
4.9 Land Use and Planning

4.9.1 Introduction

This section addresses the type and patterns of land use activity associated with the proposed Project with regard to the existing uses in the surrounding context. The analysis of the proposed Project's potential impacts to land use specifically focuses on the land use types, mix, and site activities with regard to consistency with the existing regulatory framework applicable to the Project site and compatibility with the existing mix and distribution of land uses. Specifically, this section analyzes the proposed Project's consistency with relevant land use plans, policies, and regulations and evaluates the relationship of the proposed Project with surrounding land uses. The analysis focuses on the general character of the uses proposed, whether such uses are consistent with those anticipated in existing plans, and whether the proposed uses would physically divide an established community or surrounding or land uses.

4.9.2 Environmental Setting

4.9.2.1 Regulatory Framework

4.9.2.1.1 Federal

Airport and Airway Improvement Act of 1982

The Airport and Airway Improvement Act of 1982 (AAIA), pursuant to 49 U.S. Code §47133 (1996), provides for federal airport financial assistance for the development of public use airports under the Airport Improvement Program (AIP). AIP provides funds to airports to help improve safety and efficiency, and improvement projects relate to runways, taxiways, ramps, lighting, signage, weather stations, land acquisition, and planning and development. Airport sponsors or owners who accept FAA-administered funds must adhere to certain obligations (or assurances). These obligations require that facilities be maintained and operated safely, efficiently, and in accordance with specified conditions. This statute established that any public airport that receives federal aid for an airport development project can only be used for capital and operating costs of the airport, the local airport system, or other local facilities owned and operated by the airport. The FAA also requires rent or use of the property be used for fair market value. Annual reports and audits are conducted by the FAA to detect illegal diversion of federal funds. FAA grant funding was used to acquire the majority of the Project site, and therefore development on the Project site is required to comply with all applicable FAA requirements related to development standards and use restrictions.¹

Aviation Safety and Noise Abatement Act of 1979

The purpose of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) is “to provide assistance to airport operators to prepare and carry out noise compatibility programs.” The law establishes eligibility requirements for noise compatibility planning funding. However, ANSA does not require airports to develop noise compatibility programs. This decision is at the discretion of each individual airport proprietor.

¹ Federal Aviation Administration, Airport Improvement Program, online at <http://www.faa.gov/airports/aip/>, accessed March 14, 2013.

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Federal Aviation Regulations Part 150 Airport Noise Compatibility Planning

The Federal Aviation Regulations (FAR) Part 150, adopted by the Federal Aviation Administration, establishes voluntary programs that airports can utilize to conduct airport noise compatibility planning. FAR Part 150 sets the procedures, standards, and methodology for the development, submission, and review of airport noise exposure maps and airport noise compatibility programs. FAR Part 150 also establishes a system for measuring airport noise impacts and presents guidelines for identifying incompatible land uses.

FAA Part 150 analyses depict noise in terms of the average annual Day-Night Average Sound Level (DNL) contours around airports. FAR Part 150 considers all land uses with noise levels less than 65 DNL to be compatible with aircraft operations. In California, the FAA allows use of Community Noise Equivalent Level (CNEL) contours to depict noise contours around airports. Noise levels across the Project site range from 65 to 75 decibels (dB) CNEL. The FAA defines 65 dB DNL/CNEL as the threshold of exterior noise compatibility for residential and other noise-sensitive land uses, such as schools, libraries, and religious facilities.

According to Title 14 CFR Part 150, Airport Noise Compatibility Planning, land use compatibility guidelines do not represent a federal determination that a specific land use is acceptable or unacceptable under federal, state, or local laws. The responsibility for determining acceptable land uses rests with local authorities through local zoning laws and ordinances.

4.9.2.1.2 State

2011 Caltrans Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics is responsible for administering much of California State Aeronautics Act, pursuant to Public Utilities Code (PUC) Section 2199 et seq. The purpose of the Caltrans Airport Land Use Planning Handbook is to provide guidance to Airport Land Use Commissions (ALUC) for preparing airport land use plans and presents methods for ALUC's to review local actions near airports. The Caltrans Airport Land Use Planning Handbook presents criteria related to noise, safety, and land use compatibility that form the basis of policies adopted by local ALUC. CEQA Guidelines Section 21096 states that the Caltrans Handbook shall be used to assist in the preparation of EIR's for projects within the boundaries of a comprehensive airport land use plan or within two nautical miles of a public airport related to airport related safety hazards and noise problems.

The most recent version of the Caltrans Airport Land Use Planning Handbook was released in October 2011. The handbook is intended to provide information to ALUCs, their staff, airport proprietors, cities, counties, consultants, and the public; identify the requirements and procedures for preparing effective compatibility planning documents; and, define exceptions where applicable. The Caltrans Airport Land Use Planning Handbook applies to all ALUCs established pursuant to the State Aeronautics Act responsible for providing compatible land use planning in the vicinity of each existing and new public use airport within their jurisdiction.

While the Caltrans Airport Land Use Planning Handbook provides guidance for complying with baseline safety and compatibility requirements, ALUCs may choose to be more restrictive based on local conditions. The suggested land use compatibility criteria for noise, overflight safety, and airspace protection are presented in **Table 4.9-1**. These criteria indicate which land uses Caltrans suggests are compatible near airports.

Table 4.9-1

Caltrans California Airport Land Use Planning Handbook Land Use Compatibility Strategies

Compatibility Concern	Objective	Measurement	Land Use 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 compatible with urban residential land uses.
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.
Safety		The Spatial Element describes where aircraft accidents can be expected to occur. Of all the accidents that 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 Runway Protection Zones (RPZ). FAA safety criteria primarily are focused on the runway and its immediate environment.

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Table 4.9-1

Caltrans California Airport Land Use Planning Handbook Land Use Compatibility Strategies

Compatibility Concern	Objective	Measurement	Land Use Strategies	Basis
Safety		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?	High 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.	
Safety			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.	

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Table 4.9-1

Caltrans California Airport Land Use Planning Handbook Land Use Compatibility Strategies

Compatibility Concern	Objective	Measurement	Land Use Strategies	Basis
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.
Airspace Protection		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.

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4.9.2.1.4 Local

SCAG 2012 - 2035 Regional Transportation Plan /Sustainable Communities Strategy

The proposed Project is located within the six county Southern California Association of Governments (SCAG) Planning Area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The SCAG 2012-2035 Regional Transportation/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future was adopted on April 4, 2012. The RTP/SCS includes goals and policies related 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.² 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. The following policies of the SCAG 2012-2035 RTP/SCS address land use:

- Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

SCAG Regional Comprehensive Plan

The RCP, released in 2008, is an advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP's land use goals are to:

- Focus growth in existing and emerging centers and along major transportation corridors.
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities.
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.
- Injecting new life into under-utilized areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
- Preserving existing, stable, single-family neighborhoods.
- Protecting important open space, environmentally sensitive areas and agricultural lands from development.

² Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Towards a Sustainable Future, April 4, 2012, online at <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed January 14, 2013.

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Los Angeles County Airport Land Use Plan (ALUP)


The Los Angeles County Regional Planning Commission is the designated Airport Land Use Commission (ALUC) for airports within Los Angeles County. ALUCs are formed with the specific purpose of implementing state law (Public Utilities Code) regarding airports and surrounding land use compatibility. The purpose of the ALUC is to protect the public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public 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 Protection Zones and height restriction boundaries, and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. The Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP) identifies compatible land uses within Airport Influence Areas based on community noise exposure. The Project site is located within the LAX airport influence area and the proposed Project uses will be evaluated for consistency with the CLUP.

The following policies of the ALUP address land use:

- Require new uses to adhere to the ALUP Land Use Compatibility Chart.
- Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.
- Prohibit any uses which will negatively affect safe air navigation.
- Comply with the height restriction standards and procedures set forth in FAR Part 77.

The planning boundary designated for airports in the ALUP is based on the 65 Community Noise Equivalent Level (CNEL) noise contours. The extent of existing noise levels also determines the types of land uses that would be considered compatible based on FAR Part 150 Land Use Compatibility Guidelines. The Land Use Compatibility Chart is depicted below (**Figure 4.9-1**).

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LAND USE COMPATIBILITY TABLE						
		<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>				
Land Use Category	Community Noise Exposure					
	55	60	65	70	75	
<i>Residential</i>						
<i>Educational Facilities</i>						
<i>Commercial</i>						
<i>Industrial</i>						
<i>Agriculture</i>						
<i>Recreation</i>						

Consider FAR Part 150 for Commercial and recreational uses above 75 CNEL.

Source: Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Plan, 1991

Los Angeles County Airport
Land Use Plan Land Use Compatibility Table

Draft Environmental Impact Report
LAX Northside Plan Update

FIGURE
4.9-1

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City of Los Angeles General Plan

The City of Los Angeles General Plan consists of the Framework Element (adopted in 1996), the Land Use Element (divided into 35 community plans), and the Urban Form and Neighborhood Design Element (development pending). The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans.³ The City of Los Angeles General Plan Land Use Element consists of 35 local Community Plans that set forth land use regulations and zoning for specific areas. The Framework Element's Long-Range Land Use Diagram identifies the general vicinity near the proposed Project as an area designated to support community centers. A community center is defined as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices, overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood oriented services. Community Centers are also defined as areas that are served by small shuttles, local buses in addition to automobiles and/or may be located along rail transit stops.

The Framework Element contains specific goals, policies and objectives pertaining to land use as follows:

- Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
- Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.
- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.
- Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
- Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.
- Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
- Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

³ City of Los Angeles, General Plan Framework Element, 1974, online at <http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm>, accessed on March 3, 2013

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- Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.
- 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.
- Accommodate land uses, locate and design buildings, and implement street amenities that enhance pedestrian activity.

LAX Plan

The LAX Plan is one of 35 Community Plans that are part of the Land Use Element of the City of Los Angeles General Plan. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the Airport 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 is intended to allow the Airport to respond to emerging new technologies, economic trends and functional needs. The Project site is included in the LAX Plan area. The LAX Plan designates four land use areas. The Project site is designated as LAX Northside. The LAX Plan states that the LAX Northside area provides for the development of uses consistent with Airport needs and neighborhood conditions, while also serving as an Airport buffer zone for the Westchester community located immediately north of the Project site. The LAX Plan categorizes the allowable uses within the LAX Northside to include 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.

The following LAX Plan goals and policies address land use for future development in the LAX Northside:

- 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.
- 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 view of Airport facilities from adjacent residential use.
- LAX Northside Policy P2: Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on Airport property is in proximity to, and could potentially affect, nearby residential uses.
- LAX Northside Policy P3: Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.
- Open Space Policy P1: Protect existing state-designated sensitive habitat areas.
- Open Space Policy P2: Provide sites for habitat restoration or replacement by native habitat.

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LAX Specific Plan

City of Los Angeles Ordinance No. 159,526 which addressed the LAX Northside project area through [Q] conditions (Qualifications of Approval) was later superseded by the LAX Specific Plan. The LAX Specific Plan implements the goals and objectives of the LAX Plan through zoning and development standards, and contains specific provisions for the Project site. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Northside Zone (LAX-N Zone). The purpose of the LAX-N Zone is to provide for development that is consistent with airport needs and neighborhood conditions. The Specific Plan requires that all projects within the Project site comply with the 1989 Design Plan and Development Guidelines for LAX Northside (Section 11E) and other development requirements contained in Appendix A of the Specific Plan. Additionally, the LAX Specific Plan limits development within the Project site by establishing a vehicle trip cap of no more than 3,922 project-related a.m. peak hour trips (or 3,152 inbound trips) and 4,421 project-related p.m. peak hour trips (or 3,040 outbound trips) (Section 12-C(2)). The parcels within the LAX Northside Sub-Area of the LAX Specific Plan are depicted below (**Figure 4.9-2**). The LAX Specific Plan development program is shown in **Table 4.9-2**. While square footages of each use are identified in the Specific Plan, total development is limited based on the vehicle trip cap.

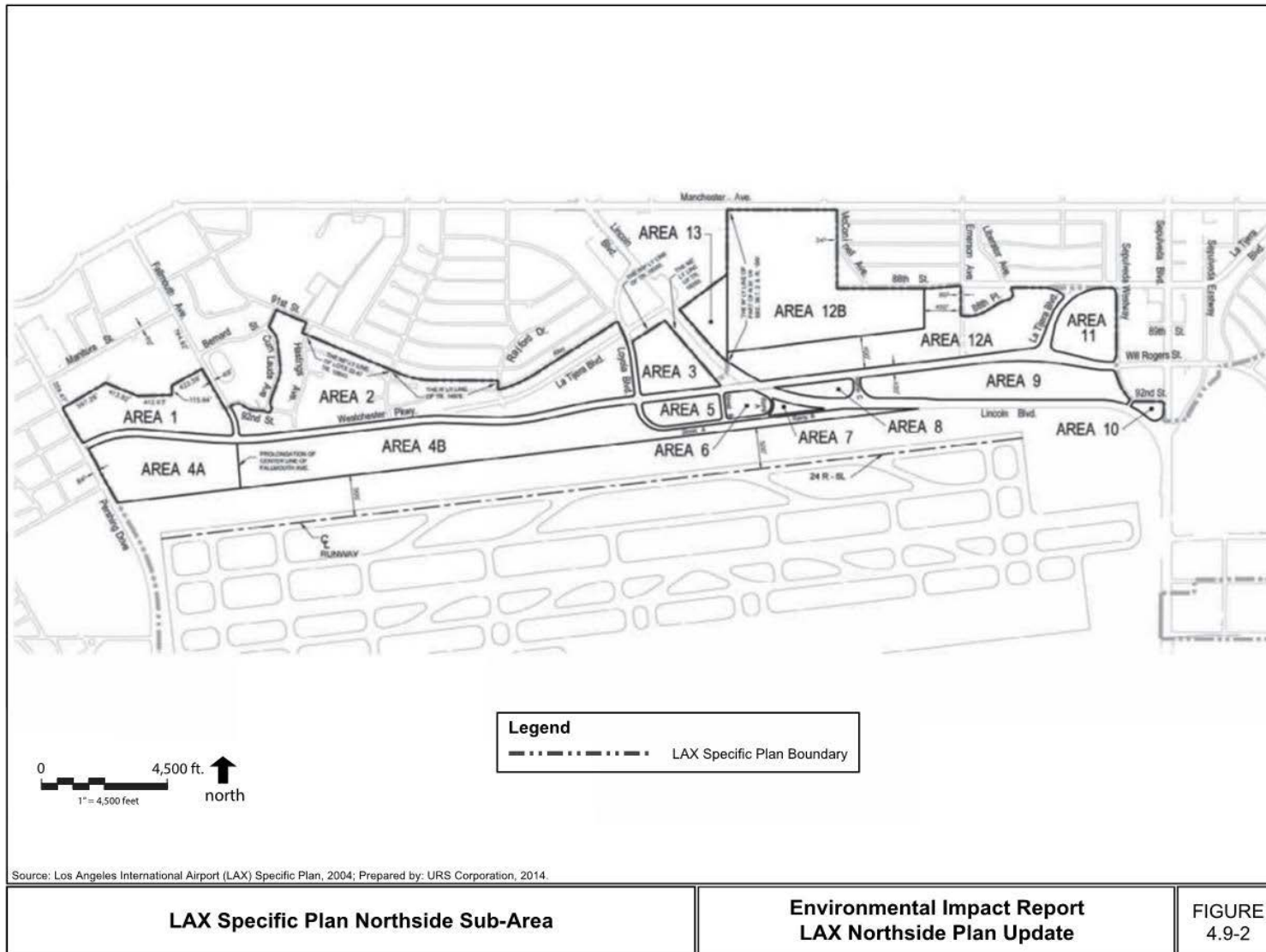
Table 4.9-2

LAX Northside Existing LAX Specific Plan Development Program

Allowed Use	Square Feet
Office	1,580,000
Restaurant and Retail Services	130,000
Hotel	870,000
Research Park	1,170,000
Airport Support Facilities	750,000
Total	4,500,000

Note: Uses identified in this table are limited based on the LAX Specific Plan trip cap. Square footage of development may not exceed the vehicle trip cap of no more than 3,922 project-related a.m. peak hour trips (or 3,152 inbound trips) and 4,421 project-related p.m. peak hour trips (or 3,040 outbound trips) (Section 12-C(2)).

