefore, Alternative 4 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

Similar to Alternative 1, Alternative 4 includes amendments to, and requires a determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as further described in Section 4.7.2, *Safety*. Similar to Alternative 1, Alternative 4 would not conflict with the general and noise-related policies of the ALUP. No changes to the existing airport boundary as designated in the LAX Master Plan are proposed, and no changes in operational capacity or limitations are proposed under Alternative 4. The proposed airfield improvements under Alternative 4 would be designed in conformance with FAA safety requirements, as set forth in FAR Part 77, and would be consistent with ALUP policies that address RPZs and limit uses within these zones. For more information regarding RPZs and navigation refer to Section 4.7.2, *Safety*. In addition, LAWA is continuing to make progress towards achieving full compatibility of all eligible land uses affected by aircraft noise under the ANMP. Based on the above, Alternative 4 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 4 would be consistent with the objectives of the Caltrans Handbook, with regard to the noise, overflight, safety, and airspace protection objectives. Therefore, Alternative 4 would be consistent with the objectives of the Caltrans Handbook, and impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

Similar to Alternative 1, Alternative 4 would be consistent with Framework Policy 7.3.4, that supports planned airport expansion and modernization but to a lesser degree than Alternative 1, since limited ground access improvements are proposed. This alternative would also support policies that guide development in the Dunes, as previously described. Therefore, Alternative 4 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Similar to Alternative 1, Alternative 4 would involve ground access improvements associated with the CONRAC and public parking, which would include alterations to the existing circulation system and would include an amendment to ensure precise consistency with the Transportation Element. Changes to the surrounding roadways and transportation system, and their associated potential impacts, are discussed further in Section 4.12.2, *Off-Airport Transportation*. Implementation of the ground access features of Alternative 4 would be consistent with Policy 5.4 of the Transportation Element. Therefore, Alternative 4 would be consistent with the Transportation Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

Similar to Alternative 1, Alternative 4 improvements including the new parking structure at the Continental City site, would include provisions for bicycle parking and, therefore, would be consistent with the 2010 Bicycle Plan's Policies 1.2.3, 1.3.2, and 2.3.5. While Alternative 4 would be consistent with these policies, the construction of the CONRAC may preclude the development of portions of the future Backbone Bikeway Network planned along Jenny Avenue, between Westchester Parkway and 96th Street, as described under Alternative 3. Therefore, amendments to the 2010 Bicycle Plan would be included to ensure precise consistency. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, ensures bicycle access and parking facilities will be

provided at ground access facilities and parking outside the CTA, to the extent feasible; and provide bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Based on the above, Alternative 4 would be consistent with the 2010 Bicycle Plan, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 4 would be consistent with the same objectives, policies, and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program and including measures to address non-airport related noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 4 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, Alternative 4 would be consistent with Community Plan objectives created to address issues related to implementation of the LAX Master Plan, including Objectives 20-1, 20-2, and 20-4, and to a lesser extent Objective 20-3, since limited ground access improvements are proposed under Alternative 4. However, mitigation to address traffic impacts is described under Section 4.12.2, *Off-Airport Transportation*. As such, implementation of Alternative 4 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 4 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 4 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 4 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 4 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 4 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-29, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 4 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 23 and Table 24.

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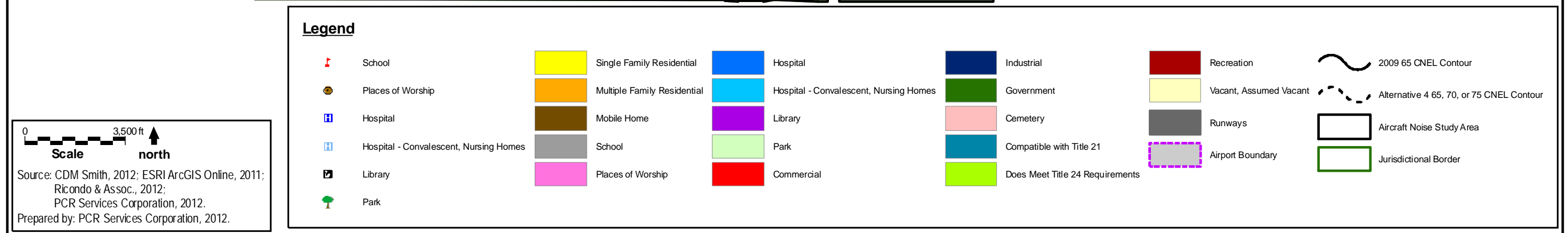
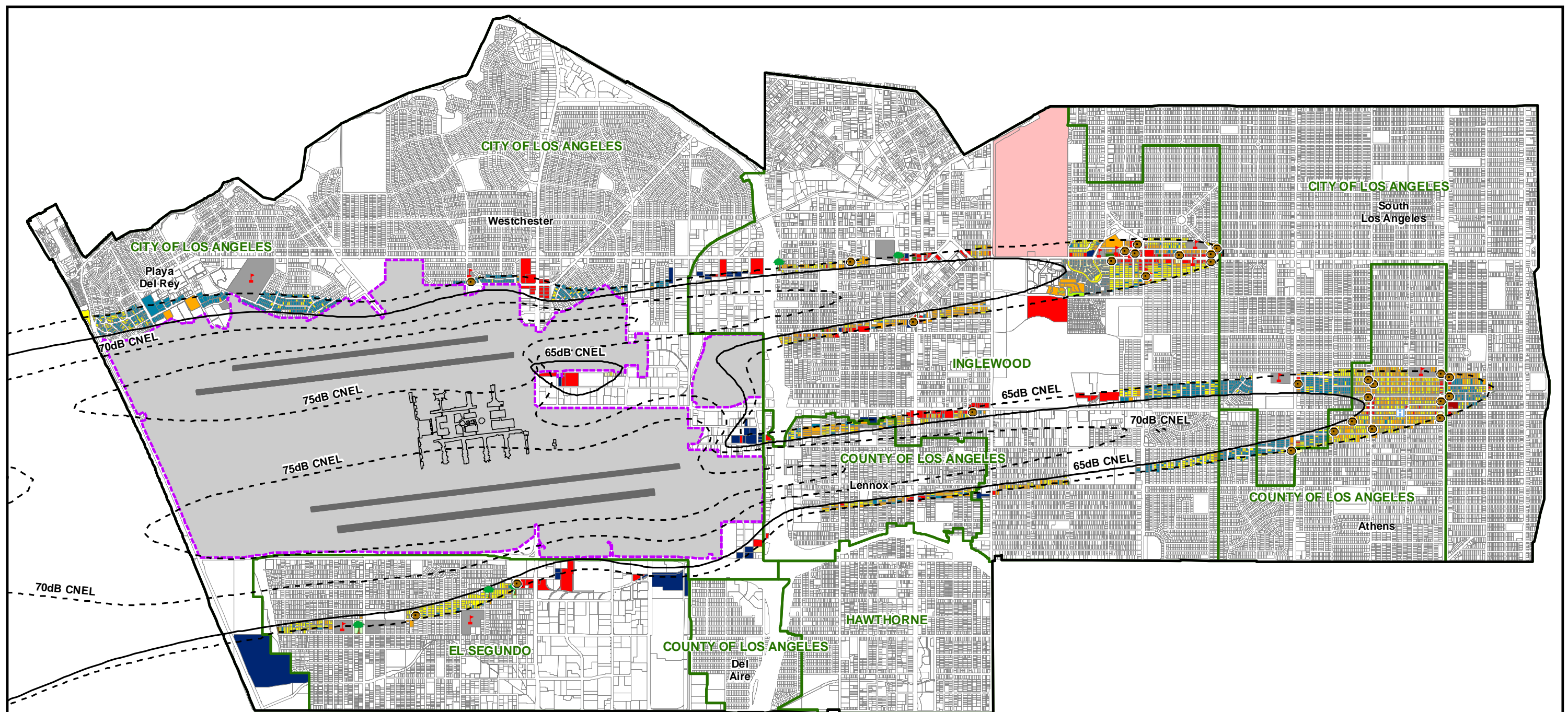
These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 4 in 2025 are shown in **Figure 4.9-10**. Compared to 2009 baseline conditions, the most notable changes under Alternative 4 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-29, under Alternative 4, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,438 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,603 dwelling units, 14,404 residents, and 46 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 4, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-15**. As shown in **Table 4.9-15**, 5,151 dwelling units, 14,691 residents, and 47 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. As listed in Appendix I-2, *Land Use and Planning*, Tables 25 and 26, under this alternative, two parks and 4.66 acres (46 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels. Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.



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Table 4.9-15

**Alternative 4 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	299	501	197	538	0	1,535
Acres ¹	36.59	67.79	33.04	83.86	0.00	221.27
Population ²	755	1,677	399	1,390	0	4,221
Multi-Family						
Units	564	1,536	72	1,444	0	3,616
Acres ¹	16.94	74.20	4.48	72.12	0.00	167.74
Population ²	1,478	5,065	155	3,772	0	10,470
Total Residential						
Units	863	2,037	269	1,982	0	5,151
Acres ¹	53.53	141.99	37.52	155.97	0.00	389.01
Population ²	2,233	6,742	554	5,162	0	14,691
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	3	1	2	7	0	13
Acres	43.19	6.17	18.99	6.94	0.00	75.29
Places of Worship						
Number	5	9	2	12	0	28
Acres	1.81	2.26	1.17	6.16	0.00	11.39
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0
Convalescent Hospitals						
Number	0	1	0	0	0	1
Acres	0.00	0.18	0.00	0.00	0.00	0.18
Parks						
Number	0	0	3	2	0	5
Acres	0.00	0.00	6.16	1.19	0.00	7.35
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	8	11	7	21	0	47
Acres ¹	45.00	8.61	26.32	14.29	0.00	94.21
<u>Other Compatible Uses (Acres)</u>	180.27	25.79	103.35	438.83	0	748.26
Total Acres Newly Exposed (off-airport)^{1,4}	278.80	176.39	167.19	609.09	0.00	1,231.47

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 28.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

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Increases in 1.5 CNEL

Some noise-sensitive uses would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contour in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL contour in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-16**. As shown in **Table 4.9-16**, 6,020 dwelling units, 16,661 residents, and 51 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 4 compared to 2009 baseline conditions is presented in Table 28 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, these impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-16

**Alternative 4 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	277	421	199	636	0	1,533
Acres ¹	34.81	56.32	35.44	97.48	0.00	224.04
Population ²	655	1,449	379	1,816	0	4,299
Multi-Family						
Units	968	1,146	34	2,339	0	4,487
Acres ¹	27.89	56.13	1.94	130.43	0.00	216.39
Population ²	2,076	3,847	65	6,374	0	12,362
Total Residential						
Units	1,245	1,567	233	2,975	0	6,020
Acres ¹	62.70	112.44	37.38	227.90	0.00	440.43
Population ²	2,731	5,296	444	8,190	0	16,661
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	6	3	0	8	0	17
Acres	59.86	23.17	0.00	11.84	0.00	94.86
Places of Worship						
Number	6	4	1	14	0	25
Acres	3.39	1.13	0.53	6.27	0.00	11.30
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	1	0	0	1	0	2
Acres	0.14	0.00	0.00	0.11	0.00	0.25
Parks						
Number	5	0	2	0	0	7
Acres	194.74	0.00	2.82	0.00	0.00	197.56
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	18	7	3	23	0	51
Acres ¹	258.11	24.29	3.34	18.21	0	303.97

Table 4.9-16

**Alternative 4 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Total Area (Acres)^{1,4}	320.81	136.73	40.72	246.11	0	744.37

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 28.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 4, no non-residential noise-sensitive facilities would be exposed to increases of 3 CNEL between 60 and 65 CNEL nor an increase of 5 CNEL or higher below 60 CNEL.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise-sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 4 are presented by jurisdiction in **Table 4.9-17**.

Table 4.9-17

**Alternative 4 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	410	252	129	523	0
Newly Exposed Residential Units	863	2,037	269	1,982	0
Newly Exposed Residential Population	2,233	6,742	554	5,162	0
Newly Exposed Noise-Sensitive Facilities ²	8	11	7	21	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,245	1,567	233	2,975	0
Residential Population Exposed	2,731	5,296	444	8,190	0
Noise-Sensitive Facilities Exposed ²	18	7	3	23	0
75 CNEL					
Newly Exposed Residential Acres	0.00	4.66	0.00	0.00	0.00
Newly Exposed Residential Units	0	46	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 23.