Source: City of Los Angeles Ordinance No. 159,526; Design Plan and Development Guidelines for LAX Northside. AC Martin;1989



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The permitted uses in the LAX-N Zone are defined in Appendix A of the LAX Specific Plan and include the following:

- Area East of Lincoln Boulevard
 - Area 8: Commercial uses, including office and restaurant uses; and automobile service station;
 - Area 9: Commercial uses, included office and restaurant uses; automobile service station in the western portion only; public automobile parking in the eastern portion only; and an Airport view site;
 - Area 10: Public automobile parking;
 - Area 11: Commercial uses, including hotel, office, restaurant, service and retail uses and a movie theater complex;
 - Area 12A: Commercial uses, including offices, hotel, restaurant, service and retail uses; and
 - Area 12B: A commercial golf course, including golf driving tees and ranges and similar commercial golf uses.
- Area Between Lincoln Boulevard and Falmouth Avenue (Extended)
 - Area 2: Offices, business park and research and development center;
 - Area 3: Commercial uses, including hotel, offices, restaurant, service and retail uses;
 - Area 4B: Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet west of the prolongation of Loyola Boulevard on the south side of Westchester Parkway; and
 - Areas 5, 6, and 7: Offices, business park and research and development center; airport view site; airline and airport support and accessory uses.
- Area West of Falmouth Avenue (Extended)
 - Area 1: Offices, business park and research and development center; and
 - Area 4: Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet east of Pershing Drive on the south side of Westchester Parkway.

LAX Street Frontage and Landscape Development Plan Update

A component of the LAX Master Plan, the LAX Street Frontage and Landscape Development Plan Update (Landscape Development Plan, March 2005) 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

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the LAX Master Plan. 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.

The Landscape Development Plan addresses seven major land use classifications along Airport street frontages, including the Project site. For each of the land uses, the Landscape Development Plan identifies the LAX Master Plan project components, street and bikeway classifications, landscape profile, and neighborhood compatibility program.

LAX Master Plan

The LAX Master Plan is the comprehensive development program for LAX properties that seeks to improve Airport safety, add new security measures, improve ground transportation, and provide job opportunities. The LAX Master Plan outlines improvement programs to modernize the Airport, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvements, and passenger safety, security, and convenience enhancements.

The following goals of the LAX Master Plan address land use:

- Through enhanced urban design, maximize compatibility between LAX and the demand for housing, employment, service, and protect surrounding neighborhoods.
- Achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts.

The LAX Master Plan Alternative D identifies the LAX Northside as an area for high density mixed use (hotel, office, retail), medium density commercial (hotel, office, retail), research and development business park, airport related, and golf course/open space/recreation land uses.

4.9.2.2 Existing Conditions

4.9.2.2.1 Project Site

The Project site is composed of 13 Areas totaling approximately 340 acres of land. The entire Project site is owned by LAWA. In general, the site contains no major structures and onsite development is limited, except for an existing animal quarantine facility, airport support uses, fire station, golf course, and child development center. In many areas, access is restricted by a chain-link fence. Street pavement, street trees, and light posts from former development remains, and the site contains some vegetation, including shrubs, trees, and grasses. Westchester Parkway runs from east to west through several Areas. Existing conditions on the Project site are summarized in **Table 4.9-3** and further detailed below.

The Project site is currently planned for a mix of uses per the LAX Plan and LAX Specific Plan. The Project site is categorized as the LAX Northside Sub-Area of the LAX Specific Plan and is zoned "LAX-N." The purpose of the LAX Northside Sub-Area is to provide for the redevelopment of land previously used for residential purposes with uses consistent with airport needs and neighborhood conditions. In accordance with the LAX Specific Plan, development of up to 4.5 million square feet of commercial development is currently permitted on the Project site, subject to a trip cap. Westchester Parkway, which roughly bisects the Project site, was completed in 1993 in anticipation of this development. **Table 4.9-2** summarizes the types of development

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previously contemplated, but never built for the LAX Northside pursuant to the LAX Specific Plan.

Table 4.9-3
Existing Uses By Area

Area	Area Acreage	Existing Uses
LAX Northside Campus District		
Area 1	22.0	Jet Pets Animal Quarantine Facility
Area 2	71.1	Vacant
Area 3	12.0	Vacant
Total LAX Northside Center District	105.1	
LAX Northside Center District		
Area 11	12.0	Temporary Construction Lay Down
Area 12A East	13.5	Los Angeles Fire Station Number 5
Area 12A West	10.0	Vacant
Area 12B	80.2	Westchester Golf Course
Area 13	7.1	First Flight Child Development Center
Total LAX Northside Campus District	122.8	
Airport Support District		
Area 4	70.6	Temporary Construction Materials and Staging
Area 5	6.0	Temporary Construction Materials and Staging
Area 6	3.3	Vacant, Utility Substation
Area 7	1.2	Vacant
Area 8	2.8	Vacant
Area 9	25.8	Airport Radar
Area 10	0.9	Vacant
Total Airport Support District	110.6	
Total Project site Acreage:	338.5	

Source: City of Los Angeles Tract No. 34836, Book 1160, Pages 11-36; County of Los Angeles, Office of the Assessor, Books 4117, 4118, 4119, 4122; URS, 2014

LAX Northside Center District

The LAX Northside Center District is approximately 122 acres of relatively flat land and consists of both previously-disturbed vacant areas and areas with existing uses and site improvements as shown in the photographs below.

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The entire LAX Northside Center District is designated as LAX Northside by the LAX Plan, the City of Los Angeles General Plan Land Use Element for the Project site. Zoning designations for the LAX Northside Center District are provided in the LAX Specific Plan and detailed below.

Area 11

Area 11 is currently used as a temporary construction staging area for LAX projects (**Figure 4.9-3**). Current uses include outdoor storage of materials in trailers and outdoor storage of a limited amount of vehicles.

The LAX-N zone permits commercial uses, including hotel, office, restaurant, service and retail uses and a movie theater complex in Area 11.

Figure 4.9-3 – Existing Use of Area 11, Aerial View



Source: Google Earth, 2014

Area 12A East

Area 12A East is primarily vacant except for the existing City of Los Angeles Fire Department (LAFD) Fire Station Number 5 on the southwestern portion of this Area (**Figure 4.9-4**). LAFD Fire Station Number 5 serves the Westchester, Playa del Rey, Vista del Mar, and Loyola Village areas. The remainder of Area 12A East is previously disturbed and vacant. The vacant portion contains vegetation that is regularly maintained by LAWA, per FAA standards.

The LAX-N zone permits commercial uses, including offices, hotel, restaurant, service and retail uses in Area 12A East.

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Figure 4.9-4 – Existing Use of Area 12A East, Aerial View



Source: Google Earth, 2014

Area 12A West

Area 12A West is primarily vacant (**Figure 4.9-5**). A portion of Area 12A West has been and is being used as a temporary construction staging area. Area 12A West was previously developed as part of a residential subdivision and a portion of this Area retains abandoned paved areas which served as roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, the vacant portion of Area 12A West is sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards).

The LAX-N zone permits commercial uses, including offices, hotel, restaurant, service and retail uses in Area 12A West.

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Figure 4.9-5 – Existing Use of Area 12A West, Aerial View



Source: Google Earth, 2014

Area 12B

Area 12 B is currently used as the Westchester Golf Course. The Westchester Golf Course located on Area 12B is characterized by large expanses of grass lawn. In addition to the golf course, Area 12B is used for golf-course related parking a club house, and golf shop. The southwest corner of Area 12B also contains a white communications tower approximately two-stories high.

The LAX-N Zone permits a commercial golf course, including golf driving tees and ranges and similar commercial golf uses in Area 12B.

Area 13

Area 13 is split nearly evenly between vacant land and the existing First Flight Child Development Center (**Figure 4.9-6**). The Center provides care to Los Angeles World Airport employees, LAX tenant employees, and the community.

A portion of Area 13 contains a parking lot with marked parking spaces and with security lighting. This portion of Area 13 is not currently used.

The LAX-N Zone permits recreational facilities and other public benefit type uses, including child care, children's play area, picnic amenities, athletic fields, parks, libraries, etc. in Area 13

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Figure 4.9-6 – Existing Use of Area 13, Aerial View



Source: Google Earth, 2014

LAX Northside Campus District

The LAX Northside Campus District is approximately 105 acres and primarily consists of previously-disturbed vacant land.

The entire LAX Northside Campus District is designated as LAX Northside by the LAX Plan, the City of Los Angeles General Plan Land Use Element for the Project site. Zoning designations for the LAX Northside Campus District are provided in the LAX Specific Plan and detailed below.

Area 1

Area 1 is primarily vacant except for the existing Jet Pets Animal Quarantine Facility located on the southwestern portion of this Area (**Figure 4.9-7**). Jet Pets provides animal and equestrian transportation. The remaining portion of Area 1 is vacant and unused. The vacant portion of Area 1 is sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards).

The LAX-N Zone permits offices, business park and research and development center in Area 1.

4.9 Land Use and Planning

Figure 4.9-7 – Existing Use of Area 1, Aerial View



Source: Google Earth, 2014

Area 2

Area 2 is primarily vacant and does not contain any active land uses (**Figure 4.9-8**). Area 2 was previously developed as part of a residential subdivision and a portion of this Area retains abandoned paved areas which served as roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, Area 2 is also sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards). The majority of Area 2 along its northern edge is directly adjacent to the backyards of single-family residences and is separated from these uses by private walls or fences. An existing secured, paved alley also separates single-family residences from Area 2 between Rayford Drive and Loyola Boulevard.

The LAX-N Zone permits offices, business park and research and development center in Area 2.

Figure 4.9-8 – Existing Use of Area 2, Aerial View



Source: Google Earth, 2014

4.9 Land Use and Planning

Area 3

Area 3 is primarily vacant and does not contain any active land uses (**Figure 4.9-9**). Area 3 was previously developed as part of a residential subdivision and a portion of this Area retains abandoned paved areas which served as roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, Area 3 is also sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards). Area 3 is separated from existing multi-family development to the north and east by a block wall.

The LAX-N Zone permits commercial uses, including hotel, offices, restaurant, service and retail uses in Area 3.

Figure 4.9-9 – Existing Use of Area 3, Aerial View



Source: Google Earth, 2014

LAX Northside Airport Support District

The LAX Northside Airport Support District is approximately 110 acres and primarily consists of disturbed vacant land. The LAX Airport Support District contains low, groundcover landscaping along the length of Westchester Parkway. Westchester Parkway is the northern boundary of the LAX Northside Airport Support District and separates this district from the LAX Northside Campus District and LAX Northside Center District with four or more travel lanes, bike lanes, a striped and landscaped median, and left and right turn pockets.

The entire LAX Northside Airport Support District is designated as LAX Northside by the LAX Plan, the City of Los Angeles General Plan Land Use Element for the Project site. Zoning designations for the LAX Northside Airport Support District are provided in the LAX Specific Plan and detailed below.

Area 4

Area 4 is primarily vacant, with disturbed soils, and is also used as a temporary construction staging area for LAX projects (**Figure 4.9-10**). Area 4 contains a cluster of mobile trailers and storage units within western portion of the Area 4 used for LAX-related construction activities.

4.9 Land Use and Planning

The LAX-N Zone permits light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices in Area 4.

Figure 4.9-10 – Existing Use of Area 4, Aerial View



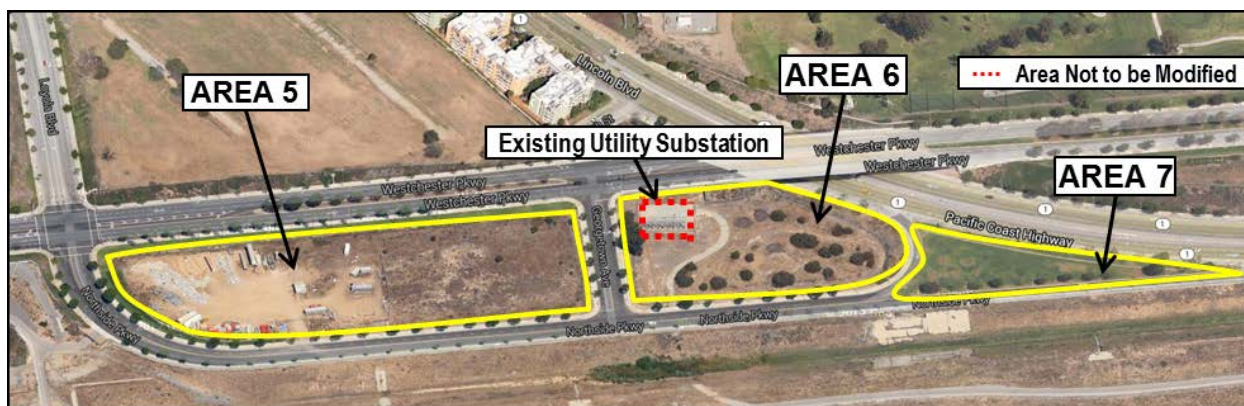
Source: Google Earth, 2014

Area 5

Area 5 is primarily vacant, with disturbed soils, and is also used as a temporary construction staging area for LAX projects (**Figure 4.9-11**). Area 5 is used for outdoor storage of construction materials as well as LAX-related construction trailers.

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 5.

Figure 4.9-11 – Existing Use of Areas 5, 6, and 7, Aerial View



Source: Google Earth, 2014

Area 6

Area 6 is primarily vacant, with disturbed soils, but also contains an existing utilities substation (**Figure 4.9-11**). A chain link fence borders Area 6, which is also sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards). The utility substation in Area 6 is small and contains electrical equipment on a concrete pad. This use will not be modified as part of the proposed Project.

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 6.

4.9 Land Use and Planning

Area 7

Area 7 is primarily vacant and landscaped (**Figure 4.9-11**). It is currently used as a landscaped area.

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 7.

Area 8

Area 8 is primarily vacant (**Figure 4.9-12**). Area 8 is sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards).

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 8.

Figure 4.9-12– Existing Use of Areas 8, 9, and 10, Aerial View



Source: Google Earth, 2014

Area 9

Area 9 includes vacant land and an existing FAA radar facility (**Figure 4.9-12**). A chain link fence borders all of Area 9. Area 9 was previously developed as part of a residential subdivision and a portion of this Area retains abandoned paved areas which served as roads as well as lighting fixtures from its former residential use. Aside from abandoned paved streets and lighting fixtures, Area 9 is also sparsely vegetated with native grasses (which are regularly maintained by LAWA, per FAA standards). The radar facility is enclosed by a perimeter chain link fence and features a paved surface parking lot. This use will not be modified as part of the proposed Project.

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 9.

Area 10

Area 10 is primarily vacant and landscaped (**Figure 4.9-12**). Area 10 does not have restricted access and primarily serves as a landscaped area at the junction of two roads, Lincoln Boulevard and Sepulveda Boulevard.

The LAX-N Zone permits offices, business park and research and development center; airport view site; airline and airport support and accessory uses in Area 10.

4.9 Land Use and Planning

4.9.2.2.2 Surrounding Areas

The Project site vicinity includes a diverse mix of low- to medium-density commercial, residential, and industrial development. To the north of the Project site are single- and multi-family residences in the Westchester neighborhood of the City of Los Angeles. Directly to the south are airfields, terminals, and Airport support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. Residential neighborhoods within the community of Westchester are located north of the Project site. The residential community of Playa del Rey is located to the northwest, and further west are beaches and the Pacific Ocean. Open space, educational, public, and community-serving uses are also located in the Project site vicinity and include Otis College of Art and Design, the Westchester Recreation Center, St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Visitation School, several churches, and Nielson Park.

The City of Los Angeles General Plan Land Use Element and County of Los Angeles General Plan contain the currently adopted planned land uses for the Project site vicinity (**Figure 4.9-13**). The Westchester and Playa del Rey communities to the north of the Project site are planned for low- to medium-density residential uses, with a mix of public services dispersed throughout the communities. The Westchester Business District to the east of the Project site is planned for community-serving commercial uses. LAX, to the south of the Project site, is planned for airport uses. Finally, the Los Angeles Airport/El Segundo Dunes to the west of the Project site are planned for open space.

Community of Westchester

The Community of Westchester is located north and east of the Project site. The Community of Westchester is bounded roughly by Jefferson Boulevard and Centinela Boulevard to the north, the Project site to the south, the 405 Freeway to the east, and Playa del Rey to the west. Commercial districts and denser multi-family housing are located along Sepulveda Boulevard, Manchester Avenue, and Lincoln Avenue. Single family residential neighborhoods are located between Manchester Avenue, Lincoln Boulevard, and the Project site and between Manchester Avenue, Sepulveda Westway, and the Westchester Golf Course.

Westchester Business District

The Westchester-Playa Del Rey Community Plan identifies the commercial district along either side of Sepulveda Boulevard, between Manchester Avenue and Lincoln Boulevard as the Westchester Business District. This area is located along Sepulveda Boulevard with some commercial development also situated along Manchester Avenue, directly east of the Project site. The Westchester Business District consists of a mix of moderate intensity commercial development including retail, shopping, dining, hotel and office. Development is characterized by mostly one, two, and three-story structures, with few significantly taller buildings. Both Sepulveda Boulevard and Manchester Avenue are major arterials that experience substantial vehicular traffic throughout the day. Commercial districts along Sepulveda Boulevard offer larger parking lots to the rear of the buildings. This brings the commercial development to the edge of the sidewalk on both sides of Sepulveda Boulevard, lending the street a “downtown/urban” character that is also of pedestrian scale. Between Lincoln Boulevard and Sepulveda Boulevard, Manchester Avenue has a few commercial uses, but is largely comprised of three to four story multi-family housing units.

Community of Playa del Rey

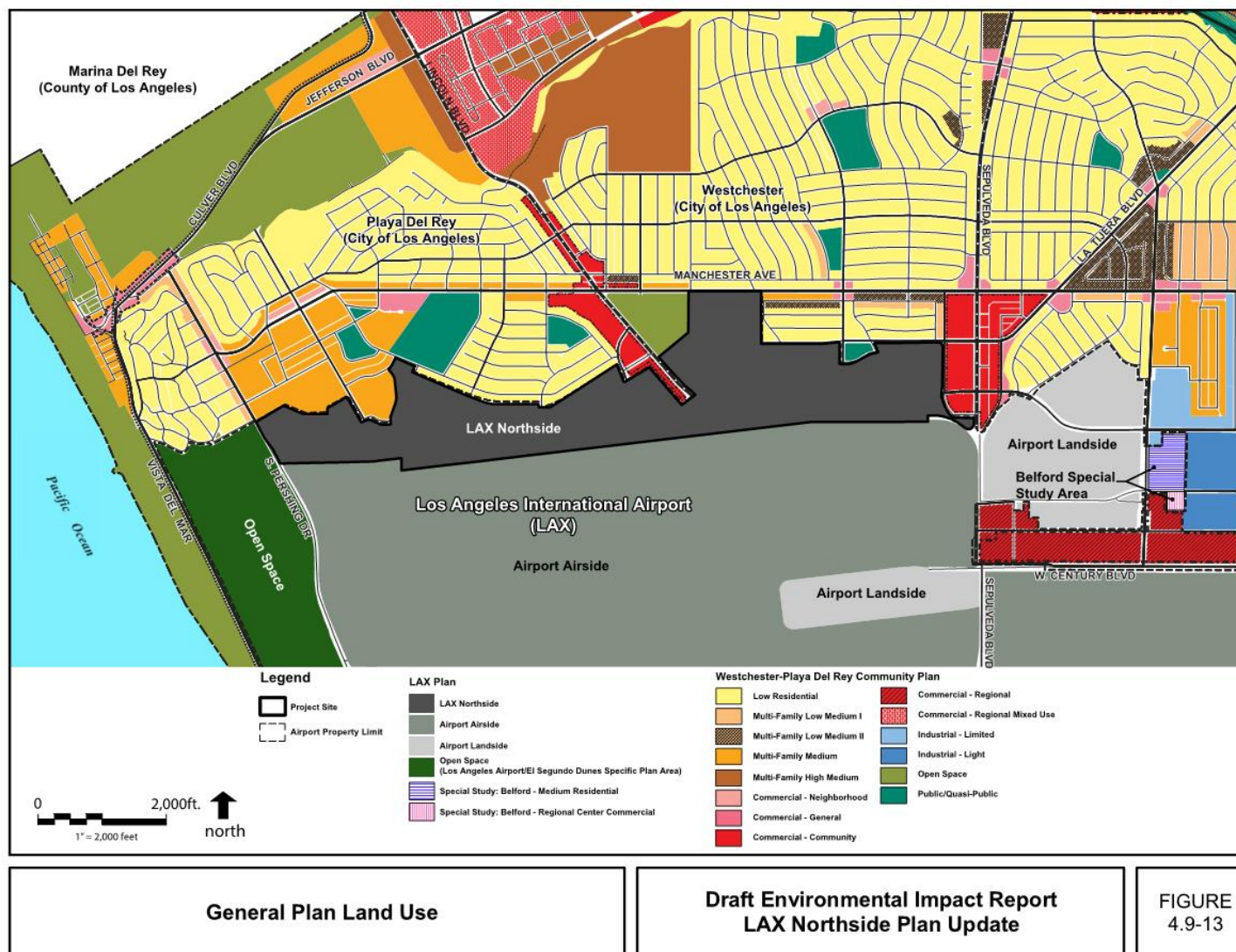
The residential community of Playa del Rey is bordered by Marina del Rey to the north; LAX-owned open space, LAX, and Dockweiler Beach to the south; the Community of Westchester to the east; and the Pacific Ocean to the west. The eastern portion of the residential community of Playa del Rey was constructed during the same time frame as the Community of Westchester and consists mainly of one- to two-story ranch style homes with pitched roofs and grass lawns on sloping terrain. Between Park Hill Drive and Falmouth Avenue and directly north of the Project site, Playa del Rey contains open space (baseball fields) and St. Bernard and Westchester High Schools. Further west, Playa del Rey contains more dense multi-family residential development up to four stories. As the community trends west closer to the Pacific Ocean, the relative density increases, and lot sizes become smaller reflecting its popularity, proximity, and accessibility to Dockweiler State Beach and the Pacific Ocean. Commercial areas of Playa del Rey are located along Culver Boulevard, Pershing Drive and Manchester Avenue. Commercial uses in Playa del Rey are low-density and characterized by smaller, individually-owned lots on a block face in a “village” style.

LAX North Airfield

The LAX North Airfield is located directly south of the Project site. The LAX North Airfield is used as an active runway and includes paved runways, airport hangars, and other airport-related uses, including maintenance shops and warehouses. The LAX North Airfield is characterized by large expanses of paved runway, aircraft landing and taking off, and airport-related safety lighting.

4.9 Land Use and Planning

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4.9.3 Impact Analysis

4.9.3.1 Methodology

This land use analysis is focused on two components: 1) land use consistency; and 2) land use compatibility. Land use consistency is evaluated based on the proposed Project's potential to result in inconsistencies with applicable land use plans, policies, or regulations. Land use compatibility is evaluated based on the potential incompatibility between the proposed Project and existing land uses located within the study area.

The analysis regarding the regulatory framework compares the proposed uses to the uses recommended, encouraged and/or facilitated in local and regional plans and policies. This analysis identifies applicable plans, policies and goals, delineates the pertinent sections, and compares the proposed Project uses and the regulatory guidelines pertaining to land use.

The analysis regarding the Project's relationship to existing uses compares the proposed Project uses to the existing land uses surrounding the Project site to determine whether the proposed Project's uses would disrupt, divide, or isolate existing neighborhoods, communities, or land uses. The existing land use information is based on field surveys and SCAG generalized land use data, and confirmed through photographs and land use maps of the Project site and surrounding area.

4.9.3.2 Significance Thresholds

Per the City of Los Angeles CEQA Thresholds Guide, the determination of significance related to land use consistency shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and.
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Per the City of Los Angeles CEQA Thresholds Guide, the determination of significance related to land use compatibility shall be made on a case-by-case basis, considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

4.9 Land Use and Planning

4.9.3.3 LAX Master Plan Commitments and Project Design Features

4.9.3.3.1 LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted several mitigation measures and commitments pertaining to land use to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. The following commitments are applicable to the proposed Project and were considered in the land use analysis herein.

- **Land Use (LU)-1: Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the Westchester Southside Project.** To the maximum extent feasible, all [Q] Conditions (Qualified Conditions) from City of Los Angeles Ordinance No. 159,526 that address the Northside project area will be incorporated by LAWA into a new LAX Zone/LAX Specific Plan for the LAX Northside/Westchester Southside project. Accepting that certain conditions may be updated, revised, or determined infeasible as a result of changes to the LAX Northside project, the final conditions for the LAX Northside/Westchester Southside project will ensure that the level of environmental protection afforded by the full set of existing LAX Northside project [Q] conditions is maintained or increased.
- **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.
- **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 Plan 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 Ground Transportation Center, Intermodal Transportation Center, and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.
- **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

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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 spill-over, 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.
- **Design, Art, and Architecture Applications/Aesthetics (DA)-1: Provide and Maintain Airport Buffer Areas.** 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 improvements with the goals 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.
- **DA-2: Update and Integrate Design Plans and Guidelines.** The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights, setbacks and landscaping. The update will serve as a basis for reviewing future public and private development projects at LAX. The update will incorporate key provisions in current plans with an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses.
- **MM-DA-1: Construction Fencing.** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.
- **Construction (C)-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means. This office may undertake a variety of duties, including but not limited to:
 - Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
 - Work with Airport police and the Los Angeles Police Department to enforce delivery times and routes;
 - Establish staging areas;

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- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
 - Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the Airport construction projects;
 - Monitor and coordinate deliveries;
 - Establish detour routes;
 - Work with residential and commercial neighbors to address their concerns regarding construction activity; and
 - Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.
- **Surface Transportation (ST)–9: Construction Deliveries.** Construction deliveries requiring lane closure shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
 - **ST-12: Designated Truck Delivery Hours.** Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
 - **ST-14: Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m., to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
 - **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations, and other relevant factors.
 - **ST-19: Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.
 - **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

4.9.3.3.2 LAX Master Plan Stipulated Settlement Agreement

The LAX Master Plan Stipulated Settlement Agreement includes the following:

Section IX. Outreach to Airport Neighbors

LAWA shall join a Working Group with ARSAC and Council District 11, seeking input from other Petitioners, airport neighbors, and interested parties, to make recommendations to BOAC on how LAWA can improve and better coordinate efforts to hear from and address the concerns of airport neighbors.

The objectives of the Working Group shall be to make recommendations that facilitate:

- Obtaining information from LAWA and LAX projects and programs, and communicating them to the communities surrounding LAX in an effective and understandable form, including through the use of articles in local newspapers, information on a website, and the use of leaflets;
- Identifying concerns of the surrounding communities about LAX operations and communicating them effectively to LAWA;
- Coordinating with various LAWA staff with responsibilities for responding to community complaints, such as noise, and assuring that the community concerns are addressed; and
- Working with the surrounding communities, LAWA, and locally elected officials in attempting to resolve LAX-related problems experienced by the communities.

4.9.3.3.3 Project Design Features

The proposed Project includes Project Design Features (PDFs) that ensure compatibility with adopted land use and planning regulations, and consistency with existing land uses. The allowable uses, development standards, and building restrictions have been specifically designed to ensure land use compatibility and consistency. Project Design Features applicable to the entire Project site are described here, followed by Project Design Features applicable to specific Districts and Areas.

Land Use and Site Plan

- **PDF Land Use (LU)-1:** Adoption of the proposed Project would permit the development of up to 2,320,000 square feet, and areas for recreation, open space, and buffer space.
- **PDF LU-2:** The proposed Project would permit land uses that include a mix of airport support employment, retail, restaurant, office, hotel, research and development, higher education, civic, recreation, and buffer uses. The permitted land use categories for each type of proposed land use shall comply with the proposed LAX Northside Design Guidelines and Standards (**Table 4.9-4**).
- **PDF LU-3:** The proposed Project prohibits residential land uses or K-12 educational uses that would be incompatible with the adjacent Airport.
- **PDF LU-4:** Land uses are permitted in those areas shown on the LAX Northside Design Guidelines and Standards Land Use Plan Map (**Figure 4.9-14**).

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While the specific locations and orientations of the buildings and other structures are not known at this time, the Illustrative Site Plan depicts a reasonably foreseeable development scenario that could occur based on existing and anticipated market conditions (**Figure 4.9-15**).