² The number of non-residential noise-sensitive facilities exposed to 65 CNEL and higher and/or 1.5 CNEL increase above 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 28.

Source: PCR Services Corporation, 2012.

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4.9.6.5 Alternative 5

Changes in Development

Alternative 5 includes only airfield and terminal components. Similar to Alternative 1, components pertinent to land use impacts include the relocation of Runway 6L/24R to the feet north (350 feet compared to 260 feet under Alternative 1); the extension of Runway 6R/24L; the realignment of Lincoln Boulevard (with a greater portion below grade and/or covered than under Alternative 1); and modifications to navigational aids in the Dunes. However, in contrast to Alternatives 1-4 and 8 and 9, no ground access and parking improvements are proposed and no acquisition is proposed under Alternative 5. Alternative 5 would result in the removal of some of the same community-serving uses located on LAWA property that are identified for Alternative 1, including an urgent care facility, Travelodge Hotel, and Denny's Restaurant, in order to accommodate the realignment of 96th Street Bridge/Sky Way and due to the ongoing Voluntary Acquisition/Relocation Program for Manchester Square.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

Similar to Alternative 1, the proposed airfield, concourse, and terminal improvements would be consistent with the corresponding Airport Airside and Airport Landside (Central Terminal Area) land use designations shown on the LAX Plan. While Alternative 5 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect the relocation of Runway 6L/24R 350 feet north, easterly extension of Runway 6R/24L, realignment of Lincoln Boulevard, and related conversion of a small portion of area designated as LAX Northside to Airport Airside, as well as modifications to the airport boundaries associated with the smaller area of Alternative 5 compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside Central Terminal Area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the airfield and terminal improvements of the LAX Master Plan (specifically, restricted access within the CTA, and demolition of CTA parking structures and replacement with passenger terminals).

The relocation of Runway 6L/24R and modification of the Runway 6R landing threshold would require changes to navigational aids within the Dunes Specific Plan Area, which is designated as Open Space in the LAX Plan. As described under Alternative 1, the planned navigational aids would be consistent with the Open Space designation of the LAX Plan. Therefore, with amendment of the LAX Plan to reflect the changes noted above and ensure precise consistency, as well as implementation of mitigation measures relating to biological resources in the Dunes, no conflicts with land use designations would occur.

The following consistency analysis does not include goals related to ground access and parking, since these components are not proposed under this alternative.

Consistency with Goals 4 and Goal 5 would be similar to Alternative 1. In addition, in further support of Goal 4, no acquisition is proposed under Alternative 5. Consistency with Goal 2 would also be achieved to some extent through improvements in airfield design.

Similar to Alternative 1, Alternative 5 would be consistent with policies related to LAX Northside and Open Space. Alternative 5 would also be consistent with Airport Airside Policies P2 and P4; Airport Landside Policies P1 and P6; and Safety Policies P1, P2, P3, P5, P7, and P8, as described under Alternative 1.

Based on the above, Alternative 5 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan, therefore, impacts would be less than significant.

LAX Specific Plan

Similar to Alternative 1, the proposed airfield and terminal improvements are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area. While Alternative 5 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. The movement of Runway 6L/24R 350 feet to the north and the related realignment of Lincoln Boulevard would occur within most of Area 8 and a portion of Area 9 of the LAX Northside Sub-Area south of Westchester Parkway.⁵⁵³ The realignment would reduce the use of Areas 8 and 9 for future development, and would require the relocation of an existing radar tower in Area 9. Since land uses proposed within LAX Northside would be affected, an amendment to the LAX Specific Plan would be included with Alternative 5. In addition, Maps 1 and 2 would be amended to show modifications to the airport boundaries associated with the smaller area of Alternative 5 compared to the approved LAX Master Plan. Based on the above, Alternative 5 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/El Segundo Dunes Specific Plan

Alternative 5 would include the placement of navigational aids within the Dune Habitat Preserve, which would require the review and approval of a Coastal Development Permit and implementation of mitigation measures to preserve habitat values, as further discussed under Alternative 1. Therefore, Alternative 5 would be consistent with the Los Angeles Airport/El Segundo Dunes Specific Plan, and impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 5 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Therefore, implementation of new airfield and terminal improvements under Alternative 5 would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 5 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 5 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 5 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

Acquisition and Relocation

As previously described, no acquisition of properties or businesses is proposed under Alternative 5. Impacts associated with the affected urgent care facility, Travelodge Hotel, and Denny's Restaurant, located on LAWA property would be the same as described under Alternative 1. Under Alternative 5, impacts due to potential business relocation of these affected facilities would be the same as described under Alternative 1. Because there would be no changes to existing General Plan or zoning designation, no General Plan or zoning inconsistencies would occur. Therefore, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Alternative 5 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 5 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it is consistent with a

⁵⁵³ Under the currently adopted LAX Specific Plan, Areas 8 and 9 of LAX Northside are designated for commercial uses. Under the proposed LAX Northside Plan Update, Areas 8 and 9 are designated as Airport Support, because their potential commercial uses is limited, due to the close proximity to the LAX North Airfield and associated noise impacts, safety requirements, and height restrictions.

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practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below, in the discussion of the AAGA Appendix. A consistency analysis of the ground access improvements is not applicable to this alternative, as no ground access improvements are proposed in Alternative 5. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 5 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

Alternative 5 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 5 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system. Likewise, Alternative 5 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 5 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 5. Therefore, Alternative 5 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Alternative 5 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 5 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 5 would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. A consistency discussion of Alternative 5 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 5. Therefore, Alternative 5 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

Alternative 5 only includes airfield and terminal improvements and, similar to Alternative 1, includes amendments to, and would require a determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as further described in Section 4.7.2, *Safety*. Similar to Alternative 1, Alternative 5 would not conflict with the general and noise-related policies of the ALUP, since LAWA would continue to adhere to the guidelines of the California Aircraft Noise Standards and make progress towards achieving full compatibility of all eligible noise-sensitive uses under the ANMP. Based on the above, Alternative 5 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 5 would be consistent with the objectives of the Caltrans Handbook, as it would be compatible with the noise, overflight, safety, and airspace protection objectives. Therefore, Alternative 5 would be consistent with the Caltrans Handbook, and impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

As Alternative 5 only includes airfield and terminal improvements, analysis for consistency with objectives of the Framework Element relating to ground access improvements and transportation is not applicable. As discussed in Alternative 1, implementation of Alternative 5 would be consistent with Policy 7.3.4 by

modernizing airfield and terminal facilities at LAX, while mitigating impacts, resulting in future economic and employment growth. Therefore, Alternative 5 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Alternative 5 only includes airfield and terminal improvements; therefore, analysis for consistency with policies of the Transportation Element is not applicable.

City of Los Angeles 2010 Bicycle Plan

Alternative 5 only includes airfield and terminal improvements, therefore analysis for consistency with the provision of bicycle facilities at ground access and parking facilities is not applicable. Alternative 5 would not conflict with the existing or planned bicycle lanes/paths in the LAX area. Although Alternative 5 includes the realignment of Lincoln Boulevard, with a portion covered and below grade, the realignment and covering of Lincoln Boulevard would not preclude the development of this future Backbone Bikeway Network along Lincoln Boulevard since the 2010 Bicycle Plan does not limit the use of bicycles in tunnels, which are an acceptable option for providing continuity of the bikeway network.⁵⁵⁴ While Alternative 5 would be consistent with the applicable policies of the 2010 Bicycle Plan, the realignment of Lincoln Boulevard would be included as amendments to the 2010 Bicycle Plan, including the Designated Bikeways Map to ensure precise consistency. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, provides bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Based on the above, Alternative 5 would be consistent with the 2010 Bicycle Plan. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 5 would be consistent with the same objectives, policies and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program, and including measures to address non-airport related noise, such as traffic, construction, and transit noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 5 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, development of airfield and terminal improvements under Alternative 5 would be consistent with the applicable Community Plan objectives created to address issues related to the implementation of the LAX Master Plan, including Objectives 20-1, 20-2, and 20-4. As such, implementation of Alternative 5 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 5 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 5 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

⁵⁵⁴ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Chapter 3.

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West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 5 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 5 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 5 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

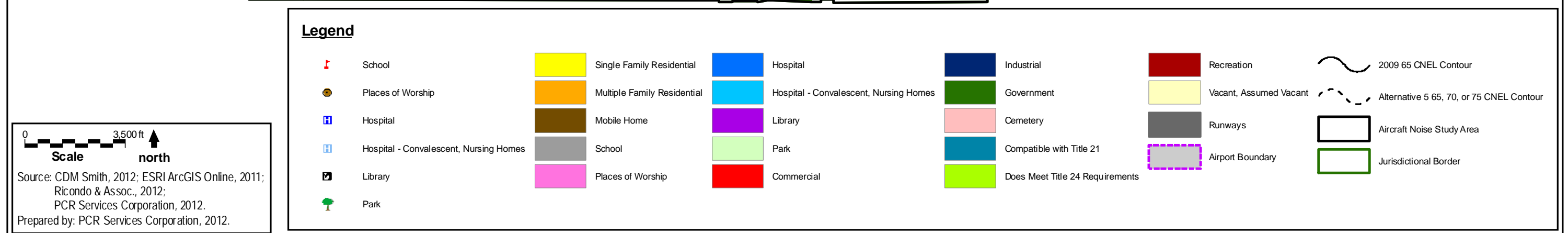
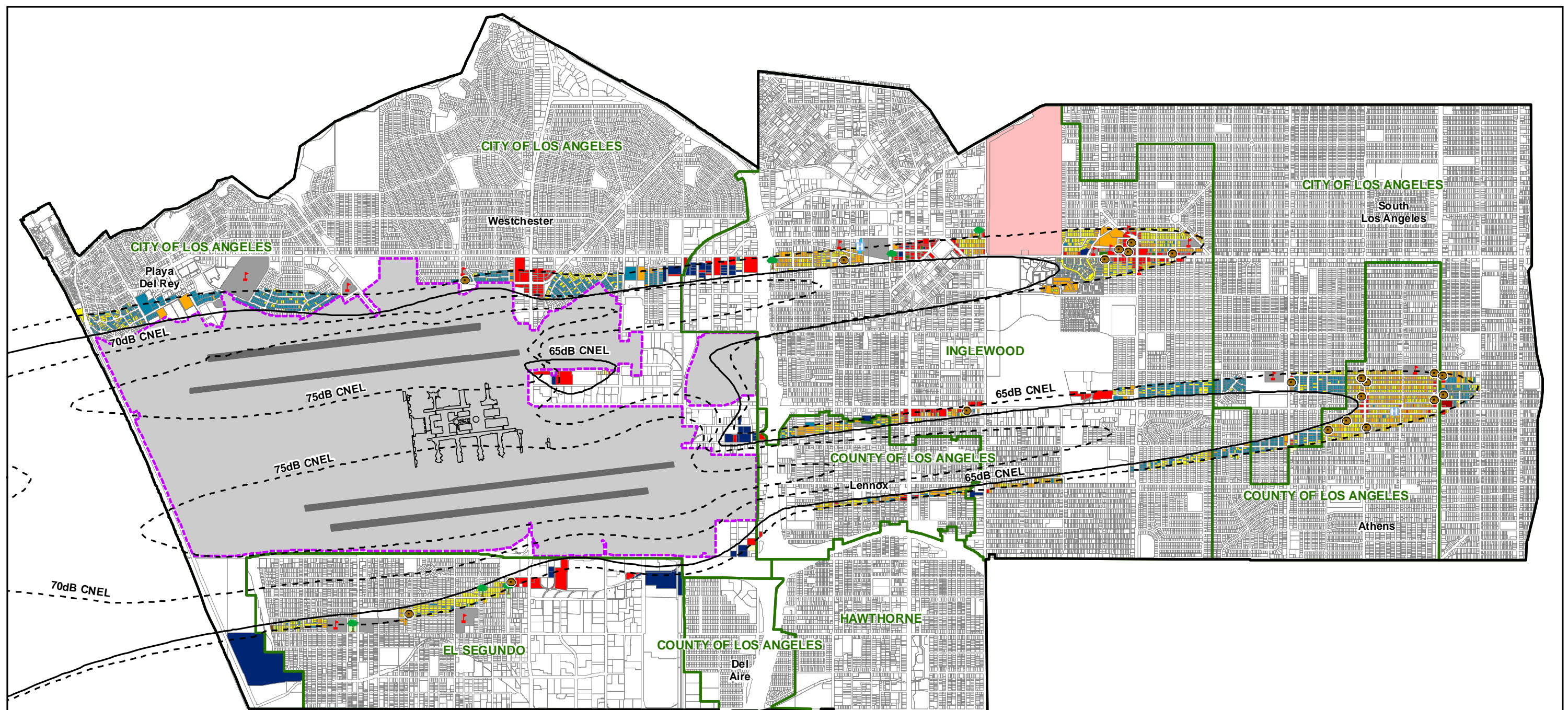
The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-34, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 5 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 29, and Table 30. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 5 in 2025 are shown in **Figure 4.9-11**. Compared to 2009 baseline conditions, the most notable changes under Alternative 5 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-34, under Alternative 5, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,464 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,315 dwelling units; 12,861 residents; and 41 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 5, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-18**. As shown in **Table 4.9-18**, 4,899 dwelling units, 13,259 residents, and 43 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines.