Table 4.9-4

LAX Northside Plan Update Project – Land Use Categories

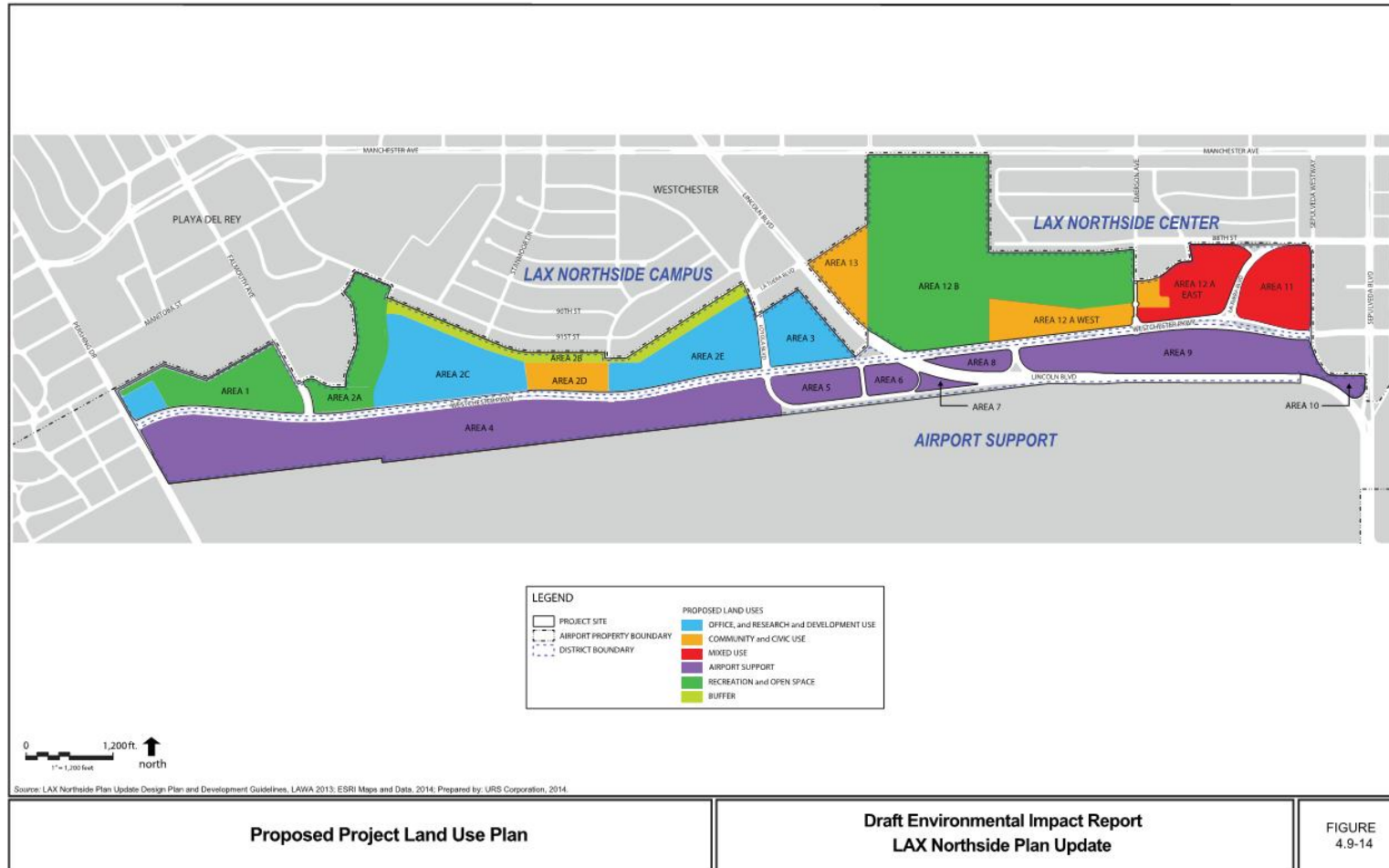
Land Use Category	Permitted Uses
Office, Research and Development	Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground)
Mixed Use-Commercial	Retail, commercial, office (including airport administrative), restaurants, services, hotel, transit station, medical, and parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships
Community and Civic	Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground)
Open Space and Recreation	Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground)
Airport Support	Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, and parking (above and below ground), excluding aircraft engine testing

Notes:

a) The list of permitted uses contained in this table is not exhaustive. Please see the Draft LAX Northside Specific Plan Amendment for a complete list of uses.

b) Proposed hotel uses may be within 500 feet of residential zones to the north of the Project site, but will be permitted by right (without a conditional use permit) as per the LAX Specific Plan.

Source: LAWA, 2014.



Proposed Project Land Use Plan

Draft Environmental Impact Report
LAX Northside Plan Update

FIGURE
4.9-14

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Building Form

- **PDF LU-5:** Buildings within 150 feet of residences shall be located to maximize privacy through building orientation or off-setting windows on any walls facing a residence to prevent direct views into any neighboring windows.
- **PDF LU-6:** Clerestory windows, translucent glass, and/or vision glass beginning in elevation for the second story or higher at a minimum of four (4) feet from finish floor is required to prevent direct sight lines into neighbors' windows and livable outdoor spaces..
- **PDF LU-7:** No façade is allowed to be longer than 80 feet without four foot horizontal offset.
- **PDF LU-8:** The visual mass of all buildings is required to be reduced by varying parapet or the roof by a minimum of two feet for every 40 feet of façade and varying façade material.
- **PDF LU-9:** No material, including glass, may cover more than 35% of the façade.
- **PDF LU-10:** Mirror or reflective surfaces are prohibited as primary building materials.
- **PDF LU-11:** The proposed Project supports sustainability practices that include meeting the requirements of the City of Los Angeles CALGreen program, meeting LEED standards, and adhering to the LAWA Sustainability Guidelines through the implementation of energy efficient standards in lighting; the use of sustainable materials; energy efficiency practices and lighting; requirements for the use of permeable materials for parking spaces; and through the use of drought-tolerant, native species of plants in landscaping requirements.
- **PDF LU-12:** Prior to the issuance of building permits for any proposed higher educational uses, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Los Angeles that the 45 dBA interior noise standard and an outdoor to indoor Noise Level Reduction of at least 25 dB and 30 dB has been achieved. Outdoor areas associated with higher educational uses shall be designed to minimize noise exposure.
- **PDF LU-13:** Should the property owner of any land proposed for higher educational use be any entity other than LAWA, the property owner shall be required to grant LAWA a permanent and irrevocable avigation easement.

Landscaping and Paseo

- **PDF LU-14:** Landscape design would put an emphasis on enhanced streetscapes and pedestrian experiences and safety.
- **PDF LU-15:** The palette will primarily be evergreen and native, allowing a consistent visual appeal year round, in addition to being drought-tolerant and non-invasive.

The proposed Project would also introduce a pedestrian-accessible paseo along the entire northern side of Westchester Parkway.

- **PDF LU-16:** The paseo will be composed of a 12 foot wide decomposed granite pathway in addition to the existing sidewalk.
- **PDF LU-17:** The paseo will introduce consistent landscaping and lighting that will provide a cohesive and improved visual appearance across the Project site.
- **PDF LU-18:** A pedestrian environment would be encouraged along Westchester Parkway as commercial development occurs, with connections to the adjacent Westchester Business

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District. The proposed Project proposes a pedestrian accessible paseo that connects all areas of the LAX Northside from East to West along Westchester Parkway. The paseo begins in Area 11 adjacent to the existing Sepulveda Business district and town center Westchester and continues west along Westchester Parkway until it reaches Pershing Drive and will terminate at an existing recreation path to the beach. The paseo stretches nearly three miles and will accommodate active and passive forms of recreation, extending the existing right-of-way with an additional 12 feet of area, and would be composed of the existing 10 feet of sidewalk pavers and an additional 12 foot wide path of stabilized decomposed granite, allowing appropriate surface materials to accommodate various types of recreation.

Access and Circulation

- **PDF LU-19:** The proposed Project would encourage multiple modes of transportation by reserving a location for a potential light-rail station in the LAX Northside Center District, enhancing pedestrian connections, and including bicycle facilities such as lockers and showers. Bike racks shall be located adjacent to walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas. Spacing shall be at a maximum distance of one thousand (1,000) feet and in clusters of three (3).
- **PDF LU-20:** Direct access to and from the proposed Project is restricted from residential areas to the north of Area 2.
- **PDF LU-21:** Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue. Primary access drives, allowing left turns, along Westchester Parkway shall be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians. Reciprocal ingress and egress access with adjacent properties shall be provided for all properties. This requirement may be waived by due to extreme site constraints or unusual conditions.
- **PDF LU-22:** Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4.

District/Area-Specific Project Design Features

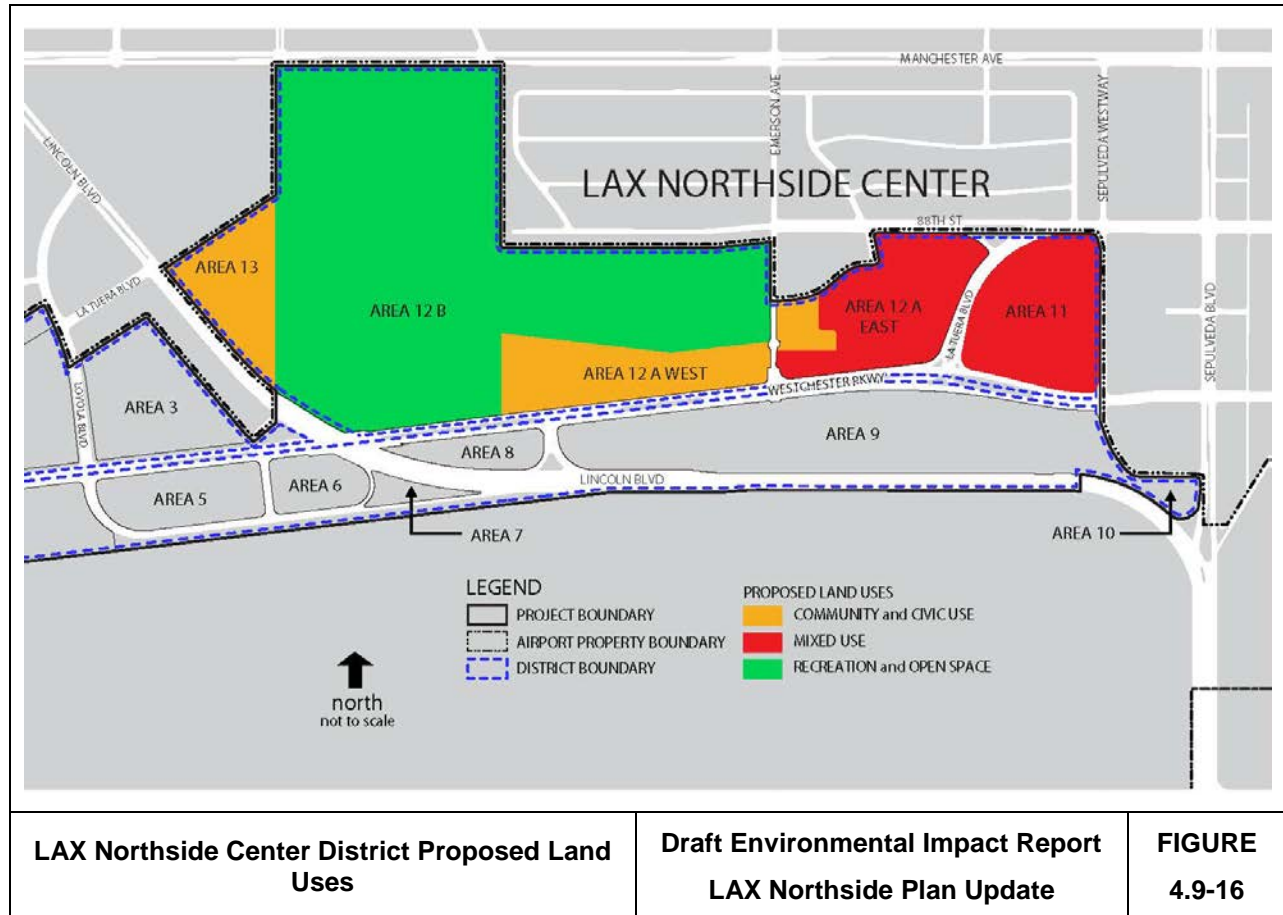
Specific standards for land use, height, setbacks, stepbacks, buffers, and building locations for areas within each proposed Project District are described below.

LAX Northside Center District

The LAX Northside Center District is located adjacent to existing retail and commercial development. Proposed land uses allowed in this district are intended as an extension of those that currently exist in the Westchester Business District. Proposed land uses for the LAX Northside Center District reflect a mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office (**Figure 4.9-16**). The LAX Northside Center District is envisioned as a pedestrian oriented commercial setting on the east end of the Project site that is intended to complement and enhance the Westchester Business District.

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- **PDF LU-23:** Existing uses in the LAX Northside Center District (i.e., the Los Angeles Fire Department Station Number 5, the Westchester Golf Course, and the First Flight Childcare Center), as well as existing soundwalls, would remain.
- **PDF LU-24:** The LAX Northside Center District will establish a maximum building square footage of 645,000 square feet.



Area 11

Area 11 is designated for Commercial Mixed Use land uses. Specific Project Design Features related to land use applicable to Area 11 include:

- **PDF LU-25:** Building heights in Area 11 are restricted to no more than 60 feet (approximately five stories).
- **PDF LU-26:** Buildings are prohibited within the Limited Development Area.
- **PDF LU-27:** Buildings in Area 11 are required to be set back:
 - 15 feet from Sepulveda Westway;
 - 30 feet from South La Tijera Boulevard; and
 - 50 feet from the Limited Development Area.
- **PDF LU-28:** Buildings within Area 11 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks.

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- **PDF LU-29:** Buildings located adjacent to the 88th Street and La Tijera Boulevard property line are required to be stepped back by one foot for each additional foot of height above 15 feet.

Area 12A East

Area 12A East is designated for Commercial Mixed Use in the undeveloped portion and Community and Civic use in the portion currently developed with LAFD Fire Station Number 5. Specific Project Design Features related to land use applicable to Area 12A East include:

- **PDF LU-30:** Building heights in Area 12A East are restricted to no more than 60 feet (approximately five stories).
- **PDF LU-31:** Buildings in Area 12 A East are required to be set back:
 - 15 feet from La Tijera/West 88th Place;
 - 18 feet from Westchester Parkway;
 - 20 feet from the south and west edges of existing structures; and
 - 30 feet from West 88th Street.
- **PDF LU-32:** Buildings within Area 12A East are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks.

Area 12A West

Area 12A West is designated for Community and Civic use. Specific Project Design Features related to land use applicable to Area 12A West include:

- **PDF LU-33:** Building heights in Area 12A West are restricted to no more than 20 feet (approximately two stories).
- **PDF LU-34:** Buildings in Area 12 A West are required to be set back:
 - 15 feet from Westchester Parkway; and
 - 20 feet from the south and west edges of existing structures.
- **PDF LU-35:** Buildings within Area 12A West are required to be located adjacent to the Westchester Parkway setback.

Area 12B

Area 12B is designated for Recreation and Open Space. The existing Westchester Golf Course and associated clubhouse would remain in Area 12B in their existing location and configuration. The proposed Project does not include any Project Design Features for height limits or setbacks for Area 12B.

Area 13

Area 13 is designated for Community and Civic use. The existing First Flight Child Development Center would remain in its existing location and configuration. Specific Project Design Features related to land use applicable to Area 13 include:

- **PDF LU-36:** Building heights in Area 13 are restricted to no more than 45 feet (approximately four stories).
- **PDF LU-37:** Buildings in Area 13 are required to be set back:

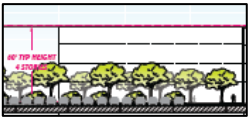
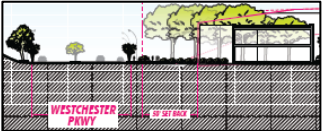

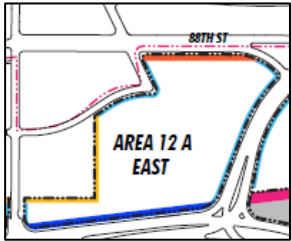

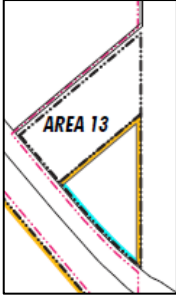
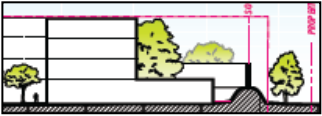
- 15 feet from Lincoln Boulevard; and
- 20 feet from the south and west edges of the existing structures.
- **PDF LU-38:** Buildings within Area 13 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks.

Table 4.9-5 summarizes the major Project Design Features related to land use compatibility for the LAX Northside Center District.