4.9 Land Use and Planning

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Table 4.9-18

**Alternative 5 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	330	480	199	546	0	1,555
Acres ¹	41.64	64.93	33.39	83.78	0.00	223.74
Population ²	799	1,606	403	1,375	0	4,183
Multi-Family						
Units	592	1,390	77	1,285	0	3,344
Acres ¹	17.97	67.47	4.99	68.17	0.00	158.59
Population ²	1,221	4,578	164	3,113	0	9,076
Total Residential						
Units	922	1,870	276	1,831	0	4,899
Acres ¹	59.60	132.40	38.38	151.95	0.00	382.34
Population ²	2,020	6,184	567	4,488	0	13,259
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	4	1	2	7	0	14
Acres	47.71	6.17	18.99	8.95	0.00	81.82
Places of Worship						
Number	4	8	2	7	0	21
Acres	1.67	2.12	1.17	4.46	0.00	9.42
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	1	0	1	0	2
Acres	0.00	0.18	0.00	1.40	0.00	1.58
Parks						
Number	0	0	3	3	0	6
Acres	0.00	0.00	6.16	2.36	0.00	8.52
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<u>Total Noise-Sensitive (Non-Residential)</u>						
Number	8	10	7	18	0	43
Acres ¹	49.38	8.46	26.32	17.18	0.00	101.34
<u>Other Compatible Uses (Acres)</u>						
	210.82	24.90	103.36	415.09	0	754.19
Total Acres Newly Exposed (off-airport)^{1,4}	319.80	165.76	168.06	584.22	0.00	1,237.84

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 34.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and 4.44 acres (43 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels (see Appendix I-2, *Land Use and Planning*, Tables 31 and 32). Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior

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to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Increases in 1.5 CNEL

Some residential and non-residential noise-sensitive facilities would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL and higher contours in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-19**. As shown in **Table 4.9-19**, 5,408 dwelling units, 13,773 residents, and 50 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 5 compared to 2009 baseline conditions is presented in Table 34 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-19

**Alternative 5 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	287	286	202	679	0	1,454
Acres ¹	37.11	39.17	35.94	102.35	0.00	214.57
Population ²	626	971	385	1,829	0	3,811
Multi-Family						
Units	937	782	42	2193	0	3,954
Acres ¹	26.21	38.45	2.46	101.84	0.00	168.96
Population ²	1,565	2,573	80	5,744	0	9,962
Total Residential						
Units	1,224	1,068	244	2,872	0	5,408
Acres ¹	63.32	77.62	38.39	204.19	0.00	383.53
Population ²	2,191	3,544	465	7,573	0	13,773
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	7	3	1	9	0	20
Acres	64.37	23.17	11.73	37.73	0.00	137.00
Places of Worship						
Number	3	3	1	12	0	19
Acres	1.45	1.04	0.53	9.41	0.00	12.42
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	1.40	0.00	1.40
Parks						
Number	5	0	2	3	0	10
Acres	194.73	0.00	2.82	2.36	0.00	199.91
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00

Table 4.9-19

**Alternative 5 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Total Noise-Sensitive (Non-Residential)						
Number	15	6	4	25	0	50
Acres ¹	260.55	24.21	15.07	50.89	0.00	350.74
Total Area (Acres)^{1,4}	323.87	101.83	53.46	255.08	0	734.24

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 34.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 5, six non-residential noise-sensitive facilities would be exposed to increases of 3 CNEL between 60 and 65 CNEL. These facilities include three places of worship, two convalescent hospitals, and one public school located in the cities of Inglewood and Los Angeles generally near Manchester Boulevard between La Tijera Boulevard and Prairie Avenue. No noise-sensitive uses would be exposed to increases of 5 CNEL or higher below 60 CNEL.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 5 are presented by jurisdiction in **Table 4.9-20**.

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Table 4.9-20

**Alternative 5 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction (Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	570	128	129	517	0
Newly Exposed Residential Units	922	1,870	276	1,831	0
Newly Exposed Residential Population	2,020	6,184	567	4,488	0
Newly Exposed Noise-Sensitive Facilities ²	8	10	7	18	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,224	1,068	244	2,872	0
Residential Population Exposed	2,191	3,544	465	7,573	0
Noise-Sensitive Facilities Exposed ²	15	6	4	25	0
75 CNEL					
Newly Exposed Residential Acres	0.37	4.07	0.00	0.00	0
Newly Exposed Residential Units	2	41	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 29.

² The number of non-residential noise-sensitive facilities newly exposed to 65 CNEL or higher noise levels and/or a 1.5 CNEL or higher increase above the 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 34.

Source: PCR Services Corporation, 2012.

4.9.6.6 Alternative 6

Changes in Development

Alternative 6 includes only airfield and terminal components. Similar to Alternative 1, components pertinent to land use impacts include the relocation of Runway 6L/24R to the feet north (100 feet compared to 260 feet under Alternative 1); the extension of Runway 6R/24L; the realignment of Lincoln Boulevard (with a smaller portion below grade and/or covered than under Alternative 1); and modifications to navigational aids in the Dunes. However, in contrast to Alternative 1, no ground access and parking improvements are proposed and no acquisition is proposed under Alternative 6. Alternative 6 would result in the removal of some of the same community-serving uses located on LAWA property that are identified for Alternative 1, including an urgent care facility, Travelodge Hotel, and Denny's Restaurant, in order to accommodate the realignment of 96th Street Bridge/Sky Way and due to the ongoing Voluntary Acquisition/Relocation Program for Manchester Square.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

Similar to Alternative 1, the proposed airfield, concourse, and terminal improvements would be consistent with the corresponding Airport Airside and Airport Landside (Central Terminal Area) land use designations shown on the LAX Plan. While Alternative 6 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect the relocation of Runway 6L/24R 100 feet north, easterly extension of Runway 6R/24L, realignment of Lincoln Boulevard, and related conversion of a small portion of area designated as LAX Northside to Airport Airside, as well as modifications to the airport boundaries associated with the smaller area of Alternative 6 compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside Central Terminal Area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the airfield and terminal improvements of the LAX

Master Plan (specifically, restricted access within the CTA, and demolition of CTA parking structures and replacement with passenger terminals).

The relocation of Runway 6L/24R and modification of the Runway 6R landing threshold would require changes to navigational aids within the Dunes Specific Plan Area, which is designated as Open Space in the LAX Plan. As described under Alternative 1, the planned navigational aids would be consistent with the Open Space designation of the LAX Plan. Therefore, with amendment of the LAX Plan to reflect the changes noted above and to ensure precise consistency, as well as implementation of mitigation measures relating to biological resources in the Dunes, no conflicts with land use designations would occur.

The following consistency analysis does not include goals related to ground access and parking, since these components are not proposed under Alternative 6.

Consistency with Goals 4 and Goal 5 would be similar to Alternative 1. In addition, in further support of Goal 4, no acquisition is proposed under Alternative 6. Consistency with Goal 2 would also be achieved to some extent through improvements in airfield design.

Similar to Alternative 1, Alternative 6 would be consistent with policies related to LAX Northside and Open Space. Alternative 6 would also be consistent with Airport Airside Policies P2 and P4; Airport Landside Policies P1 and P6; and Safety Policies P1, P2, P3, P5, P7, and P8, as described under Alternative 1.

Based on the above, Alternative 6 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan, therefore, impacts would be less than significant.

LAX Specific Plan

Similar to Alternative 1, the proposed airfield and terminal improvements are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area. While Alternative 6 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. The movement of Runway 6L/24R 100 feet to the north and the related realignment of Lincoln Boulevard would occur within most of Area 8 and a portion of Area 9 of the LAX Northside Sub-Area south of Westchester Parkway.⁵⁵⁵ The realignment would reduce the use of Areas 8 and 9 for future development, and would require the relocation of an existing radar tower in Area 9. Since land uses proposed within LAX Northside would be affected, an amendment to the LAX Specific Plan would be included with Alternative 6. Based on the above, Alternative 6 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/EI Segundo Dunes Specific Plan

Alternative 6 would include the placement of navigational aids within the Dune Habitat Preserve, which would require the review and approval of a Coastal Development Permit and implementation of mitigation measures to preserve habitat values, as further discussed under Alternative 1. Therefore, Alternative 6 would be consistent with the Los Angeles Airport/EI Segundo Dunes Specific Plan, and impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 6 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Therefore, implementation of new airfield and terminal improvements under Alternative 6 would be consistent with

⁵⁵⁵ Under the currently adopted LAX Specific Plan, Areas 8 and 9 of LAX Northside are designated for commercial uses. Under the proposed LAX Northside Plan Update, Areas 8 and 9 are designated as Airport Support, because their potential commercial uses is limited, due to the close proximity to the LAX North Airfield and associated noise impacts, safety requirements, and height restrictions.

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the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 6 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 6 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 6 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

Acquisition and Relocation

As previously described, no acquisition of properties or businesses is proposed under Alternative 6. Impacts associated with the affected urgent care facility, Travelodge Hotel, and Denny's Restaurant, located on LAWA property, would be the same as described under Alternative 1. Under Alternative 6, impacts due to potential business relocation of these affected facilities would be the same as described under Alternative 1. Because there would be no changes to the existing General Plan or zoning designation, no General Plan or zoning inconsistencies would occur. Therefore, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Alternative 6 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 6 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it is consistent with a practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below, in the discussion of the AAGA Appendix. A consistency analysis of the ground access improvements is not applicable to this alternative, as no ground access improvements are proposed in Alternative 6. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 6 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

Alternative 6 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 6 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system. Likewise, Alternative 6 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 6 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 6. Therefore, Alternative 6 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Alternative 6 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 6 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 6 would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. A consistency discussion of Alternative 6 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 6. Therefore, Alternative 6 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

Alternative 6 only includes airfield and terminal improvements and, similar to Alternative 1, would include amendments to, and require a determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as further described in Section 4.7.2, *Safety*. Similar to Alternative 1, Alternative 6 would not conflict with the general and noise-related policies of the ALUP, since LAWA would continue to adhere to the guidelines of the California Aircraft Noise Standards and make progress towards achieving full compatibility of all eligible noise-sensitive uses under the ANMP. Based on the above, Alternative 6 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 6 would be consistent with the objectives of the Caltrans Handbook, as it would be compatible with the noise, overflight, safety, and airspace protection objectives. Therefore, Alternative 6 would be consistent with the Caltrans Handbook, and impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

As Alternative 6 only includes airfield and terminal improvements, analysis for consistency with objectives of the Framework Element relating to ground access improvements and transportation is not applicable. As discussed in Alternative 1, implementation of Alternative 6 would be consistent with Policy 7.3.4 by modernizing airfield and terminal facilities at LAX, while mitigating impacts, resulting in future economic and employment growth. Therefore, Alternative 6 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Alternative 6 only includes airfield and terminal improvements; therefore, analysis for consistency with policies of the Transportation Element is not applicable.