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Table 4.9-5

LAX Northside Center District Project Design Features

Project Design Feature Category	Area 11	Area 12A East	Area 12A West	Area 12B	Area 13
Building Height 	Maximum 60 Feet or 5 Stories	Maximum 60 Feet or 5 Stories	Maximum 20 Feet or 2 Stories	Not Applicable (No New Development Proposed)	Maximum 45 Feet or 4 Stories
Setback  <p>REQUIRED SETBACKS</p> <ul style="list-style-type: none"> 15' SETBACK 18' SETBACK 20' SETBACK 30' SETBACK 38' SETBACK 50' SETBACK 80' SETBACK RUNWAY SETBACK 	 <p>15' from Sepulveda Westway 30' from S La Tijera Blvd 50' from Limited Development Area</p>	 <p>15' from La Tijera Blvd & W 88th Pl 18' from Westchester Pkwy 20' on the south & west edges of existing buildings 30' from W. 88th Street</p>	 <p>15' from Westchester Pkwy 20' from the south and west edges of existing structures</p>	Not Applicable (No New Development Proposed)	 <p>15' from Lincoln Bl 20' from the south and west edges of existing structures</p>
Stepback 	Buildings located adjacent to the 88 th St and La Tijera Blvd property line are required to be stepped back by 1 foot for each additional foot of height above 15 feet	No Requirements	No Requirements	Not Applicable (No New Development Proposed)	No Requirements
Square Feet	270,000	200,000	130,000		45,000

Source: RCHS, 2014.

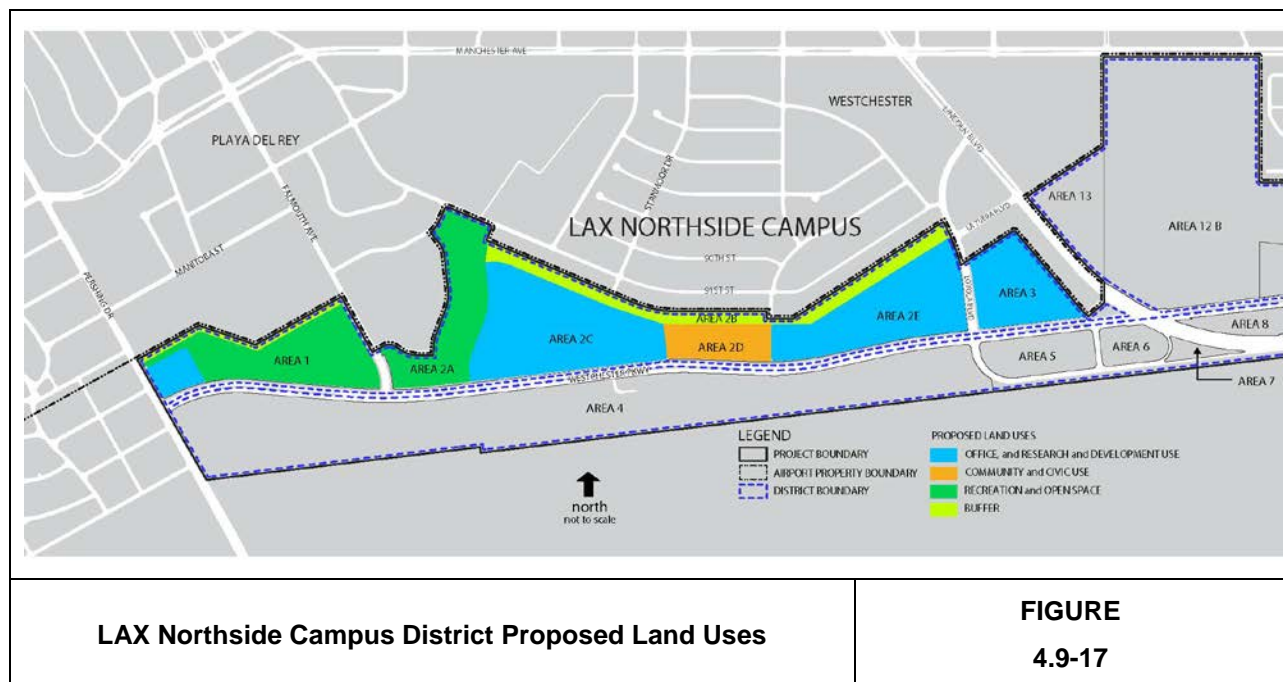
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4.9 Land Use and Planning

LAX Northside Campus District

The LAX Northside Campus District is envisioned as a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north (**Figure 4.9-17**). The campus is intended to attract research and development, higher education, technology, media, governmental offices and use, and/or other creative economy and office uses. New recreational space, which can only be developed in conjunction with other commercial uses at the Project site, is proposed for the westernmost portions of the Project site and could potentially include playing fields, a dog park, and open space. Along the north side of Westchester Parkway, buildings are intended to maintain a relationship to the street, but will be allowed flexibility in terms of siting, design and clustering. Minimal building setbacks are required outside of internal areas so as to reinforce the pedestrian scale internal to each development.

- **PDF LU-39:** Signage in the Northside Campus District is restricted to three feet in height. The Northside Campus District will establish a maximum building square footage of 1,075,000.
- **PDF LU-40:** The LAX Northside Campus District will be graded to provide a more accessible relationship with Westchester Parkway.
- **PDF LU-41:** The LAX Northside Campus District will establish a maximum building square footage of 1,075,000 square feet.



Area 1

Area 1 is designated for Office, Research and Development and Recreation and Open Space uses. The existing Jet Pets Animal Quarantine Facility would remain in its existing location and configuration. Specific Project Design Features related to land use compatibility applicable to Area 1 include:

- **PDF LU-42:** Building heights in Area 1 are restricted to no more than 45 feet.

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- **PDF LU-43:** A 20-foot-wide Buffer is designated along the northern edge of Area 1.
 - Buildings are prohibited within the Buffer.
 - The Buffer is required to be secured by a fence that matches landscaping.
 - Trees planted in the buffer are required to be spaced to minimize obstruction of views from adjacent residences.
- **PDF LU-44:** Buildings in Area 1 are required to be set back:
 - 30 feet from Falmouth Avenue;
 - 38 feet from Westchester Parkway; and
 - 80 feet from the Buffer.
- **PDF LU-45:** Existing grading will be preserved to separate this area from the busy nature of Westchester Parkway.

Area 2

Area 2 is designated for Office, Research and Development, Buffer, Community and Civic, and Recreation and Open Space uses. Specific Project Design Features related to land use compatibility applicable to Area 2 include:

- **PDF LU-46:** Building heights in Area 2 are restricted to no more than 45 feet.
- **PDF LU-47:** In subarea 2A, buildings are required to be set back:
 - 15 feet from St. Bernard/West 91st Street/South Cum Laude Avenue;
 - 20 feet from West Cum Laude Avenue and the eastern edge of the subarea;
 - 30 feet from Falmouth Avenue; and
 - 38 feet from Westchester Parkway.
- **PDF LU-48:** In subareas 2C and 2D buildings are required to be set back:
 - 20 feet from the north and west edges of the subareas; and
 - 38 feet from Westchester Parkway.
- **PDF LU-49:** In subarea 2E buildings are required to be set back:
 - 15 feet from Loyola Boulevard;
 - 20 feet from the north and west edges of the subarea; and
 - 38 feet from Westchester Parkway.
- **PDF LU-50:** Subarea 2B is designated as a Buffer use along that extends along the north of subareas 2C, 2D, and 2E and directly south of existing residential uses.
 - Buildings are prohibited in this 100-foot wide area.
 - The Buffer is required to be secured by a fence that matches landscaping.
- **PDF LU-51:** Additionally, buildings within Area 2 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setback.

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- **PDF LU-52:** Buildings within subareas 2C and 2E are required to be located with a minimum of 65 percent of the proposed Project ground floor building square footage within 250 feet of the Westchester Parkway property line.
- **PDF LU-53:** Grading in this area will decrease elevations for building frontages relative to existing residential development and provide a more accessible relationship with Westchester Parkway.

Area 3

Area 3 is designated for Office, Research and Development uses. Specific Project Design Features related to land use compatibility applicable to Area 3 include:

- **PDF LU-54:** Building heights in Area 3 are restricted to no more than 60 feet.
- **PDF LU-55:** Buildings in Area 3 are required to be set back:
 - 15 feet from Loyola Boulevard;
 - 20 feet from the north and west edges of the Area; and
 - 38 feet from Westchester Parkway.
- **PDF LU-56:** Grading in Area 3 will decrease elevations for building frontages relative to existing residential development and provide a more accessible relationship with Westchester Parkway.

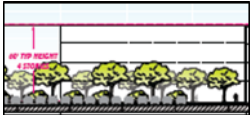
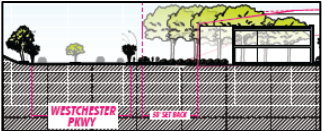



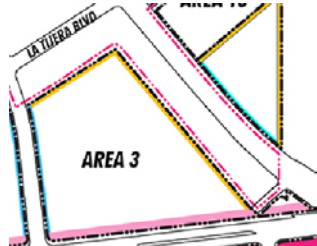
Table 4.9-6 summarizes the major Project Design Features related to land use compatibility for the LAX Northside Campus District.

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4.9 Land Use and Planning

Table 4.9-6

LAX Northside Campus District Project Design Features

Project Design Feature Category	Area 1	Area 2	Area 3
Building Height 	Maximum 45 Feet or 4 Stories	Maximum 45 Feet or 4 Stories	Maximum 60 Feet or 5 Stories
Setback  REQUIRED SETBACKS 	 30' from Falmouth Avenue 38' from Westchester Parkway 80' from the Buffer	 Area 2A 15' St Bernard/W. 91 St./S Cum Laude Ave. 20' W. Cum Laude Ave. & eastern edges 30' Falmouth Ave. 38' Westchester Pkwy. Areas 2C-2D 20' North & west & east edges 38' Westchester Pkwy Areas 2E 15' Loyola Blvd. 20' North & west edges 38' Westchester Pkwy.	 15' from Loyola Blvd 20' from the north and west edges of the Area 38' from Westchester Pkwy
Landscaped Buffer	20-foot-wide Buffer along northern end	100 foot-wide Buffer along northern end of subareas 2C, 2D, and 2E	No Requirements
Square Feet	10,000	1,065,000	
Source: RCHS, 2014.			

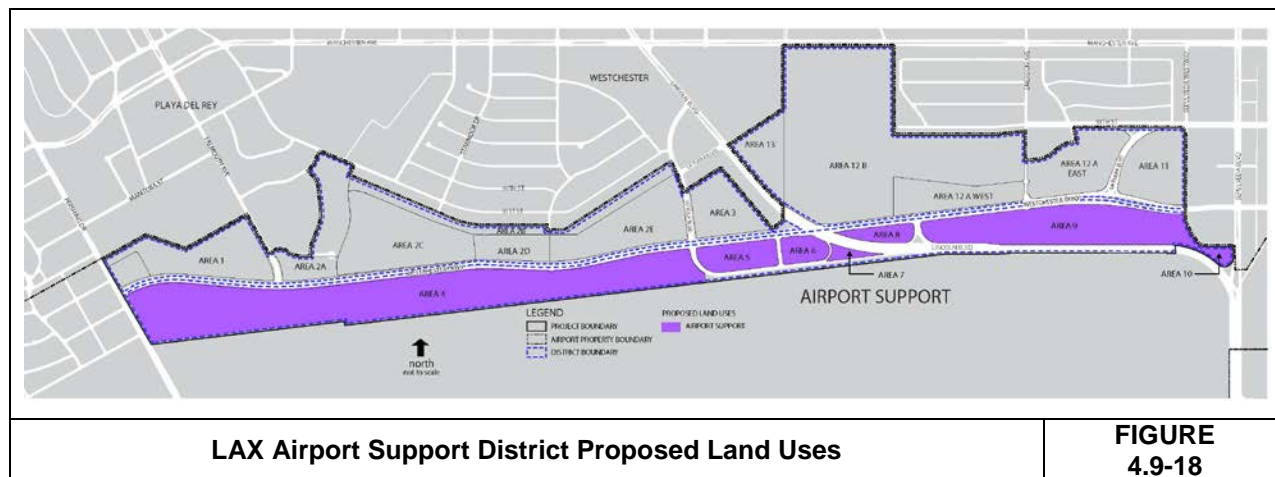
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4.9 Land Use and Planning

LAX Airport Support District

The LAX Airport Support District areas are all located south of Westchester Parkway. Given their proximity to the LAX North Airfield and the existing airport radar equipment, private commercial development is not proposed for this area. The LAX Airport Support District would allow airport support uses including, but not limited to maintenance and repair shops, indoor storage and warehouses, exterior storage and warehouses, parking, and administrative office (**Figure 4.9-18**). Specific Project Design Features related to land use compatibility generally applicable to all areas of the LAX Airport Support District include:

- **PDF LU-57:** The LAX Airport Support District will establish a maximum building square footage of 600,000.
- **PDF LU-58:** All Airport Support District Areas have a building height restriction of no more than 30 feet.
- **PDF LU-59:** Buildings are prohibited within the Limited Development Area.
- **PDF LU-60:** Aircraft engine testing would be prohibited.
- **PDF LU-61:** Grading strategies and landscape berms will be preserved as they exist today and will work to limit the visual presence of the LAX Airport Support District from the view of neighbors north of Westchester Parkway.
- **PDF LU-62:** Where applicable, additional grading may be introduced to further enhance landscape berms.



Area 4

Specific Project Design Features related to land use compatibility applicable to Area 4 include:

- **PDF LU-63:** Buildings in Area 4 are required to be set back:
 - 15 feet from Northside Parkway;
 - 20 feet from the southern edge of the Area; and
 - 50 feet from South Pershing Drive and Westchester Parkway.

Area 5

Specific Project Design Features related to land use compatibility applicable to Area 5 include:

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- **PDF LU-64:** Buildings in Area 5 are required to be set back:
 - 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and
 - 50 feet from Westchester Parkway.

Area 6

Specific Project Design Features related to land use compatibility applicable to Area 6 include:

- **PDF LU-65:** Buildings in Area 6 are required to be set back:
 - 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and
 - 50 feet from Westchester Parkway.

Area 7

Specific Project Design Features related to land use compatibility applicable to Area 7 include:

- **PDF LU-66:** Buildings in Area 7 are required to be set back 15 feet from Lincoln Boulevard/McClean Parkway.

Area 8

Specific Project Design Features related to land use compatibility applicable to Area 8 include:

- **PDF LU-67:** Buildings in Area 8 are required to be set back 15 feet from all edges of Area 8.

Area 9

Specific Project Design Features related to land use compatibility applicable to Area 9 include:

- **PDF LU-68:** Buildings in Area 9 are required to be set back 15 feet from Westchester Parkway and South McConnel Avenue.

Area 10

Specific Project Design Features related to land use compatibility applicable to Area 10 include:

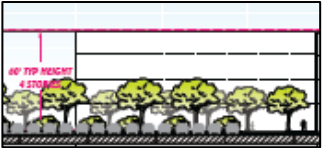
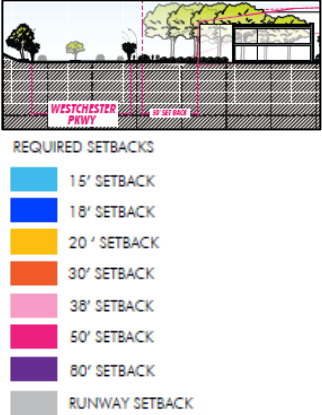
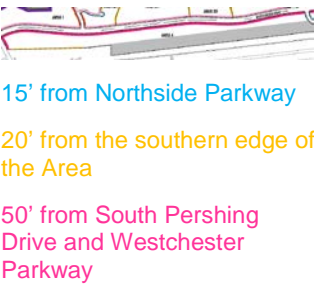
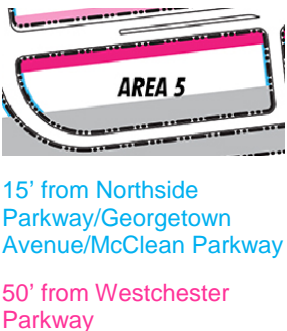
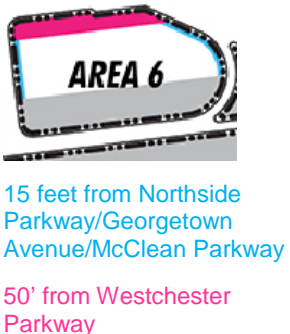

- **PDF LU-69:** Buildings in Area 10 are prohibited within Area 10 as the entire Area is within the Limited Development Area.