City of Los Angeles 2010 Bicycle Plan

Alternative 6 only includes airfield and terminal improvements, therefore analysis for consistency with the provision of bicycle facilities at ground access and parking facilities is not applicable. Alternative 6 would not conflict with the existing or planned bicycle lanes/paths in the LAX area. Although Alternative 6 includes the realignment of Lincoln Boulevard, with a portion covered and below grade, the realignment and covering of Lincoln Boulevard would not preclude the development of this future Backbone Bikeway Network along Lincoln Boulevard since the 2010 Bicycle Plan does not limit the use of bicycles in tunnels, which are an acceptable option for providing continuity of the bikeway network.⁵⁵⁶ While Alternative 6 would be consistent with the applicable policies of the 2010 Bicycle Plan, the realignment of Lincoln Boulevard would be included as amendments to the 2010 Bicycle Plan, including the Designated Bikeways Map to ensure precise consistency. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, provides bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Based on the above, Alternative 6 would be consistent with the 2010 Bicycle Plan. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 6 would be consistent with the same objectives, policies and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program, and including measures to address non-airport related noise, such as traffic,

⁵⁵⁶ City of Los Angeles, Department of City Planning, 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element, adopted by Los Angeles City Council March 1, 2011, Chapter 3.

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construction, and transit noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 6 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, development of airfield and terminal improvements under Alternative 6 would be consistent with the applicable Community Plan objectives created to address issues related to the implementation of the LAX Master Plan, including Objectives 20-1, 20-2, and 20-4. As such, implementation of Alternative 6 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 6 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 6 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 6 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 6 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

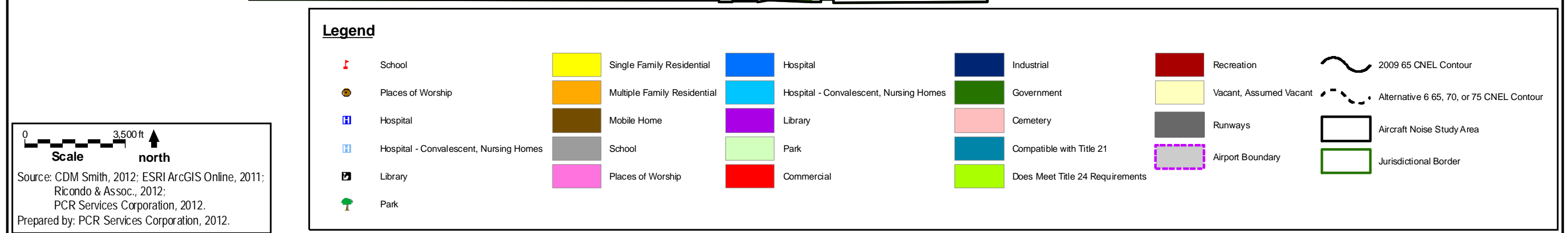
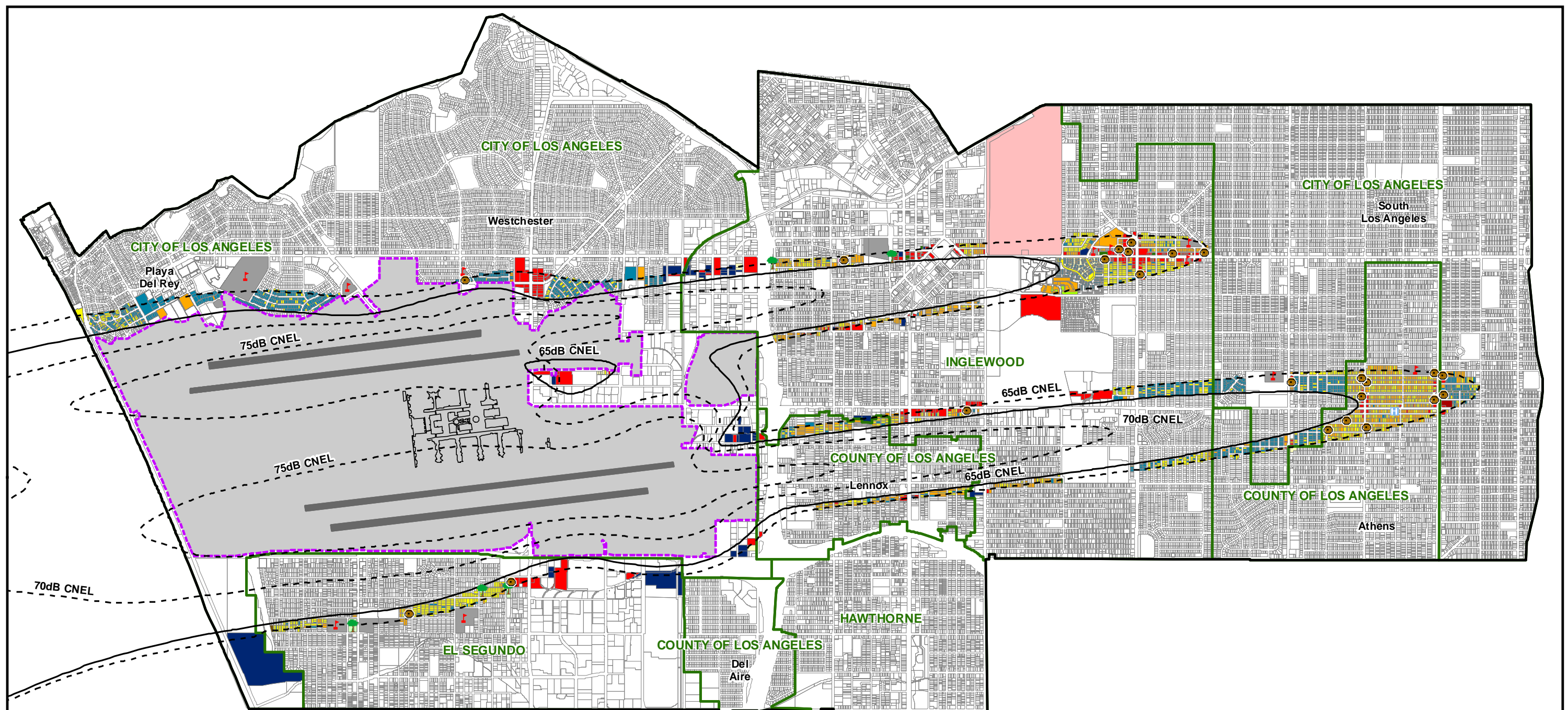
Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 6 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-41, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 1 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 35, and Table 36. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 6 in 2025 are shown in **Figure 4.9-12**. Compared to 2009 baseline conditions, the most notable changes under Alternative 6 would include an increase in noise exposure within the City of



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Inglewood and City of Los Angeles. As shown in Table 4.10.1-41, under Alternative 6, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,433 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,462 dwelling units; 13,607 residents; and 42 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 6, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-21**. As shown in **Table 4.9-21**, 5,010 dwelling units, 13,892 residents, and 43 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines.

Table 4.9-21

**Alternative 6 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	282	487	199	511	0	1,479
Acres ¹	34.59	66.09	33.39	79.14	0.00	213.21
Population ²	688	1,630	403	1,310	0	4,031
Multi-Family						
Units	573	1,460	77	1,421	0	3,531
Acres ¹	17.11	71.19	4.99	71.37	0.00	164.67
Population ²	1,231	4,813	164	3,653	0	9,861
Total Residential						
Units	855	1,947	276	1,932	0	5,010
Acres ¹	51.70	137.29	38.38	150.51	0.00	377.88
Population ²	1,919	6,443	567	4,963	0	13,892
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	4	1	2	7	0	14
Acres	47.71	6.17	18.99	6.94	0.00	79.81
Places of Worship						
Number	4	8	2	9	0	23
Acres	1.67	2.12	1.17	5.56	0.00	10.51
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	1	0	0	0	1
Acres	0.00	0.18	0.00	0.00	0.00	0.18
Parks						
Number	0	0	3	2	0	5
Acres	0.00	0.00	6.16	1.19	0.00	7.35
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	8	10	7	18	0	43
Acres ¹	49.39	8.46	26.32	13.69	0.00	97.85

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Table 4.9-21

**Alternative 6 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Other Compatible Uses (Acres)	205.38	25.18	103.36	440.42	0	774.34
Total Acres Newly Exposed (off-airport)^{1,4}	306.47	170.93	168.06	604.62	0.00	1,250.08

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 40.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and 4.07 acres (41 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels (see Appendix I-2, *Land Use and Planning*, Tables 37 and 38). Although exposure of non-residential noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Increases in 1.5 CNEL

Some residential and non-residential noise-sensitive facilities would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL and higher contours in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-22**. As shown in **Table 4.9-22**, 4,879 dwelling units, 12,705 residents, and 45 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 6 compared to 2009 baseline conditions is presented in Table 40 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 6, one place of worship located in the City of Los Angeles in the Westchester Community would be exposed to increases of 3 CNEL between 60 and 65 CNEL. No noise-sensitive uses would be exposed to increases of 5 CNEL or higher below 60 CNEL.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 6 are presented by jurisdiction in **Table 4.9-23**.

Table 4.9-22

**Alternative 6 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Residential						
Single-Family						
Units	239	299	203	538	0	1,279
Acres ¹	30.06	41.48	36.08	79.47	0.00	187.09
Population ²	514	1017	387	1,486	0	3,404
Multi-Family						
Units	944	882	42	1,732	0	3,600
Acres ¹	26.31	43.66	2.46	76.03	0.00	148.46
Population ²	1,669	2,912	80	4,640	0	9,301
Total Residential						
Units	1,183	1,181	245	2,270	0	4,879
Acres ¹	56.37	85.14	38.54	155.51	0.00	335.55
Population ²	2,183	3,929	467	6,126	0	12,705
Noise-Sensitive (Non-Residential)³						
Schools						
Number	7	3	1	7	0	18
Acres	64.37	23.17	11.73	35.13	0.00	134.39
Places of Worship						
Number	3	3	1	11	0	18
Acres	1.45	1.04	0.53	8.69	0.00	11.70
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Parks						
Number	5	0	2	2	0	9
Acres	194.73	0.00	2.82	1.19	0.00	198.74
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	15	6	4	20	0	45
Acres ¹	260.55	24.21	15.07	45.01	0.00	344.85
Total Area (Acres)^{1,4}	316.92	109.35	53.61	200.52	0.00	680.40

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 40.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

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Table 4.9-23

**Alternative 6 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL					
Change in Acres Exposed ¹	542	129	129	509	0
Newly Exposed Residential Units	855	1,947	276	1,932	0
Newly Exposed Residential Population	1,919	6,443	567	4,963	0
Newly Exposed Noise-Sensitive Facilities ²	8	10	7	18	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,183	1,181	245	2,270	0
Residential Population Exposed	2,183	3,929	467	6,126	0
Noise-Sensitive Facilities Exposed ²	15	6	4	20	0
75 CNEL					
Newly Exposed Residential Acres	0.00	4.07	0.00	0.00	0
Newly Exposed Residential Units	0	41	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 35.

² The number of non-residential noise-sensitive facilities newly exposed to 65 CNEL or higher noise levels and/or a 1.5 CNEL or higher increase above the 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 40.

Source: PCR Services Corporation, 2012.

4.9.6.7 Alternative 7

Changes in Development

Alternative 7 includes only airfield and terminal components. Similar to Alternative 1, components pertinent to land use impacts include the extension of Runway 6R/24L and modifications to navigational aids in the Dunes. However, in contrast to Alternative 1, no ground access and parking improvements, realignment of Lincoln Boulevard, or acquisition is proposed under Alternative 7. In addition, Alternative 7, does not proposed the relocation of Runway 6L/24R to the north but instead the relocation of Runway 6R/24L 100 feet to the south. Alternative 7 would result in the removal of some of the same community-serving uses located on LAWA property that are identified for Alternative 1, including an urgent care facility, Travelodge Hotel, and Denny's Restaurant, in order to accommodate the realignment of 96th Street Bridge/Sky Way and due to the ongoing Voluntary Acquisition/Relocation Program for Manchester Square.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

Similar to Alternative 1, the proposed airfield, concourse, and terminal improvements would be consistent with the corresponding Airport Airside and Airport Landside (Central Terminal Area) land use designations shown on the LAX Plan. While Alternative 7 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect the relocation of Runway 6R/24L 100 feet south, easterly extension of Runway 6R/24L, as well as modifications to the airport boundaries associated with the smaller area of Alternative 7 compared to the approved LAX Master Plan.

In addition, the listing of uses within the Airport Landside Central Terminal Area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the airfield and terminal improvements of the LAX Master Plan (specifically,

restricted access within the CTA, and demolition of CTA parking structures and replacement with passenger terminals).

The relocation of Runway 6R/24L would require changes to navigational aids within the Dunes Specific Plan Area, which is designated as Open Space in the LAX Plan. As described under Alternative 1, the planned navigational aids would be consistent with the Open Space designation of the LAX Plan. Therefore, with amendment of the LAX Plan to reflect the changes noted above and ensure precise consistency, as well as implementation of mitigation measures relating to biological resources in the Dunes, no conflicts with land use designations would occur.

The following consistency analysis does not include goals related to ground access and parking, since these components are not proposed under Alternative 7.

Consistency with Goals 4 and Goal 5 would be similar to Alternative 1. In addition, in further support of Goal 4, no acquisition is proposed under Alternative 7. Consistency with Goal 2 would also be achieved to some extent through improvements in airfield design.

Similar to Alternative 1, Alternative 7 would be consistent with policies related to LAX Northside and Open Space. Alternative 7 would also be consistent with Airport Airside Policies P2 and P4; Airport Landside Policies P1 and P6; and Safety Policies P1, P2, P3, P5, P7, and P8, as described under Alternative 1.

Based on the above, Alternative 7 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan, therefore, impacts would be less than significant.

LAX Specific Plan

Similar to Alternative 1, the proposed airfield and terminal improvements would be consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area. While Alternative 7 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. The movement of Runway 6R/24L 100 feet to the south would be included as an amendment to the LAX Specific Plan. In addition, Maps 1 and 2 would be amended to reflect modifications to the airport boundaries associated with the smaller area of Alternative 7 compared to the approved LAX Master Plan. Unlike Alternative 1, no realignment of Lincoln Boulevard is proposed and no parcels within LAX Northside would be affected. Based on the above, Alternative 7 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/EI Segundo Dunes Specific Plan

Alternative 7 would include the placement of navigational aids within the Dune Habitat Preserve, which would require the review and approval of a Coastal Development Permit and implementation of mitigation measures to preserve habitat values, as further discussed under Alternative 1. Therefore, Alternative 7 would be consistent with the Los Angeles Airport/EI Segundo Dunes Specific Plan, and impacts would be less than significant.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 7 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Therefore, implementation of new airfield and terminal improvements under Alternative 7 would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 7 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 7 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 7 would be consistent with the LAX Street Frontage and Landscape Development Plan Update, and therefore impacts would be less than significant.

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Acquisition and Relocation

As previously described, no acquisition of properties or businesses is proposed under Alternative 7. Impacts associated with the affected urgent care facility, Travelodge Hotel, and Denny's Restaurant, located on LAWA property would be the same as described under Alternative 1. Under Alternative 7, impacts due to potential business relocation of these affected facilities would be the same as described under Alternative 1. Because there would be no changes to the existing General Plan or zoning designation, no General Plan or zoning inconsistencies would occur. Therefore, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Alternative 7 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 7 would be consistent with the policy framework of the RTP/SCS aviation forecast, as it is consistent with a practical capacity of LAX at 78.9 MAP, the same practical capacity included in the approved LAX Master Plan. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below, in the discussion of the AAGA Appendix. A consistency analysis of the ground access improvements is not applicable to this alternative, as no ground access improvements are proposed in Alternative 7. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 7 would be consistent with the RTP/SCS, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

Alternative 7 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 7 would be consistent with policies regarding Airport Land Use Compatibility and Environmental Impacts as well as the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system. Likewise, Alternative 7 would not change activity levels at LAX and would not conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. Additional consistency discussion of Alternative 7 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 7. Therefore, Alternative 7 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Alternative 7 only includes airfield and terminal improvements. Similar to Alternative 1, Alternative 7 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area that are included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 7 would be compatible with the mobility, livability, prosperity, and sustainability principles of the Growth Vision. A consistency discussion of Alternative 7 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the ground access improvements is not applicable, as no ground access improvements are proposed in Alternative 7. Therefore, Alternative 7 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

Alternative 7 only includes airfield and terminal improvements and, similar to Alternative 1, would include amendments to, and require a determination of consistency with, the approved ALUP. The proposed airfield improvements would be designed in conformance with FAA safety requirements, as further described in Section 4.7.2, *Safety*. Similar to Alternative 1, Alternative 7 would not conflict with the general and noise-related policies of the ALUP, since LAWA would continue to adhere to the guidelines of

the California Aircraft Noise Standards and make progress towards achieving full compatibility of all eligible noise-sensitive uses under the ANMP. Based on the above, Alternative 7 would be consistent with the policies of the ALUP, and impacts would be less than significant.

2011 Caltrans California Airport Land Use Planning Handbook

Similar to Alternative 1, Alternative 7 would be consistent with the objectives of the Caltrans Handbook, as it would be compatible with the noise, overflight, safety, and airspace protection objectives. Therefore, Alternative 7 would be consistent with the Caltrans Handbook, and impacts would be less than significant.

City of Los Angeles

Los Angeles Citywide General Plan Framework

As Alternative 7 only includes airfield and terminal improvements, analysis for consistency with objectives of the Framework Element relating to ground access improvements and transportation is not applicable. As discussed in Alternative 1, implementation of Alternative 7 would be consistent with Policy 7.3.4 by modernizing airfield and terminal facilities at LAX, while mitigating impacts, resulting in future economic and employment growth. Therefore, Alternative 7 would be consistent with the Framework Element, and impacts related to conflicts with plans, and regulations would be less than significant.

City of Los Angeles Transportation Element

Alternative 7 only includes airfield and terminal improvements; therefore, analysis for consistency with policies of the Transportation Element is not applicable.

City of Los Angeles 2010 Bicycle Plan

Alternative 7 only includes airfield and terminal improvements, and there are no improvements planned adjacent to any existing or future bicycling facilities identified in the 2010 Bicycle Plan. However, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, would provide bicycle facilities, where feasible, to promote employee bicycle use. Therefore, Alternative 7 would be consistent with the 2010 Bicycle Plan, and impacts would be less than significant.

City of Los Angeles Noise Element

Alternative 7 would be consistent with the same objectives, policies and programs regarding transportation noise and land use compatibility as Alternative 1, by participating in LAWA's current noise mitigation program, and including measures to address non-airport related noise, such as traffic, construction, and transit noise. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 7 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Similar to Alternative 1, development of airfield and terminal improvements under Alternative 7 would be consistent with the applicable Community Plan objectives created to address issues related to the implementation of the LAX Master Plan, including Objectives 20-1, 20-2, and 20-4. As such, implementation of Alternative 7 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Similar to Alternative 1, Alternative 7 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible uses affected by aircraft noise under the ANMP. Based on the above, Alternative 7 would be

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consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 7 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. Furthermore, no areas would be newly exposed to high noise levels. Based on the above, Alternative 7 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

This analysis addresses the second significance threshold provided in Section 4.9.4.

Noise

The environmental impacts of high noise levels on noise-sensitive uses under Alternative 7 are described here. This analysis identifies significant impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or higher, increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours, and increases in noise levels below 65 CNEL compared to 2009 baseline conditions.

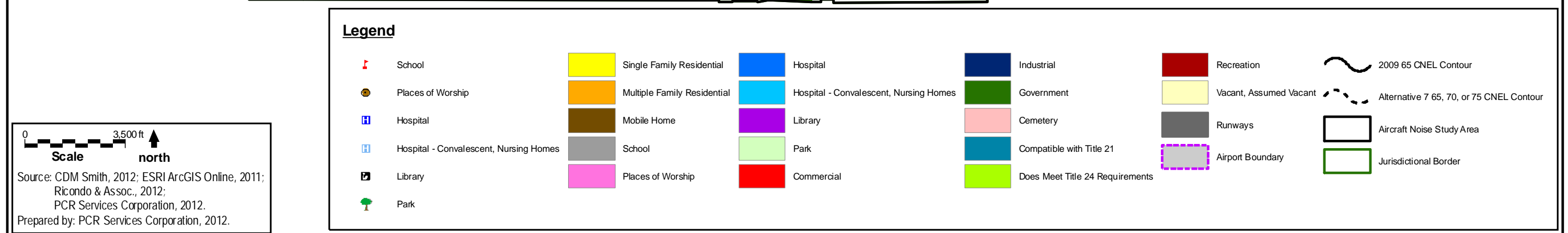
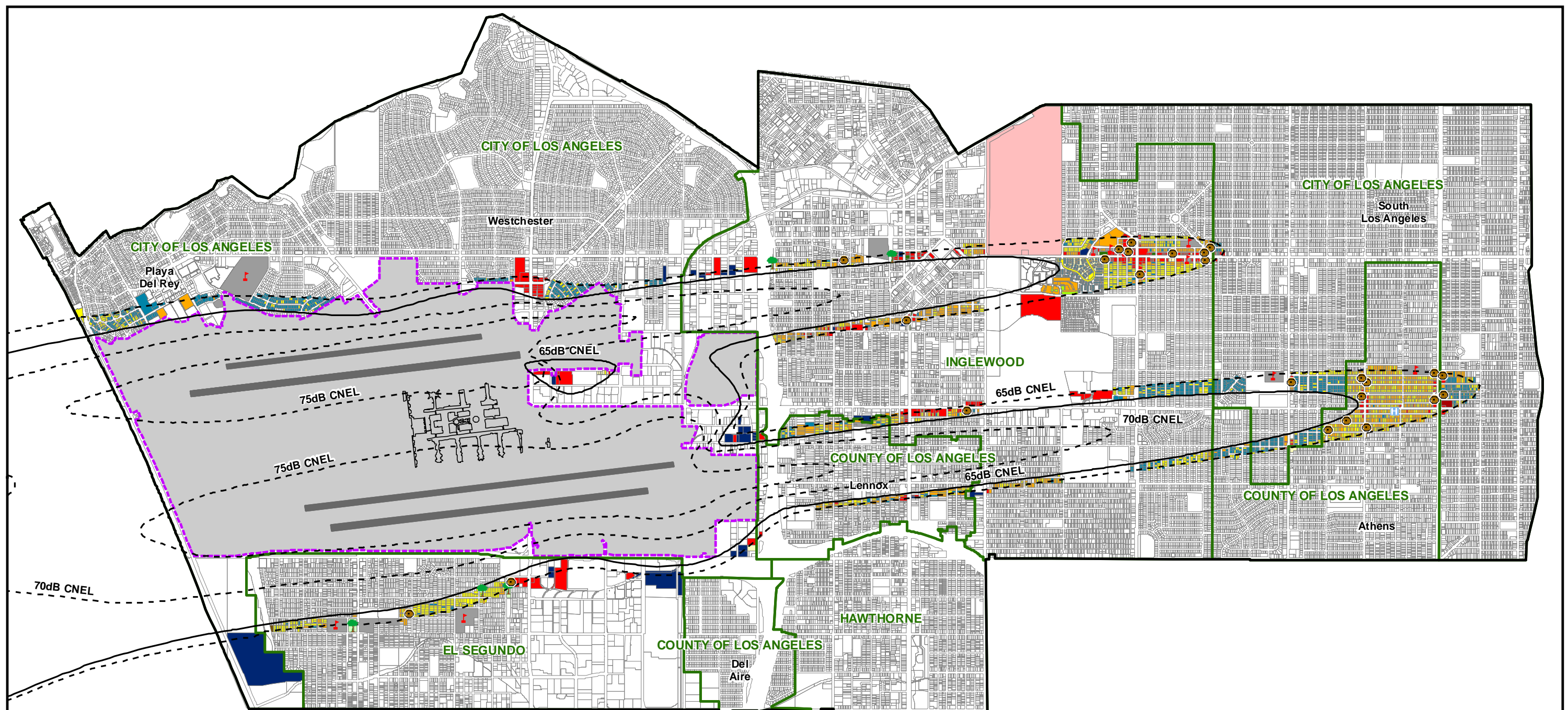
The acreage and number of residential uses and non-residential noise-sensitive facilities that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table 4.10.1-48, in Section 4.10.1, *Aircraft Noise*. Areas exposed to these high noise levels under Alternative 1 are also presented by jurisdiction and 65, 70, and 75 CNEL in Appendix I-2, *Land Use and Planning*, Table 41, and Table 42. These tables, as well as Table 1 and Table 2 in Appendix I-2, *Land Use and Planning*, provide the basis for comparison with 2009 baseline conditions.

Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 2009 baseline conditions to Alternative 7 in 2025 are shown in **Figure 4.9-13**. Compared to 2009 baseline conditions, the most notable changes under Alternative 7 would include an increase in noise exposure within the City of Inglewood and City of Los Angeles. As shown in Table 4.10.1-48, under Alternative 7, the overall net change in total area (on- and off-airport) exposed to 65 CNEL or higher noise levels in 2025 would increase by 1,410 acres compared to 2009 baseline conditions. Compared to 2009 baseline conditions, the overall number of incompatible land uses would be increased by 4,485 dwelling units; 13,891 residents; and 42 non-residential noise-sensitive facilities by 2025.

Newly Exposed Areas

Under Alternative 7, some areas would be newly exposed to 65 CNEL or higher noise levels in 2025 compared to 2009 baseline conditions. Residential uses and non-residential noise-sensitive facilities newly exposed to 65 CNEL noise levels are presented in **Table 4.9-24**. As shown in **Table 4.9-24**, 5,033 dwelling units, 14,176 residents, and 43 non-residential noise-sensitive facilities would be newly exposed in 2025 compared to 2009 baseline conditions. Impacts on these noise-sensitive uses would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or higher (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, two parks and 4.07 acres (41 units) of residential uses would be newly exposed to noise levels of 75 CNEL or higher compared to 2009 baseline conditions. No schools would be newly exposed to these noise levels (see Appendix I-2, *Land Use and Planning*, Tables 43 and 44). Although exposure of non-residential



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noise-sensitive facilities to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact under CEQA, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Table 4.9-24

**Alternative 7 - Newly Exposed Residential Uses and Non-Residential Noise-Sensitive Facilities
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	255	488	200	554	0	1,497
Acres ¹	30.58	66.24	33.54	86.01	0.00	216.38
Population ²	634	1,633	405	1,428	0	4,100
Multi-Family						
Units	461	1,460	77	1,538	0	3,536
Acres ¹	14.33	71.19	4.99	76.97	0.00	167.49
Population ²	1,117	4,813	164	3,982	0	10,076
Total Residential						
Units	716	1,948	277	2,092	0	5,033
Acres ¹	44.91	137.43	38.53	162.99	0.00	383.87
Population ²	1,751	6,446	569	5,410	0	14,176
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	2	1	2	7	0	12
Acres	41.17	6.17	18.99	6.94	0.00	73.26
Places of Worship						
Number	3	8	2	12	0	25
Acres	1.06	2.12	1.17	6.16	0.00	10.49
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	1	0	0	0	1
Acres	0.00	0.18	0.00	0.00	0.00	0.18
Parks						
Number	0	0	3	2	0	5
Acres	0.00	0.00	6.16	1.19	0.00	7.35
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	5	10	7	21	0	43
Acres ¹	42.22	8.46	26.32	14.29	0.00	91.29
<u>Other Compatible Uses (Acres)</u>	170.51	25.18	103.35	439.47	0	738.53
Total Acres Newly Exposed (off-airport)^{1,4}	257.64	171.07	168.20	616.75	0.00	1,213.66

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 46.

⁴ Total acres based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

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Increases in 1.5 CNEL

Some residential and non-residential noise-sensitive facilities would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours in 2025. The number of residential units, population, and non-residential noise-sensitive facilities experiencing this level of noise increase within the 65 CNEL and higher contours in 2025 compared to 2009 baseline conditions is presented in **Table 4.9-25**. As shown in **Table 4.9-25**, 7,325 dwelling units, 19,482 residents, and 58 non-residential noise-sensitive facilities would experience substantial noise level increases in 2025. A listing of noise-sensitive receptors that would be newly exposed to 65 CNEL or higher noise levels or experience a 1.5 CNEL or higher increase within the 65 CNEL or higher noise contours as a result of Alternative 7 compared to 2009 baseline conditions is presented in Table 46 in Appendix I-2, *Land Use and Planning*. With implementation of LAX Master Plan Commitment MM-LU-1, impacts would be less than significant with the exception of interim impacts prior to completion of noise insulation or land recycling, and impacts on residential uses with outdoor private habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would remain significant.

Increase In Noise Levels Below 65 CNEL

As presented in Section 4.10.1, *Aircraft Noise*, under Alternative 7, no non-residential noise-sensitive facilities would be exposed to increases of 3 CNEL between 60 and 65 CNEL nor an increase of 5 CNEL or higher below 60 CNEL.

Table 4.9-25

**Alternative 7 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
<u>Residential</u>						
Single-Family						
Units	213	303	218	891	0	1,625
Acres ¹	26.19	41.92	38.31	132.67	0.00	239.10
Population ²	463	1,030	415	2,485	0	4,393
Multi-Family						
Units	824	897	42	3,937	0	5,700
Acres ¹	23.36	44.68	2.46	194.56	0.00	265.06
Population ²	1,547	2,964	80	10,498	0	15,089
Total Residential						
Units	1,037	1,200	260	4,828	0	7,325
Acres ¹	49.55	86.60	40.77	327.23	0.00	504.16
Population ²	2,010	3,994	495	12,983	0	19,482
<u>Noise-Sensitive (Non-Residential)³</u>						
Schools						
Number	4	3	1	12	0	20
Acres	54.92	23.17	11.73	44.30	0.00	134.13
Places of Worship						
Number	2	3	1	22	0	28
Acres	0.83	1.04	0.53	12.26	0.00	14.65
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Convalescent Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.11	0.00	0.11

Table 4.9-25

**Alternative 7 - 1.5 CNEL Increase
(Compared to Baseline 2009 Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals ¹
Parks						
Number	5	0	2	2	0	9
Acres	194.73	0.00	2.82	1.19	0.00	198.74
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive (Non-Residential)						
Number	11	6	4	37	0	58
Acres ¹	250.49	24.21	15.07	57.86	0.00	347.63
Total Area (Acres)^{1,4}	300.04	110.81	55.84	385.09	0.00	851.78

¹ Totals may not add due to rounding.

² Population contains 2010 census data.

³ For a description of newly exposed non-residential noise-sensitive facilities refer to Appendix I-2, *Land Use and Planning*, Table 46.

⁴ Total area based on parcels and do not include roads.

Source: Ricondo & Associates, Inc., PCR Services Corporation, 2012.

Noise Exposure Effects by Jurisdiction

Noise exposure effects for residential uses and non-residential noise sensitive facilities exposed to 65 CNEL or higher noise levels, 1.5 CNEL or higher increases at or above 65 CNEL, and 75 CNEL under Alternative 7 are presented by jurisdiction in **Table 4.9-26**.

Table 4.9-26

**Alternative 7 - Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects by Jurisdiction
(Compared to Baseline 2009 Conditions)**

Impact Category	LA City	LA County	El Segundo	Inglewood	Hawthorne
65 CNEL and Higher					
Change in Acres Exposed ¹	494	129	129	535	0
Newly Exposed Residential Units	716	1,948	277	2,092	0
Newly Exposed Residential Population	1,751	6,446	569	5,410	0
Newly Exposed Noise-Sensitive Facilities ²	5	10	7	21	0
1.5 CNEL Increase above 65 CNEL					
Residential Units Exposed	1,037	1,200	260	4,828	0
Residential Population Exposed	2,010	3,994	495	12,983	0
Noise-Sensitive Facilities Exposed ²	11	6	4	37	0
75 CNEL					
Newly Exposed Residential Acres	0.00	4.07	0.00	0.00	0
Newly Exposed Residential Units	0	41	0	0	0
Newly Exposed Parks	1	0	1	0	0

¹ Off-airport; area based on Appendix I-2, *Land Use and Planning*, Table 41.

² The number of non-residential noise-sensitive facilities newly exposed to 65 CNEL or higher noise levels and/or a 1.5 CNEL or higher increase above the 65 CNEL is derived from Appendix I-2, *Land Use and Planning*, Table 46.

Source: PCR Services Corporation, 2012.

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4.9.6.8 Alternative 8

Changes in Development

Alternative 8 includes only ground access components. Similar to Alternative 1, components pertinent to land use impacts include construction of a new ITF; public parking within Manchester Square; a commercial vehicle holding lot; and construction of a dedicated busway connecting Manchester Square, the ITF, and the CTA with a planned connection to the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards. Alternative 8 would also include a CONRAC on a portion of Manchester Square and employee parking in the existing Avis Rent-a-Car lot (east of Lot C). However, in contrast to Alternatives 1 through 7, no terminal or airfield improvements are proposed. Because no airfield improvements are proposed under Alternative 8, there would be no relocation of navigational aids in the Dunes or realignment of Lincoln Boulevard.

Similar to Alternative 1, Alternative 8 would acquire approximately 26 acres of primarily parking, transportation, rental car, and institutional uses, to accommodate ground access and parking improvements, as summarized in **Table 4.9-5**. Alternative 8 would also result in removal of the same community-serving uses identified for Alternative 1, including an urgent care facility, Burger King Restaurant, Travelodge Hotel, and Denny's Restaurant, in addition to the Avis Rental Car facility in order to accommodate ground access and parking facilities.

Consistency with Land Use Plans - On-Airport Land

LAX Plan

The proposed parking areas, CONRAC, and commercial vehicle holding lot would be consistent with the corresponding Airport Landside and Airport Airside land use designations shown on the LAX Plan. While Alternative 8 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 8 compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the ground access and parking improvements of the LAX Master Plan (specifically, restricted access within the CTA, and the GTC, ITC, APM, the location of the CONRAC, and West Employee Parking facility).

Therefore, as changes to ground access and parking facilities under Alternative 8 would be consistent with underlying LAX Plan land use designations, with amendment of the plan to reflect the changes noted above and ensure precise consistency, no conflict with land use designations would occur.

The following consistency analysis does not include goals and policies related to airfield and terminal facilities, since these components are not proposed under this alternative.

Alternative 8 would be consistent with the goals and corresponding policies of the LAX Plan. The ground access improvements would strengthen the role of LAX in the regional network and contribute to the local economy (Goals 1 and 3, respectively), while enhancing safety and security (Goal 2) by improvements in decentralization of parking and ground access facilities, and provision of more queuing space for vehicles through the redesigned entryway, which would provide additional space for security screening. Alternative 8 would be consistent with Goal 4 by reducing the amount of acquisition required as compared to the LAX Master Plan. Under this alternative, LAX Master Plan measures would be incorporated into project design, and measures would be implemented to reduce air quality impacts (see Section 4.2, *Air Quality*). Alternative 8 would be consistent with Goal 5 to promote neighborhood compatibility, through the use of airport buffer areas, landscaping, and ongoing coordination with surrounding residences and property owners. Finally, Alternative 8 would be consistent with Goal 6 to improve ground access to LAX through a secure and efficient ground connection system and redirecting traffic away from local roads. Traffic to the CTA on local roadways would benefit from the development of a parking and CONRAC facility within

Manchester Square, the ITF, and dedicated transit access between these facilities, as well as provision of a connection to the future Metro LAX/Crenshaw Light Rail Transit Station.

Alternative 8 would also be consistent with policies associated with the Airport Landside land use designations. Alternative 8 would not result in significant land use incompatibilities with adjacent land uses (P1) and would not be located adjacent to residential areas (P6). In addition, Alternative 8 supports the intent of Airport Landside Policies P2, P3, and P4 by providing dedicated transit access that connects Manchester Square, the ITF, and the CTA, and links these facilities to the future Metro LAX/Crenshaw Light Rail Transit Station and the regional ground transportation network. This alternative also provides adequate parking facilities (P5).