Table 4.9-7 summarizes the major Project Design Features related to land use compatibility for the LAX Northside Airport Support District.

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Table 4.9-7

LAX Northside Airport Support District Project Design Features

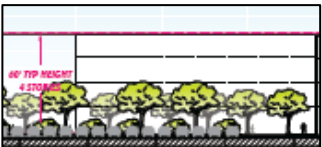
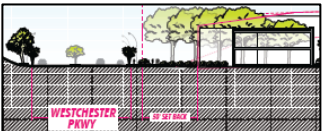



Project Design Feature Category	Area 4	Area 5	Area 6	Area 7
Building Height 	Maximum 30 Feet or 2 Stories	Maximum 30 Feet or 2 Stories	Maximum 30 Feet or 2 Stories	Maximum 30 Feet or 2 Stories
Setback 				
Square Feet	600,000			

Source: RCHS, 2014.

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Table 4.9-7

LAX Northside Airport Support District Project Design Features

Project Design Feature Category	Area 8	Area 9	Area 10
Building Height 	Maximum 30 Feet or 2 Stories	Maximum 30 Feet or 2 Stories	Maximum 30 Feet or 2 Stories
Setback  REQUIRED SETBACKS 15' SETBACK 18' SETBACK 20' SETBACK 30' SETBACK 38' SETBACK 50' SETBACK 60' SETBACK RUNWAY SETBACK	 15' from all edges of Area 8.	 15' from Westchester Parkway and South McConnel Avenue.	 Entire Area is within the Limited Development Area.
Square Feet	included in total District 600,000	0	0

Source: RCHS, 2014.

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4.9.3.4 Project Impacts

The following analysis of land use impacts is divided into an assessment of the proposed Project's consistency with applicable plans and compatibility with existing development. The land use consistency analysis and the land use compatibility analysis is organized by proposed Project district and area, where applicable.

4.9.3.4.1 Land Use Plan Consistency

LAX Northside Center District

Regional, citywide, and community/specific plans were analyzed to determine the level of land use impacts with respect to consistency with applicable plans. For a complete analysis of the proposed Project's compatibility with applicable goals and strategies of the following plans, please refer to Appendix L, Land Use Consistency Analysis. As analyzed in **Table 4.9-8**, and discussed below the proposed Project would be consistent with the goals, policies, and objectives of the SCAG RTP/SCS, Los Angeles County Airport Land Use Plan, City of Los Angeles General Plan, LAX Plan, LAX Specific Plan, and LAX Master Plan.

Regional Plans

The Project site is located within the six county Southern California Association of Governments (SCAG) Planning Area, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The SCAG 2012-2035 Regional Transportation/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future was adopted on April 4, 2012. The RTP/SCS includes goals and policies related 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.

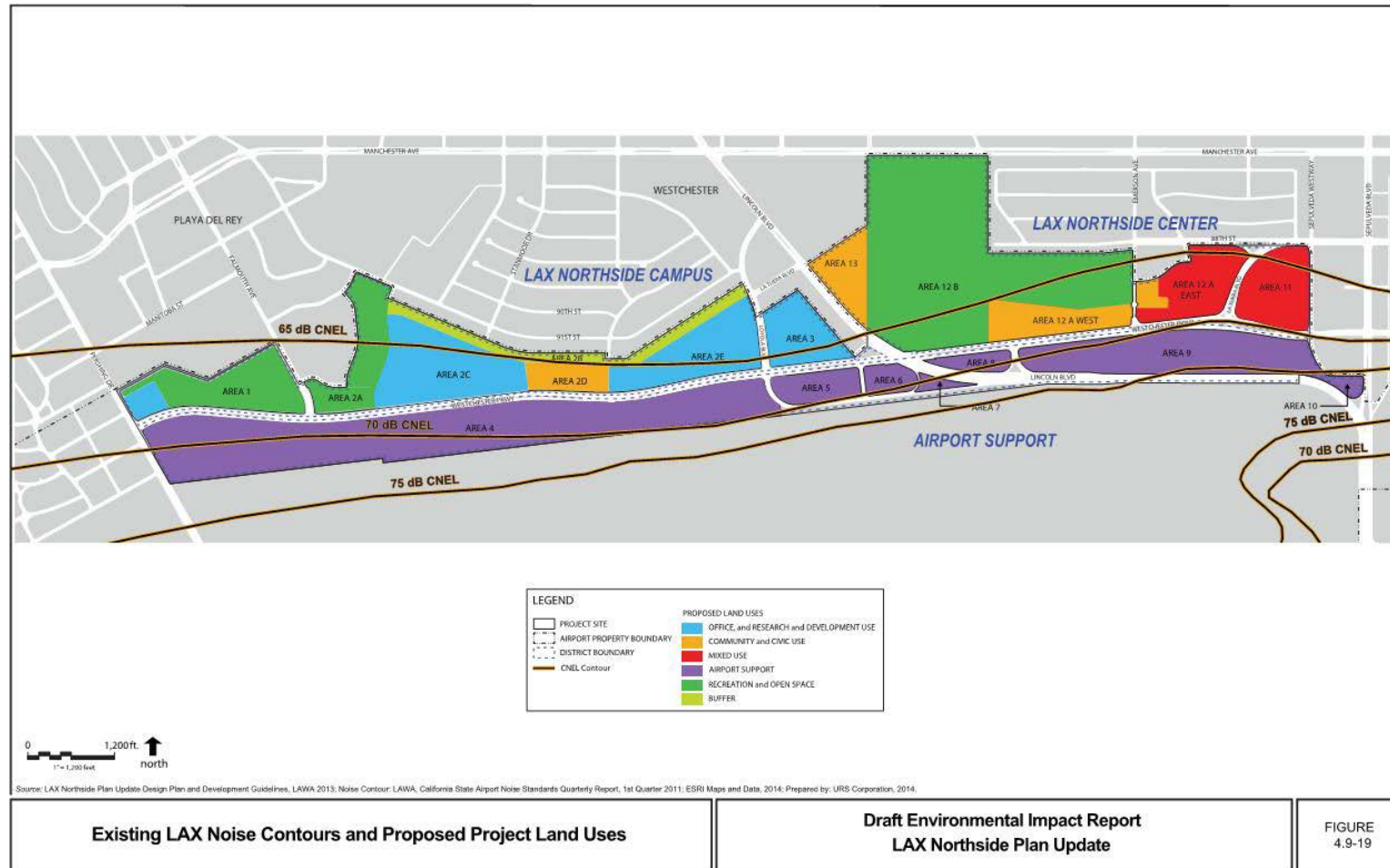
The LAX Northside Center District includes a mix of land uses to improve livability and sustainability. Active transportation is encouraged through the provision of the Paseo, a new multi-use trail along the length of the LAX Northside Center District. The LAX Northside Center District is proposed for a mix of uses, including various types of retail, restaurants, and office use. Civic, community, and other non-profit uses are also proposed within Areas 12 A East and West. The existing Westchester Golf Course would remain as a recreational space within this District. The proposed Project would therefore introduce jobs near existing housing located in Westchester in this District. Additionally, the LAX Northside Center District was previously developed but is now mostly vacant. The proposed Project would introduce new uses in an existing, developed urban area to revitalize this area. The proposed Project is therefore consistent with the SCAG RTP/SCS.

The Project site is located within the LAX airport influence area and the CLUP. The CLUP identifies compatible land uses within Airport Influence Areas based on community noise exposure. **Figure 4.9-19** depicts the Proposed Project land uses in relation to the LAX CNEL contours. As shown, the LAX Northside Center District is located in the 65-70 dB CNEL contour. Portions of Area 11, Area 12A East and Area 12B and all of Area 13 are located in areas with noise below the 65 dB CNEL contour. Per the CLUP land use compatibility table, mixed use commercial, civic, and open space uses should review noise insulation needs in this area. The

4.9 Land Use and Planning

proposed Project would comply with the City of Los Angeles Noise Ordinance, Chapter 11 of the Los Angeles Municipal Code. Heights in the LAX Northside Center District are limited to 60 feet in Area 12A East and 11, 20' in Area 12A West and 45' in Area 13. These heights comply with FAR Part 77. The LAX Northside Center District prohibits uses that will negatively affect safe air navigation, including landscaping that could attract birds, and lighting and reflective materials that could impact aircraft navigation. The LAX Northside Center District is therefore consistent with the CLUP.

4.9 Land Use and Planning



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4.9 Land Use and Planning

Citywide Plan

The Project site is located in the City of Los Angeles General Plan planning area. The City of Los Angeles General Plan consists of the Framework Element (adopted in 1996), the Land Use Element (divided into 35 community plans), and the Urban Form and Neighborhood Design Element (development pending). The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans.

The LAX Northside Center district accommodates a mix of commercial, civic, and open space uses that support the needs of the City's existing and future residents and visitors. Introduction of these new uses will provide jobs adjacent to existing residential areas in Westchester. The existing open space at the Westchester Golf Course is preserved, and new areas for civic uses are provided for. Project Design Features in the LAX Northside Center district provide for siting and design of development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts. Heights are compatible with commercial uses in the Westchester Business District, while setbacks and stepbacks ensure compatibility with residences to the north. Pedestrian and bicycle activity is enhanced through the introduction of the Paseo. The LAX Northside Center District is therefore consistent with the City of Los Angeles General Plan.

Community/Specific Plan

Land use and zoning for the Project site are provided by the LAX Plan (the City of Los Angeles General Plan Land Use Element for the Project site) and LAX Specific Plan. The LAX Master Plan outlines improvement programs to modernize the Airport, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvements, and passenger safety, security, and convenience enhancements.

The LAX Plan designates four land use areas. The Project site is designated as LAX Northside. The LAX Plan states that the LAX Northside area provides for the development of uses consistent with Airport needs and neighborhood conditions, while also serving as an Airport buffer zone for the Westchester community located immediately north of the Project site. The LAX Plan categorizes the allowable uses within the LAX Northside to include 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. The LAX Northside Center District provides for a mix of commercial, open space, and civic uses that are consistent with the LAX Plan land use designation. Neighborhood context and compatibility between the Project site and adjacent uses is provided through Project Design Features that require setbacks and stepbacks adjacent to residential areas. Additionally, buildings are oriented towards Westchester Parkway. The LAX Northside Center District is therefore consistent with the LAX Plan.

The LAX Specific Plan designates three sub-areas in the Specific Plan (Landside, Airside, and Northside). The LAX Northside is zoned as "LAX-N" under the LAX Specific Plan. This zoning designation allows commercial uses, including offices, hotel, restaurant, service, and retail uses; commercial golf course, including golf driving tees and ranges; and recreational facilities and public benefit uses in the LAX Northside Center District. The proposed Project allows mixed commercial and civic uses and would maintain the existing golf course. The proposed Project is consistent with the LAX-N land uses. As shown in **Table 4.9-9**, the Proposed Project also introduces maximum square footages, building heights, setbacks, and buffers that are consistent with or more restrictive than existing LAX-N development standards for the LAX

4.9 Land Use and Planning

Northside Center District. The LAX Northside Center District is therefore consistent with the LAX Specific Plan.

The LAX Master Plan promotes maximum compatibility between LAX and surrounding neighborhoods and seeks to achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts. The LAX Northside Center District is planned for a mix commercial development, community, and civic uses to respond to future demand for these uses. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13. The LAX Northside Center District would provide retail and commercial job opportunities. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. The LAX Northside Center District is therefore consistent with the LAX Master Plan.

The LAX Northside Center District is consistent with the adopted land use/density designation in the LAX Plan and Specific Plan, and is consistent with the City of Los Angeles General Plan and adopted environmental goals or policies contained in other applicable plans. Therefore, impacts related to land use consistency are less than significant.

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Regional Plans	
SCAG 2012 RTP/SCS	
RTP G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Consistent: The LAX Northside Center District would encourage the pedestrian experience by consolidating pedestrian activity along building frontages oriented towards Westchester Parkway. Future development within this District would also be required to include pedestrian amenities such as bike racks. Development within this District would be designed to work with the proposed LAX Northside Paseo . All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile stretch that will accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.
RTP G7: Actively encourage and create incentives for energy efficiency, where possible	Consistent. Building lighting plans for proposed buildings within the Project are required to incorporate current energy-efficient fixtures and technology.

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Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
RTP G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Consistent. The LAX Northside Center District includes space for a potential transit station adjacent to Area 11. The pedestrian oriented, mixed-use development proposed for this District would encourage the use of public transit and non-motorized transportation by providing a variety of land uses (commercial, office, civic/community uses) that are connected by pedestrian pathways, making these uses accessible to public transit. Additionally, all areas of the Northside would be connected through the proposed Paseo located along Westchester Parkway, which would provide a means of non-motorized travel.
Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan	
G-4: Prohibit any uses which will negatively affect safe air navigation	Consistent. The proposed Project heights comply with FAA height restrictions. Additionally, the proposed Project restricts use of reflective materials and lighting that could negatively affect safe air navigation.
G-1: Require new uses to adhere to the Land Use Compatibility Chart.	Consistent. The LAX Northside Center District is planned for a mix of commercial uses that could accommodate a mix of retail, restaurant, hotel, medical, and parking uses. These uses adhere to the Land Use Compatibility Chart.
S-7: Comply with height restriction standards and procedures set forth in FAR Part 77.	Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards.
Citywide Plans	
Los Angeles Citywide General Plan Framework Element	
Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;	Consistent. The LAX Northside Center District is planned for a mix of commercial uses that could accommodate a mix of retail, restaurant, hotel, medical, and parking uses. The district is also planned to accommodate community, non-profit, and civic uses.

Table 4.9-8**Land Use Consistency- LAX Northside Center District**

Goal, Policy or Objective	Consistency Analysis
Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	Consistent. The LAX Northside Sub-Area was established as part of the LAX Plan as an area that can be developed to support airport needs and the needs of the community. The LAX Northside Center District provides a mix of commercial, community, and civic uses that would serve the needs of existing and future residents and provide job opportunities.
Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation
Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	Consistent. The LAX Northside Center District is proposed as a site for a potential transit station. Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.

4.9 Land Use and Planning

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.	Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. For details on consistency, please refer to Chapter 4.9, Land Use/Planning
Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.
Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	Consistent. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13. North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway. Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing soundwall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building setback within Area 11 would ensure that building massing would setback as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of bioswales. Additionally, development within the LAX Northside Center District would be developed so that building frontages are oriented towards Westchester Parkway and would be connected by pedestrian paths that connect to the proposed Paseo.