Based on the above, Alternative 8 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan. Therefore, impacts would be less than significant.

LAX Specific Plan

The proposed commercial vehicle holding lot, parking, and CONRAC under Alternative 8 are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area and LAX-L Zone: Airport Landside Sub-Area as shown on the LAX Specific Plan. While Alternative 8 would be consistent with the LAX Specific Plan, this alternative includes amendments to ensure precise consistency with the LAX Specific Plan. Maps 1 and 2 would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 8 as compared to the approved LAX Master Plan. Based on the above, Alternative 8 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/El Segundo Dunes Specific Plan

As previously described, no relocation of navigational aids in the Dunes would occur under Alternative 8. Therefore, no additional analysis of this topic is warranted.

LAX Street Frontage and Landscape Development Plan Update

Similar to Alternative 1, Alternative 8 would be subject to the design standards and review procedures presented in the LAX Street Frontage and Landscape Development Plan Update. Therefore, implementation of new ground access improvements under Alternative 8 would be consistent with the objectives of the plan. Additional aesthetic features of the Landscape Development Plan, as they relate to Alternative 8 and its perimeter, are also discussed in Section 4.1, *Aesthetics*. Provisions of the Landscape Development Plan would be implemented for Alternative 8 improvements, through conformance with standard LAWA plan and design review procedures. Based on the above, Alternative 8 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

Acquisition and Relocation

Acquisition and relocation impacts under Alternative 8 would be the same as identified for Alternative 1. In addition, one other use located on LAWA property, the Avis Rental Car facility would be developed for employee parking and the rental car function relocated to the CONRAC in Manchester Square. The acquisition areas proposed for Alternative 8 are summarized in **Table 4.9-5**. Since no changes to existing General Plan or zoning designations are required and no General Plan or zoning inconsistencies would occur, impacts would be less than significant.

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Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Alternative 8 only includes ground access improvements. Similar to Alternative 1, Alternative 8 would be consistent with the policy framework of the RTP/SCS by providing substantial ground access improvements, including the modification of Sky Way, parking within a portion of Manchester Square, and development of an elevated/dedicated busway along 98th Street, connecting CTA, the proposed ITF, Manchester Square, and the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards, while also providing connectivity to other public transit. Regional aviation demand forecasts and policies developed for the RTP/SCS are presented below, in the discussion of the AAGA Appendix. A consistency analysis of the airfield and terminal improvements is not applicable to this alternative, as no airfield or terminal improvements are proposed in Alternative 8. Consistency with the majority of the policies presented in the AAGA Appendix, and incorporation of LAX Master Plan commitments and mitigation measures, would avoid potential conflicts with RTP/SCS policies. Therefore, Alternative 8 would be consistent with RTP/SCS policies, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

Alternative 8 only includes ground access improvements. Similar to Alternative 1, Alternative 8 would be consistent with the broader RTP/SCS goals pertaining to mobility, accessibility, and productivity of the transportation system. In addition to ongoing roadway improvements, Alternative 8 would include the modification of Sky Way, parking within a portion of Manchester Square, and development of an elevated/dedicated busway along 98th Street, connecting the CTA, the proposed ITF, Manchester Square, and the future Metro LAX/Crenshaw Light Rail Transit Station, while also providing connectivity to other public transit. In addition, under Alternative 8, there would be no changes to activity levels at LAX and no conflict with policies focused on decentralization of aviation demand and promoting the use of airports in less populated areas. A consistency discussion of Alternative 8 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the airfield and terminal improvements is not applicable, as these components are not proposed under Alternative 8. Therefore, Alternative 8 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Alternative 8 only includes ground access improvements. Similar to Alternative 1, Alternative 8 would be consistent with the underlying goals of the Growth Vision plan, by improving portions of the land use study area included in the Compass 2% Strategy Opportunity Areas. Development of Alternative 8 would improve mobility for all residents and foster livability in nearby communities by constructing ground access improvements including the modification of Sky Way, parking within a portion of Manchester Square, and development of an elevated/dedicated busway along 98th Street, connecting the CTA, the proposed ITF, Manchester Square, and the future Metro LAX/Crenshaw Light Rail Transit Station, while also providing connectivity to other public transit. Implementation of Alternative 8 would enable prosperity by improving surface transportation systems, which would increase employment and foster economic growth. In addition, implementation of ground access improvements under Alternative 8 would promote sustainability by focusing development in an existing urban center and would be integrated with existing and future public facilities, including but not limited to, the Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail system, that would reduce VMT by supporting alternative means of travel to and from LAX and other areas. A consistency discussion of Alternative 8 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*; however, a consistency analysis of the airfield and terminal improvements is not applicable, as these components are not proposed under Alternative 8. Therefore, Alternative 8 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

As previously described, Alternative 8 only includes ground access improvements. Therefore, since no airfield components are proposed, no additional analysis of this topic is warranted.

2011 Caltrans California Airport Land Use Planning Handbook

As previously described, Alternative 8 only includes ground access improvements. Therefore, since no airfield components are proposed, no additional analysis of this topic is warranted.

City of Los Angeles

Los Angeles Citywide General Plan Framework

Similar to Alternative 1, the ground access components proposed under Alternative 8 would be consistent with the Framework Element Policy 7.3.4 and Objective 3.10. These improvements would also be consistent with the designated LAX/Century Boulevard Regional Center uses. As Alternative 8 would only include ground access components, no additional analysis of impacts due to airfield and terminal improvements and related relocation of navigational aids in the Dunes is warranted. Based on the above, Alternative 8 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Similar to Alternative 1, Alternative 8 would involve ground access improvements, including alterations to the existing circulation system and would include an amendment to ensure precise consistency with the Transportation Element. Changes to the surrounding roadways and transportation system, and their associated potential impacts, are discussed further in Section 4.12.2, *Off-Airport Transportation*. Implementation of the ground access features of Alternative 8 would be consistent with Policy 5.4 of the Transportation Element. Therefore, Alternative 8 would be consistent with the Transportation Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

Similar to Alternative 1, Alternative 8 improvements, including the parking facility and CONRAC at Manchester Square and the ITF, would include provisions for bicycle parking and, therefore, would be consistent with the 2010 Bicycle Plan's Policies 1.2.3, 1.3.2, and 2.3.5. Alternative 8 would not directly conflict with the existing or planned bicycle lanes/paths in the LAX area, including those along Pershing Drive, Imperial Highway, Westchester Parkway, Sepulveda Boulevard, Lincoln Boulevard, Century Boulevard, Vicksburg Avenue, Jenny Avenue, and Aviation Boulevard. Furthermore, LAX Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan, ensures bicycle access and parking facilities will be provided at ground access facilities and parking outside the CTA, to the extent feasible; and provide bicycle facilities, such as lockers and showers, where feasible, to promote employee bicycle use. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Alternative 8 would be consistent with the goals, objectives, policies and programs regarding transportation noise and land use compatibility, (Objective 2, Objective 3, and Programs P11, P13, and P17), and would include measures to address non-airport related noise, as described in Sections 4.10.2, *Road Traffic Noise*, 4.10.3, *Construction Traffic and Equipment Noise*, 4.10.4, *Transit Noise and Vibration*, and 5.5.10, *Cumulative Noise*. As Alternative 8 would only include ground access improvements, no additional analysis of aircraft noise impacts is warranted. Based on the above, Alternative 8 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

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Westchester-Playa del Rey Community Plan

Similar to Alternative 1, development of ground access improvements under Alternative 8 would be consistent with the applicable Community Plan objectives created to address issues related to the implementation of the LAX Master Plan, including Objectives 20-1, 20-2, 20-3 and 20-4. As such, implementation of Alternative 8 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Improvements proposed under Alternative 8 would not obstruct implementation of South Los Angeles Community Plan policies to promote land use compatibility and preserve existing housing stock. As Alternative 8 would only include ground access improvements, no additional analysis of aircraft noise impacts is warranted. Based on the above, implementation of Alternative 8 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Similar to Alternative 1, Alternative 8 would be consistent with West Adams-Baldwin Hills-Leimert Community Plan policies related to residential land use compatibility. As Alternative 8 would only include ground access improvements, no additional analysis of aircraft noise impacts is warranted. Based on the above, Alternative 8 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

Noise

Aircraft Noise

As previously described, no airfield facilities are proposed under Alternative 8. Therefore, no additional analysis of this topic is warranted.

4.9.6.9 Alternative 9

Changes in Development

Alternative 9 includes only ground access components. Similar to Alternative 1, components pertinent to land use impacts include construction of a new ITF; public parking within Manchester Square; and a commercial vehicle holding lot. However, in contrast to Alternatives 1, 2, and 8, Alternative 9 would include an elevated APM primarily along 98th Street, to connect Manchester Square, the ITF, and stations within the CTA with a planned connection to the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards, rather than a dedicated busway. Similar to Alternative 8, Alternative 9 would also include a CONRAC on a portion of Manchester Square and employee parking in the existing Avis Rent-a-Car lot (east of Lot C) and would not include any terminal or airfield improvements. Because no airfield improvements are proposed under Alternative 9, there would be no relocation of navigational aids in the Dunes or realignment of Lincoln Boulevard.

Similar to Alternatives 1, 2, and 8, Alternative 9 would acquire approximately 26 acres of primarily parking, transportation, rental car, and institutional uses, to accommodate ground access and parking improvements, as summarized in **Table 4.9-5**. Alternative 9 would also result in removal of the same community-serving uses identified for Alternative 8.

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LAX Plan

Similar to Alternative 8, the proposed parking areas, CONRAC, and commercial vehicle holding lot would be consistent with the corresponding Airport Landside and Airport Airside land use designations shown on the LAX Plan. While Alternative 9 would be consistent with the LAX Plan, this alternative includes the following amendments to ensure precise consistency with the LAX Plan. Figures 1 and 2 of the LAX Plan would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 9 compared to the approved LAX Master Plan. In addition, the listing of uses within the Airport Landside area, and policies specifically associated with these uses, would be amended to reflect the elimination of Yellow Light and non-Yellow Light Projects associated with the ground access and parking improvements of the LAX Master Plan (specifically, the CTA; GTC; ITC; APM 1 between the ITC, CONRAC, and CTA; the location of the CONRAC, and West Employee Parking facility).

Therefore, as changes to ground access and parking facilities under Alternative 9 would be consistent with underlying LAX Plan land use designations, with amendment of the plan to reflect the changes noted above and to ensure precise consistency, no conflict with land use designations would occur.

Under Alternative 9, consistency with applicable goals and policies of the LAX Plan would be the same as described above for Alternative 8.

Based on the above, Alternative 9 would be consistent with policies of the LAX Plan, with precise consistency supported through the specified amendments to the LAX Plan. Therefore, impacts would be less than significant.

LAX Specific Plan

Under Alternative 9, consistency with the LAX Specific Plan would be the same as described above for Alternative 8, except the dedicated transit access would be an APM. Maps 1 and 2 would be amended to reflect modifications to the airport boundaries associated with the smaller acquisition area of Alternative 9 as compared to the approved LAX Master Plan. Based on the above, Alternative 9 would be consistent with the LAX Specific Plan, with precise consistency supported through the specified amendments to the LAX Specific Plan. Therefore, impacts would be less than significant.

Los Angeles Airport/El Segundo Dunes Specific Plan

As previously described, no relocation of navigational aids in the Dunes would occur under Alternative 9. Therefore, no additional analysis of this topic is warranted.

Street Frontage and Landscape Development Plan Update

Under Alternative 9, consistency with the objectives of the Street Frontage and Landscape Development Plan Update would be the same as described above for Alternative 8. Based on the above, Alternative 9 would be consistent with the LAX Street Frontage and Landscape Development Plan Update and, therefore, impacts would be less than significant.

Acquisition and Relocation

Under Alternative 9, impacts due to acquisition and relocation would be the same as described above for Alternative 8. Since no changes to existing General Plan or zoning designations are required and no General Plan or zoning inconsistencies would occur, impacts would be less than significant.

Consistency with Land Use Plans - Off-Airport Land

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

Under Alternative 9, consistency with the policy framework of the RTP/SCS would be the same as described above for Alternative 8, except the elevated/dedicated busway would be an APM. Based on

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the above, Alternative 9 would be consistent with RTP/SCS policies, and impacts would be less than significant.

SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix

Under Alternative 9, consistency with the policies and goals of the AAGA Appendix would be the same as described above for Alternative 8, except the elevated/dedicated busway would be an APM. A consistency discussion of Alternative 9 with applicable AAGA Appendix policies is provided in Appendix I-1, *Land Use and Planning*. Based on the above, Alternative 9 would be consistent with the relevant policies and projects included in the AAGA Appendix, and impacts would be less than significant.

SCAG 2004 Compass Blueprint Growth Vision

Under Alternative 9, consistency with the Growth Vision plan would be the same as described above for Alternative 8, except the elevated/dedicated busway would be an APM. A consistency discussion of Alternative 9 with applicable Growth Vision principles is provided in Appendix I-1, *Land Use and Planning*. Based on the above, Alternative 9 would be consistent with the Growth Vision plan, and impacts would be less than significant.

Los Angeles County Airport Land Use Plan

As previously described, Alternative 9 only includes ground access improvements. Therefore, since no airfield components are proposed, no additional analysis of this topic is warranted.

2011 Caltrans California Airport Land Use Planning Handbook

As previously described, Alternative 9 only includes ground access improvements. Therefore, since no airfield components are proposed, no additional analysis of this topic is warranted.

City of Los Angeles

Los Angeles Citywide General Plan Framework

Under Alternative 9, consistency with the Los Angeles Citywide General Plan Framework would be the same as described above for Alternative 8. Based on the above, Alternative 9 would be consistent with the Framework Element, and impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Transportation Element

Under Alternative 9, consistency with the City of Los Angeles Transportation Element would be the same as described above for Alternative 8. Based on the above, Alternative 9 would be consistent with the Transportation Element, with precise consistency supported through an amendment to the Transportation Element. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles 2010 Bicycle Plan

Under Alternative 9, consistency with the City of Los Angeles Bicycle Plan would be the same as described above for Alternative 8. Based on the above, and with implementation of Master Plan Commitment LU-5, Alternative 9 would be consistent with the 2010 Bicycle Plan. Therefore, impacts related to conflicts with plans and regulations would be less than significant.

City of Los Angeles Noise Element

Under Alternative 9, consistency with the applicable goals, objectives, policies, and programs of the City of Los Angeles Noise Element would be the same as described above for Alternative 8. Based on the above, Alternative 9 would be consistent with the City of Los Angeles Noise Element, and impacts related to conflicts with plans and regulations would be less than significant.

Westchester-Playa del Rey Community Plan

Under Alternative 9, consistency with the applicable objectives of the Westchester-Playa del Rey Community Plan would be the same as described above for Alternative 8. Based on the above, implementation of Alternative 9 would be consistent with the goals and objectives of the Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

South Los Angeles Community Plan

Under Alternative 9, consistency with the South Los Angeles Community Plan would be the same as described above for Alternative 8. Based on the above, implementation of Alternative 9 would be consistent with the policies of the South Los Angeles Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

West Adams-Baldwin Hills-Leimert Community Plan

Under Alternative 9, consistency with the policies of the West Adams-Baldwin Hills-Leimert Community Plan would be the same as described above for Alternative 8. Based on the above, Alternative 9 would be consistent with the policies of the West Adams-Baldwin Hills-Leimert Community Plan, and impacts related to conflicts with plans and regulations would be less than significant.

Incompatible Land Use

Noise

Aircraft Noise

As previously described, no airfield facilities are proposed under Alternative 9. Therefore, no additional analysis of this topic is warranted.

4.9.6.10 Summary of Impacts

A summary of land use and planning impacts related to plan consistency and aircraft noise exposure associated with the SPAS alternatives is summarized in **Tables 4.9-27** and **4.9-28** and described in the text below.

Plan Consistency

No significant impacts due to a plan inconsistency or plan conflict with the applicable plans analyzed were identified for any of the SPAS alternatives. However, each of the alternatives would include plan amendments to either an off-airport or on-airport plan to ensure precise consistency with the applicable plan. Alternatives 1 and 4 would include amendments to the greatest number of plans, and Alternative 3 would include amendments to the fewest. All of the alternatives, with the exception of Alternative 3, would include amendments to the LAX Plan and LAX Specific Plan. All of the alternatives with ground access components (i.e., Alternatives 1 through 4, 8, and 9) would include amendments to the City of Los Angeles Transportation Element. Alternatives 1, 3, 4, 5, and 6 would also include amendments to the City of Los Angeles 2010 Bicycle Plan. Finally, all of the alternatives with airfield components, with the exception of Alternative 3, (i.e., Alternatives 1, 2, 4, 5, 6, and 7) would include amendments to the ALUP. With an amendment to the LAX Plan, LAX Specific Plan, City of Los Angeles Transportation Element, and City of Los Angeles 2010 Bicycle Plan to ensure precise consistency, impacts related to conflicts with plans and regulations would be less than significant.

All the areas proposed for acquisition under Alternatives 1, 2, 3, 4, 8, and 9 are located within the boundaries of the LAX Plan and LAX Specific Plan and are consistent with the underlying land use designations of these plans. No acquisition would occur under Alternatives 5, 6, and 7 as these alternatives only include airfield and terminal components. Because acquisition and removal of businesses would not require changes to existing General Plan or zoning designations, no General Plan or zoning inconsistencies would occur and impacts would be less than significant.

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Table 4.9-27

Summary of Land Use and Planning Impacts

Impact Category	Alternative								
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Plan Consistency									
On-Airport Land Use Plans	LS	LS	LS	LS	LS	LS	LS	LS	LS
Off-Airport Land Use Plans	LS	LS	LS	LS	LS	LS	LS	LS	LS
Acquisition and Relocation	LS	LS	LS	LS	NI	NI	NI	LS	LS

Notes:

NI = No Impact

LS = Less Than Significant Impact

Source: PCR Services Corporation, 2012.

Table 4.9-28

Summary of Land Use and Noise Impacts

Impact Category	Alternative								
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Aircraft Noise Exposure									
65 CNEL	SM	SM	SM	SM	SM	SM	SM	NA	NA
1.5 CNEL increase above 65 CNEL	SM	SM	SM	SM	SM	SM	SM	NA	NA
75 CNEL	SU	SU	SU	SU	SU	SU	SU	NA	NA
Interim Prior to ANMP Implementation	SU	SU	SU	SU	SU	SU	SU	NA	NA

Notes:

SM = Significant Impact (but mitigable to Less Than Significant)

SU = Significant Unavoidable

NA = Not Applicable. The focus of Alternatives 8 and 9 is on potential options related to ground access improvements, which do not relate to aircraft noise. Aircraft noise exposure impacts associated with Alternative 8 or 9 would depend on which airfield improvements option (i.e., under Alternatives 1, 2, 5, 6, or 7) that it is paired with.

Source: PCR Services Corporation, 2012.

Aircraft Noise Exposure

Alternatives 1 through 7 would each result in some residential uses and non-residential noise-sensitive facilities being newly exposed to noise levels of 65 CNEL or higher or increases of 1.5 CNEL or higher within the 65 CNEL or higher noise contours. In addition, some residential habitable exterior areas (such as patios) and some parks would be newly exposed to noise levels above 75 CNEL. These impacts would be significant. With implementation of LAX Master Plan Mitigation Measure MM-LU-1, Implement Revised Aircraft Noise Mitigation Program, these impacts would be less than significant with the exception of interim impacts prior to the completion of noise insulation or land recycling, and impacts on residential uses with outdoor habitable areas, or parks that would be newly exposed to noise levels of 75 CNEL or higher. These residual impacts would be significant and unavoidable. Alternatives 8 and 9 focus on potential options relative to ground access improvements, which do not relate to aircraft noise exposure. The potential for aircraft noise exposure impacts to noise-sensitive uses associated with

Alternative 8 or Alternative 9 would depend on which airfield improvements options it is paired with (i.e., airfield improvements associated with Alternatives 1, 2, 5, 6, or 7).

As presented in **Table 4.9-29**, Alternative 4 would result in the greatest number of residential units, population, and non-residential noise-sensitive facilities that would be newly exposed to 65 CNEL or higher noise levels. This alternative would also result in the greatest number of residential units and acres that would be newly exposed to the 75 CNEL. Alternative 5 would result in the least amount of residential units and population that would be newly exposed to the 65 CNEL, while Alternatives 5, 6, and 7 would result in the least non-residential noise-sensitive facilities that would be newly exposed to the 65 CNEL, compared to the other alternatives. Under Alternative 3, no residential units or acres would be newly exposed to the 75 CNEL. Under Alternatives 1 through 7 two parks would be newly exposed to the 75 CNEL, Imperial Avenue Parkway in El Segundo and Vista del Mar Park in the City of Los Angeles. As previously stated, Alternatives 8 and 9 do not pertain to aircraft noise exposure impacts.

Table 4.9-29

**Alternatives 1 through 7 Residential Uses and Non-Residential Noise-Sensitive Facilities
Noise Exposure Effects
(Compared to Baseline 2009 Conditions)**

Impact Category	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
65 CNEL							
Newly Exposed Residential Units	4,918	5,079	5,056	5,151	4,899	5,010	5,033
Newly Exposed Residential Population	13,445	14,326	13,443	14,691	13,259	13,892	14,176
Newly Exposed Noise-Sensitive Facilities	44	45	46	47	43	43	43
1.5 CNEL Increase above 65 CNEL							
Residential Units Exposed	5,296	6,797	5,884	6,020	5,408	4,879	7,325
Residential Population Exposed	13,608	18,035	15,099	16,661	13,773	12,705	19,482
Noise-Sensitive Facilities Exposed	48	53	55	51	50	45	58
75 CNEL							
Newly Exposed Residential Acres	4.07	4.07	0.00	4.66	4.44	4.07	4.07
Newly Exposed Residential Units	41	41	0	46	43	41	41
Newly Exposed Parks	2	2	2	2	2	2	2

Source: PCR Services Corporation, 2012.

As also shown in **Table 4.9-29**, Alternative 7 would result in the greatest number of residential units, population, and non-residential noise-sensitive facilities that would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours. Alternative 6 would result in the least number of residential units, population, and non-residential noise-sensitive facilities that would experience a noise increase of 1.5 CNEL or higher within the 65 CNEL or higher noise contours.

4.9.7 Mitigation Measures

Implementation of LAX Master Plan Commitments LU-2 and RBR-1, and LAX Master Plan Mitigation Measures MM-RBR-1 and MM-RBR-2 would ensure that impacts relative to acquisition and relocation and other affected parcels on LAWA property (LAX Master Plan Commitment LU-2 only) associated with Alternatives 1, 2, 3, 4, 8, and 9 would be less than significant. Implementation of LAX Master Plan Commitments LU-4, and LU-5 would ensure the impacts related to plan consistency associated with Alternatives 1 through 9 would be less than significant. In addition, amendments to the LAX Plan and LAX Specific Plan under Alternatives 1, 2, and 4 through 9; amendments to the City of Los Angeles Transportation Element under Alternatives 1, 2, 3, 4, 8, and 9; and amendments to the City of Los Angeles Bicycle Plan under Alternatives 1, 3, 4, 5, and 6 are included, and would ensure precise

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consistency with these plans. As consistency with these plans would be supported through these amendments, no mitigation measures associated with plan inconsistencies are required.

Implementation of LAX Master Plan Mitigation Measure MM-LU-1 would reduce, but not eliminate, aircraft noise impacts on residential uses and non-residential noise-sensitive facilities newly exposed to noise levels of 65 CNEL or higher associated with Alternatives 1 through 7. No additional mitigation measures are available to address aircraft noise.

4.9.8 Level of Significance After Mitigation

LAX Master Plan commitments and mitigation measures would reduce aircraft noise impacts associated with Alternatives 1 through 7. However, certain residential uses and non-residential noise-sensitive facilities affected by aircraft noise would still be exposed to high noise levels due to interim impacts prior to completion of noise insulation or land recycling. In addition, parks and certain residential uses with outdoor private habitable areas would be newly exposed to noise levels of 75 CNEL or higher under Alternatives 1 through 7. As such, residual aircraft noise impacts for Alternatives 1 through 7 are considered to be significant and unavoidable.