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Accommodate land uses, locate and design buildings, and implement street amenities that enhance pedestrian activity.	Consistent. The LAX Northside Center District would accommodate pedestrian activity by orienting building frontages towards Westchester Parkway and by providing internal pedestrian connections throughout the site which would also connect to the proposed Paseo.
Community/Specific Plan	
LAX Plan	
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 view of airport facilities from adjacent residential use	<p>Consistent: Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13.</p> <p>North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway.</p> <p>Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing soundwall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building stepback within Area 11 would ensure that building massing would stepback as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of bioswales.</p>
Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside	<p>Consistent: Proposed development within the LAX Northside Center District would be oriented towards the edges of Westchester Parkway and La Tijera Boulevard. Frontages of proposed buildings are oriented towards Westchester Parkway to encourage pedestrian activity.</p> <p>Vehicular access will be allowed primarily off of Westchester Parkway, with secondary access allowed along La Tijera Boulevard and Sepulveda Westway.</p>

4.9 Land Use and Planning

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods	<p>Consistent: Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13 and away from the surrounding neighborhoods and adjacent land uses.</p> <p>North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway.</p> <p>Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing soundwall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building stepback within Area 11 would ensure that building massing would stepback as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of bioswales.</p>
Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses	<p>Consistent: The Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charettes, and community stakeholder meetings.</p>

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
LAX Specific Plan	
<p>The purpose of the LAX Northside Sub-Area according to the LAX Specific Plan is to provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. The LAX Northside Sub-Area is intended to serve as an airport buffer zone for the Westchester community.</p>	<p>Consistent. The proposed Project is consistent with the overall purpose of the LAX Northside Sub-Area as defined in LAX Specific Plan. The Project site would continue to serve as an airport buffer zone for the Westchester community. The proposed Project would be developed with uses that are consistent with airport needs through the designation of the Airport Support District. The proposed Project will also be developed consistent with neighborhood conditions by providing landscaped buffer areas that shield surrounding neighborhoods from the Project. Proposed Project land uses are based on uses that the community has prioritized during the public outreach process and current market conditions. These priorities included the inclusion of more open space and recreational areas, revitalization of the Westchester Business District, community amenities, and job creation.</p>
<p>The LAX Northside is zoned as "LAX-N" under the LAX Specific Plan. In order for development to comply with the LAX-N zone, it should be developed according to the allowable uses (presented under Appendix A of the LAX Specific Plan).</p> <p><u>Area 11:</u> Commercial uses, including offices, hotel restaurant, service, retail uses.</p> <p><u>Areas 12A East and 12A West:</u> Commercial uses, including offices, hotel restaurant, service, retail uses.</p> <p><u>Area 12B West:</u> Commercial golf course, including golf driving tees and ranges and similar golf uses.</p> <p><u>Area 13:</u> Recreational facilities, public benefit uses including child care, children's play area, picnic amenities, athletic fields, parks, libraries.</p>	<p>Consistent. <u>Area 11:</u> Retail, commercial, office (including airport administrative), restaurants, services, hotel, transit station, medical, and parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships.</p> <p><u>Areas 12A East:</u> Retail, commercial, office (including airport administrative), restaurants, services, hotel, transit station, medical, and parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships. Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground)</p> <p><u>Area 12A West:</u> Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground).</p> <p><u>Area 12B:</u> Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground).</p> <p><u>Area 13:</u> Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground)</p>

4.9 Land Use and Planning

Table 4.9-8

Land Use Consistency- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
LAX Master Plan	
Through enhanced urban design, maximize compatibility between LAX and the demand for housing, employment, service, and protect surrounding neighborhoods.	<p>Consistent. The LAX Northside is planned for a mix commercial development, community, and civic uses to respond to future demand for these uses. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13.</p> <p>North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway.</p> <p>Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing soundwall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building stepback within Area 11 would ensure that building massing would stepback as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of bioswales.</p> <p>All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation</p>
Achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts.	<p>Consistent. The entire Project Site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses.</p>

Source: URS, 2014.

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4.9 Land Use and Planning

Table 4.9-9

Consistency with LAX Specific Plan Development Standards- LAX Northside Center District

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Square Feet of Permitted Development	Total of 4,500,000 square feet allowed as follows: Low-rise and mid-rise office: 1,580,000 sf Restaurant and Retail: 130,000 sf Hotel: 870,000 Research park: 1,170,000 Airport support: 750,000	Total of 2,320,000 square feet as follows: Office, research and development: 1,275,000 Mixed use-commercial: 220,000 Airport support: 600,000 Community and civic: 215,000 Open Space and Recreation: 10,000	Consistent. The proposed Project allows less total development and compatible land use types as existing standards.
Building Height	<u>Westchester Center (LAX Northside Center District):</u> 55' at 10-15 foot setback from Westchester Parkway. Building heights may increase as they move further north as allowed by FAA standards.	<u>LAX Northside Center District:</u> Area 11, 12A East: 60' Area 12A West: 20' Area 13: 45'	Consistent. The proposed Project has more restrictive height requirements than existing standards. The proposed Project establishes maximum heights across the Project site, whereas existing standards allow heights to increase up to FAA standards as development moves further north from the LAX North Airfield.

Table 4.9-9

Consistency with LAX Specific Plan Development Standards- LAX Northside Center District

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Building Setbacks	<p><u>General</u>: All buildings required to be set back a minimum of 750 feet from the LAX north runway centerline.</p> <p><u>Westchester Center Guidelines (LAX Northside Center District)</u>: 15 feet from property line along Westchester Parkway, La Tijera Boulevard, and Emerson Ave. 10 feet along Sepulveda Westway. A minimum of 60 feet from the centerline of each major entry drive into the site perpendicular to Westchester Parkway.</p>	<p><u>General</u>: Limited Development Area required in compliance with FAA guidelines.</p> <p><u>LAX Northside Center District</u>: 15 foot setback along Lincoln Boulevard. 20 foot setback along interior property lines. 30 foot setback along north property lines of Area 12A E and Area 11. 15 foot setback along La Tijera Boulevard. 15 foot setback along Westchester Parkway in Area 12 A W. 18 foot setback along Westchester Parkway in Area 12 A East. 50 foot setback in Area 11 in addition to Limited Development Area.</p>	<p>Consistent: The proposed Project has equal or greater setback requirements than existing standards in most areas. Along Westchester Parkway, some setbacks are smaller in the proposed Project to reinforce building orientation towards Westchester Parkway, which is consistent with the LAX Specific Plan policies.</p>
Buffer Areas	<p><u>Westchester Center Guidelines (LAX Northside Center District)</u>: 30 foot wide landscape buffer set back along 88th street between Sepulveda Westway and Liberator Avenue. Parcel 12A at 88th Place and Liberator requires a 15-foot wide landscape buffer.</p>	<p><u>LAX Northside Center District</u>: 30 foot setback required along northern edge of Area 11 and 12A East. Existing landscaping and soundwalls to remain.</p>	<p>Consistent: The proposed Project buffers and setbacks yield the same or greater separation between the proposed Project and existing residences as the existing standards.</p>

Source: City of Los Angeles, LAX Specific Plan, 2004; City of Los Angeles, Los Angeles World Airports, LAX Northside Design Guidelines and Standards, 2014; URS, 2014.

4.9 Land Use and Planning

LAX Northside Campus District

Regional, citywide, and community/specific plans were analyzed to determine the level of land use impacts with respect to consistency with applicable plans. For a complete analysis of the proposed Project's compatibility with applicable goals and strategies of the following plans, please refer to Appendix L, Land Use Consistency Analysis. As analyzed in **Table 4.9-10**, and discussed below the proposed Project would be consistent with the goals, policies, and objectives of the SCAG RTP/SCS, Los Angeles County Airport Land Use Plan, City of Los Angeles General Plan, LAX Plan, LAX Specific Plan, and LAX Master Plan.

Regional Plans

The Project site is located within the six county Southern California Association of Governments (SCAG) Planning Area, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The SCAG 2012-2035 Regional Transportation/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future was adopted on April 4, 2012. The RTP/SCS includes goals and policies related 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.

The LAX Northside Campus District includes a mix of land uses to improve livability and sustainability. Active transportation is encouraged through the provision of the Paseo, a new multi-use trail along the length of the LAX Northside Campus District. The LAX Northside Campus District is proposed for mix of uses, including low-rise, low intensity office, research and development, civic, buffer, and higher education uses. The District also includes areas for recreational uses within Areas 1 and 2. The existing Jet Pets animal quarantine facility would remain within this District. The proposed Project would therefore introduce jobs near existing housing located in Westchester in this District. Additionally, the LAX Northside Campus District was previously developed but is now mostly vacant. The proposed Project would introduce new uses in an existing, developed urban area to revitalize this area. The proposed Project is therefore consistent with the SCAG RTP/SCS.

The Project site is located within the LAX airport influence area and the CLUP. The CLUP identifies compatible land uses within Airport Influence Areas based on community noise exposure. **Figure 4.9-19** depicts the Proposed Project land uses in relation to the LAX CNEL contours. As shown, the LAX Northside Campus District is located in the 65-70 dB CNEL contour. Portions of Area 2 and 3 are located in areas with noise below the 65 dB CNEL contour. Per the CLUP land use compatibility table, commercial, industrial, and open space uses should review noise insulation needs in this area. The proposed Project would comply with the City of Los Angeles Noise Ordinance, Chapter 11 of the Los Angeles Municipal Code. Educational facilities in the 65 to 70 dB CNEL contour should be avoided. The proposed project only allows higher educational uses. Additionally, the Project Design Features require that prior to the issuance of building permits for any proposed higher educational uses, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Los Angeles that the 45 dBA interior noise standard and an outdoor to indoor Noise Level Reduction of at least 25 dB and 30 dB has been achieved. Outdoor areas associated with higher educational uses shall be designed to minimize noise exposure.

4.9 Land Use and Planning

Should the property owner of any land proposed for higher educational use be any entity other than LAWA, the property owner shall be required to grant LAWA a permanent and irrevocable aviation easement.

Heights in the LAX Northside Campus District are limited to 60 feet in Area 3 and 45 feet in Area 1 and 2. These heights comply with FAR Part 77. The LAX Northside Campus District prohibits uses that will negatively affect safe air navigation, including landscaping that could attract birds, and lighting and reflective materials that could impact aircraft navigation. The LAX Northside Campus District is therefore consistent with the CLUP.

Citywide Plan

The Project site is located in the City of Los Angeles General Plan planning area. The City of Los Angeles General Plan consists of the Framework Element (adopted in 1996), the Land Use Element (divided into 35 community plans), and the Urban Form and Neighborhood Design Element (development pending). The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans.

The LAX Northside Campus district accommodates a mix of uses, including low-rise, low intensity office, research and development, civic, buffer, and higher education uses. that support the needs of the City's existing and future residents and visitors. Introduction of these new uses will provide jobs adjacent to existing residential areas in Westchester. New areas for open space and civic uses are provided in Area 1 and 2. Project Design Features in the LAX Northside Campus district provide for siting and design of development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts. Heights are compatible with commercial uses in the Westchester Business District, while the buffer area and setbacks ensure compatibility with residences to the north. Pedestrian and bicycle activity is enhanced through the introduction of the Paseo. The LAX Northside Campus District is therefore consistent with the City of Los Angeles General Plan.

Community/Specific Plan

Land use and zoning for the Project site are provided by the LAX Plan (the City of Los Angeles General Plan Land Use Element for the Project site) and LAX Specific Plan. The LAX Master Plan outlines improvement programs to modernize the Airport, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvements, and passenger safety, security, and convenience enhancements.

The LAX Plan designates four land use areas. The Project site is designated as LAX Northside. The LAX Plan states that the LAX Northside area provides for the development of uses consistent with Airport needs and neighborhood conditions, while also serving as an Airport buffer zone for the Westchester community located immediately north of the Project site. The LAX Plan categorizes the allowable uses within the LAX Northside to include 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. The LAX Northside Campus District provides for a mix of office, research and development, civic, and open space uses that are consistent with the LAX Plan land use designation. Neighborhood context and compatibility between the Project site and adjacent uses is provided through Project Design Features that require buffers and setbacks adjacent to

4.9 Land Use and Planning

residential areas. Additionally, buildings are oriented towards Westchester Parkway. The LAX Northside Campus District is therefore consistent with the LAX Plan.

The LAX Northside is zoned as “LAX-N” under the LAX Specific Plan. This zoning designation allows offices, business park, and research and development center in Area 1 and 2 and commercial uses, including hotel, office, restaurant, service, and retail uses in Area 3. The proposed Project allows research and development, office, civic, open space, and buffer areas in the LAX Northside Campus district. The proposed Project is consistent with the LAX-N land uses. As shown in **Table 4.9-11**, the Proposed Project also introduces maximum square footages, building heights, setbacks, and buffers that are consistent with or more restrictive than existing LAX-N development standards for the LAX Northside Campus District. The LAX Northside Campus District is therefore consistent with the LAX Specific Plan.

The LAX Master Plan promotes maximum compatibility between LAX and surrounding neighborhoods and seeks to achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts. The LAX Northside Campus District is planned for a mix of office, research and development, civic, and open space uses to respond to future demand for these uses. Development proposed for the LAX Northside Campus District will be oriented towards Westchester Parkway. The LAX Northside Campus District would provide research and development, civic, and office job opportunities. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. The LAX Northside Campus District is therefore consistent with the LAX Master Plan.

The LAX Northside Campus District is consistent with the adopted land use/density designation in the LAX Plan and Specific Plan, and is consistent with the City of Los Angeles General Plan and adopted environmental goals or policies contained in other applicable plans. Therefore, impacts related to land use consistency are less than significant.

4.9 Land Use and Planning

Table 4.9-10

Land Use Consistency- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
Regional Plans	
SCAG 2012 RTP/SCS	
RTP G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	<p>Consistent. The LAX Northside Campus District would accommodate recreation areas to encourage active and passive forms of recreation within Areas 1 and 2. These recreation areas would include pedestrian pathways, recreation centers, dog parks, and playing fields. Development within this District would also be required to accommodate bicycle parking.</p> <p>Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.</p>
RTP G7: Actively encourage and create incentives for energy efficiency, where possible	<p>Consistent. Building lighting plans for proposed buildings within the Project are required to incorporate current energy-efficient fixtures and technology.</p>
RTP G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation	<p>Consistent. Areas 1 and 2 are planned for pedestrian pathways. The District would also be connected to the other areas within the Northside through the LAX Northside Paseo, which would provide a means of non-motorized transport along Westchester Parkway.</p>
Los Angeles County Airport Land Use Compatibility Plan	
G-4: Prohibit any uses which will negatively affect safe air navigation	<p>Consistent. The proposed Project heights comply with FAA height restrictions. Additionally, the proposed Project restricts use of reflective materials and lighting that could negatively affect safe air navigation.</p>
G-1: Require new uses to adhere to the Land Use Compatibility Chart.	<p>Consistent. The LAX Northside Campus District is planned for a mix office, research and development, buffer, and open space uses. These uses adhere to the Land Use Compatibility Chart.</p>
S-7: Comply with height restriction standards and procedures set forth in FAR Part 77.	<p>Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards.</p>

4.9 Land Use and Planning

Table 4.9-10

Land Use Consistency- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
Citywide Plans	
City of Los Angeles General Plan	
Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;	Consistent. The LAX Northside Campus District is planned for a mix of office and research and development uses including higher education, technology, media, and/or other creative economy uses. Recreation and open space is also planned for this district as well as community and civic uses.
Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	Consistent. The LAX Northside Sub-Area was established as part of the LAX Plan as an area that can be developed to support airport needs and the needs of the community. The LAX Northside Campus District provides a mix of higher educational uses, office, research and development uses, and recreation uses of uses that would serve the needs of existing and future residents and provide job opportunities.
Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	Consistent. The LAX Northside Campus District proposes office and recreation uses that could accommodate play fields, soccer fields, baseball and softball fields, dog parks; All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation.

Table 4.9-10**Land Use Consistency- LAX Northside Campus District**

Goal, Policy or Objective	Consistency Analysis
Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	<p>Consistent. The LAX Northside Campus District would accommodate recreation areas to encourage active and passive forms of recreation within Areas 1 and 2. These recreation areas would include pedestrian pathways, recreation centers, dog parks, and playing fields. Development within this District would also be required to accommodate bicycle parking.</p> <p>Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.</p>
Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.	<p>Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. For details on consistency, please refer to Chapter 4.9, Land Use/Planning.</p>
Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	<p>Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.</p>
Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	<p>Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses. Office and research and development uses would be developed so that they are connected by pedestrian paths that connect to the proposed Paseo that will span the entire length of the Project site.</p>

4.9 Land Use and Planning

Table 4.9-10

Land Use Consistency- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
Accommodate land uses, locate and design buildings, and implement street amenities that enhance pedestrian activity.	Consistent. The LAX Northside Campus District is proposed for office and research and development uses that would be connected by pedestrian paths with building frontages oriented towards Westchester Parkway and would be connected to the proposed Paseo that would provide pedestrian connections along the entire Project site. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.
Community/Specific Plans	
LAX Plan	
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 view of airport facilities from adjacent residential use	Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.
Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside	Consistent. Primary access to the LAX Northside Campus District is provided via Westchester Parkway and from Lincoln Boulevard and South Pershing Drive. This District is not accessible from residential streets to the north.
Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods	Consistent. The entire Project site is intended to provide a buffer between LAX and surrounding neighborhoods. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.

Table 4.9-10

Land Use Consistency- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses	Consistent. The Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charrettes, and community stakeholder meetings.
LAX Specific Plan	
The purpose of the LAX Northside Sub-Area according to the LAX Specific Plan is to provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. The LAX Northside Sub-Area is intended to serve as an airport buffer zone for the Westchester community.	Consistent. The proposed Project is consistent with the overall purpose of the LAX Northside Sub-Area as defined in LAX Specific Plan. The LAX Northside Sub-Area would continue to serve as an airport buffer zone for the Westchester community. The proposed Project would be developed with uses that are consistent with airport needs through the designation of the Airport Support District. The proposed Project will also be developed consistent with neighborhood conditions by providing landscaped buffer areas that shield surrounding neighborhoods from the Project.
The LAX Northside is zoned as "LAX-N" under the LAX Specific Plan. In order for development to comply with the LAX-N zone, it should be developed according to the allowable uses presented under Appendix A of the LAX Specific Plan, listed below: <u>Area 1:</u> Offices, business park, and research and development center. <u>Area 2:</u> Offices, business park, and research and development center. <u>Area 3:</u> Commercial uses, including hotel, offices, restaurant, service, retail uses.	Consistent. <u>Area 1:</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground). Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground). <u>Area 2 (Includes Areas 2A, 2B, 2C, 2D, and 2E):</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground). Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground). Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground). <u>Area 3:</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground).

4.9 Land Use and Planning

Table 4.9-10

Land Use Consistency- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
LAX Master Plan	
Through enhanced urban design, maximize compatibility between LAX and the demand for housing, employment, service, and protect surrounding neighborhoods.	<p>Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.</p> <p>All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation.</p>
Achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts.	<p>Consistent. The entire Project Site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses. Additionally, the proposed Project accommodates airport needs and makes land available to achieve fair market value with compatible development.</p>

Source: URS, 2014.

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4.9 Land Use and Planning

Table 4.9-11

Consistency with LAX Specific Plan Development Standards- LAX Northside Campus District

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Square Feet of Permitted Development	Total of 4,500,000 square feet allowed as follows: Low-rise and mid-rise office: 1,580,000 sf Restaurant and Retail: 130,000 sf Hotel: 870,000 Research park: 1,170,000 Airport support: 750,000	Total of 2,320,000 square feet as follows: Office, research and development: 1,275,000 Mixed use-commercial: 220,000 Airport support: 600,000 Community and civic: 215,000 Open Space and Recreation: 10,000	Consistent. The proposed Project allows less total development and compatible land use types as existing standards.
Building Height	<u>Business Park (LAX Northside Campus District):</u> 45'-55', except between Loyola and Lincoln Boulevards, where structures can be built to the maximum heights allowed by FAA standards.	<u>LAX Northside Campus District:</u> Area 1: 45' Area 2: 45' Area 3: 60'	Consistent. The proposed Project has more restrictive height requirements than existing standards. The proposed Project establishes maximum heights across the Project site, whereas existing standards allow heights to increase up to FAA standards as development moves further north from the LAX North Airfield.

Table 4.9-11

Consistency with LAX Specific Plan Development Standards- LAX Northside Campus District

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Building Setbacks	<p><u>General:</u> All buildings required to be set back a minimum of 750 feet from the LAX north runway centerline.</p> <p><u>Business Park (LAX Northside Campus District):</u> A minimum of 50 feet from Pershing Drive and Westchester Parkway west of Loyola Boulevard. East of Loyola Boulevard, buildings should be set back 15 feet from the property line of Westchester Parkway. Buildings shall be set back a minimum of 30 feet from the final right-of-way of Falmouth Avenue. A minimum of 15 feet from Loyola Boulevard. A minimum of 20 feet from all interior property lines.</p>	<p><u>General:</u> Limited Development Area required in compliance with FAA guidelines.</p> <p><u>LAX Northside Campus District:</u> 38 foot setback along Westchester Parkway, 20 foot setback along interior property lines, 30 foot setback along Falmouth Ave. 80 foot setback along north property line of Area 1. 15 foot setback along Lincoln Boulevard.</p>	<p>Consistent: The proposed Project has equal or greater setback requirements than existing standards in most areas. Along Westchester Parkway, some setbacks are smaller in the proposed Project to reinforce building orientation towards Westchester Parkway, which is consistent with the LAX Specific Plan policies.</p>
Buffer Areas	<p><u>Business Park (LAX Northside Campus District):</u> Parcel 2 along north property line requires a 15 foot landscape buffer between Loyola Boulevard and Hastings Avenue. Parcel 2 along Cum Laude Avenue and 92nd Street requires a 10-foot landscape buffer. Parcel 1 along the north boundary between Falmouth Avenue and Pershing Drive requires a 50-foot wide landscape buffer.</p>	<p><u>LAX Northside Campus District:</u> 100-foot wide buffer is required along northern property line of Area 2. 20-foot wide landscape buffer is required along northwest property line in Parcel 1.</p>	<p>Consistent: The proposed Project buffers and setbacks yield the same or greater separation between the proposed Project and existing residences as the existing standards.</p>

Note:

sf = square feet

Source: City of Los Angeles, LAX Specific Plan, 2004; City of Los Angeles, Los Angeles World Airports, LAX Northside Design Guidelines and Standards, 2014; URS, 2014.

4.9 Land Use and Planning

LAX Northside Airport Support District

Regional, citywide, and community/specific plans were analyzed to determine the level of land use impacts with respect to consistency with applicable plans. For a complete analysis of the proposed Project's compatibility with applicable goals and strategies of the following plans, please refer to Appendix L, Land Use Consistency Analysis. As analyzed in **Table 4.9-12**, and discussed below the proposed Project would be consistent with the goals, policies, and objectives of the SCAG RTP/SCS, Los Angeles County Airport Land Use Plan, City of Los Angeles General Plan, LAX Plan, LAX Specific Plan, and LAX Master Plan.

Regional Plans

The Project site is located within the six county Southern California Association of Governments (SCAG) Planning Area, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The SCAG 2012-2035 Regional Transportation/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future was adopted on April 4, 2012. The RTP/SCS includes goals and policies related 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.

The LAX Northside Airport Support District is adjacent to the active LAX North Airfield. Public access is restricted due to safety concerns. Policies related to active transportation do not apply to this District. The LAX Northside Airport Support District does require energy efficient lighting and therefore encourages energy efficiency. The proposed Project is therefore consistent with the SCAG RTP/SCS.

The Project site is located within the LAX airport influence area and the CLUP. The CLUP identifies compatible land uses within Airport Influence Areas based on community noise exposure. **Figure 4.9-19** depicts the Proposed Project land uses in relation to the LAX CNEL contours. As shown, the LAX Northside Airport Support District is located in the 65-70 dB CNEL contour. Portions of Area 4, 6, 7, 8, and 9 are located in the 70-75 dB CNEL, and Area 10 is located in the 75 dB CNEL. Per the CLUP land use compatibility table, industrial uses should review insulation needs in these areas. The proposed Project would comply with the City of Los Angeles Noise Ordinance, Chapter 11 of the Los Angeles Municipal Code.

Heights in the LAX Northside Airport Support District are limited to 30 feet. These heights comply with FAR Part 77. The LAX Northside Airport Support District prohibits uses that will negatively affect safe air navigation, including landscaping that could attract birds, and lighting and reflective materials that could impact aircraft navigation. The LAX Northside Airport Support District is therefore consistent with the CLUP.

Citywide Plan

The Project site is located in the City of Los Angeles General Plan planning area. The City of Los Angeles General Plan consists of the Framework Element (adopted in 1996), the Land Use Element (divided into 35 community plans), and the Urban Form and Neighborhood Design Element (development pending). The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans.

4.9 Land Use and Planning

The LAX Northside Airport Support District accommodates airport support uses that support the needs of the City's existing and future residents and visitors. Introduction of these new uses will provide jobs adjacent to existing residential areas in Westchester. The LAX Northside Airport Support District is not adjacent to residential neighborhoods. The existing sidewalk and bike lane along Westchester Parkway will be maintained. The LAX Northside Airport Support District is therefore consistent with the City of Los Angeles General Plan.

Community/Specific Plan

Land use and zoning for the Project site are provided by the LAX Plan (the City of Los Angeles General Plan Land Use Element for the Project site) and LAX Specific Plan. The LAX Master Plan outlines improvement programs to modernize the Airport, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvements, and passenger safety, security, and convenience enhancements.

The LAX Plan designates four land use areas. The Project site is designated as LAX Northside. The LAX Plan states that the LAX Northside area provides for the development of uses consistent with Airport needs and neighborhood conditions, while also serving as an Airport buffer zone for the Westchester community located immediately north of the Project site. The LAX Plan categorizes the allowable uses within the LAX Northside to include 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. The LAX Northside Airport Support District provides airport support uses that are consistent with the LAX Plan land use designation. Neighborhood context and compatibility between the Project site and adjacent uses is provided through Project Design Features that require setbacks from Westchester Parkway and Pershing Drive. There are no residences adjacent to the LAX Northside Airport Support District. The LAX Northside Airport Support District is therefore consistent with the LAX Plan.

The LAX Northside is zoned as "LAX-N" under the LAX Specific Plan. This zoning designation allows light industrial uses, airline and airport support services, business park and research and development center in Area 4; offices, business park and research and development center, airport view site, airline and airport support and accessory use in Areas 5-7; commercial uses, including office and restaurant uses, automobile station in Area 8; commercial uses, including office and restaurant, automobile station, and public automobile parking in Area 9; and public automobile parking in Area 10. The proposed Project allows airport support uses in the LAX Northside Airport Support District. The proposed Project is consistent with the LAX-N land uses. As shown in **Table 4.9-13**, the Proposed Project also introduces maximum square footages, building heights, setbacks, and buffers that are consistent with or more restrictive than existing LAX-N development standards for the LAX Northside Airport Support District. The LAX Northside Airport Support District is therefore consistent with the LAX Specific Plan.

The LAX Master Plan promotes maximum compatibility between LAX and surrounding neighborhoods and seeks to achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts. The LAX Northside Airport Support District is planned for airport support uses to respond to future demand for these uses. Development proposed for the LAX Northside Airport Support District will be oriented towards Westchester Parkway. The LAX Northside Airport Support District would provide airport-related job opportunities. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. The LAX Northside Airport Support District is therefore consistent with the LAX Master Plan.

4.9 Land Use and Planning

The LAX Northside Airport Support District is consistent with the adopted land use/density designation in the LAX Plan and Specific Plan, and is consistent with the City of Los Angeles General Plan and adopted environmental goals or policies contained in other applicable plans. Therefore, impacts related to land use consistency are less than significant.

Table 4.9-12

Land Use Consistency- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
Regional Plans	
SCAG 2012 RTP/SCS	
RTP G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Not Applicable. The Airport Support District does not encourage active transportation since it is located directly adjacent to an active air field and is not a publicly accessible space due to safety and security reasons (accessible to LAX personnel only).
RTP G7: Actively encourage and create incentives for energy efficiency, where possible	Consistent. Building lighting plans for proposed buildings within the Project are required to incorporate current energy-efficient fixtures and technology.
RTP G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Not Applicable. The proposed uses within the Airport Support District do not facilitate transit since the uses are limited to airport support uses.
Los Angeles County Airport Land Use Compatibility Plan	
G-4: Prohibit any uses which will negatively affect safe air navigation	Consistent. The proposed Project heights comply with FAA height restrictions. Additionally, the proposed Project restricts use of reflective materials and lighting that could negatively affect safe air navigation.
G-1: Require new uses to adhere to the Land Use Compatibility Chart.	Consistent. The LAX Northside Airport Support District is planned airport support uses. These uses adhere to the Land Use Compatibility Chart.
S-7: Comply with height restriction standards and procedures set forth in FAR Part 77.	Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards.
Citywide Plans	
Los Angeles Citywide General Plan Framework Element	
Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;	Not Applicable. The Airport Support District does not accommodate a diversity of uses since it located immediately adjacent to an active airfield and it can only accommodate airport support uses for safety reasons.

4.9 Land Use and Planning

Table 4.9-12

Land Use Consistency- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	Not Applicable. The Airport Support District would not provide a mix of uses and is solely designated for airport support due to safety reasons since it is located immediately adjacent to an active airfield.
Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	Not Applicable. The Airport Support District would not allow for open space opportunities due to safety reasons since it is located immediately adjacent to an active airfield.
Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	Not Applicable. The Airport Support District would not facilitate reduced vehicular trips, vehicle miles traveled, and air pollution since it will be developed with airport support uses that would be located immediately adjacent to an active airfield.
Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.	Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. For details on consistency, please refer to Chapter 4.9, Land Use/Planning
Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	Not Applicable. The Airport Support District would not accommodate pedestrian/bicycle access and use due to safety reasons since it is designated solely for airport support uses and is located adjacent to an active airfield.
Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	Consistent. The Airport Support District would solely support airport support uses and would be separated from the rest of the project by Westchester Parkway to the north. Airport support uses are located closest to the airport for safety reasons and away from residential uses.
Accommodate land uses, locate and design buildings, and implement street amenities that enhance pedestrian activity.	Not applicable. The Airport Support District does not accommodate pedestrian activity due to safety reasons since it is located immediately adjacent to an active airfield.

4.9 Land Use and Planning

Table 4.9-12

Land Use Consistency- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
Community/Specific Plans	
LAX Plan	
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 view of airport facilities from adjacent residential use	Not Applicable The Airport Support District is located along the southern boundary of LAX Northside, south of Westchester Parkway and is not adjacent to residential uses. Grading strategies and existing landscape berms will be preserved and will serve to limit the visual presence of this area from the residential community located north of Westchester Parkway.
Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside	Consistent. The Airport Support District would be accessible from Westchester Parkway and other roadways internal to LAX.
Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods	Consistent. The Airport Support District is solely proposed for airport support uses and is located immediately adjacent to LAX. This district is separated from the rest of the proposed Project by Westchester Parkway, maintaining a clear distance from neighborhoods located north of the Project.
Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses	Consistent. The Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charrettes, and community stakeholder meetings.
LAX Specific Plan	
The purpose of the LAX Northside Sub-Area according to the LAX Specific Plan is to provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. The LAX Northside Sub-Area is intended to serve as an airport buffer zone for the Westchester community.	Consistent. The proposed Project is consistent with the overall purpose of the LAX Northside Sub-Area as defined in LAX Specific Plan. The LAX Northside Sub-Area would continue to serve as an airport buffer zone for the Westchester community. The proposed Project would be developed with uses that are consistent with airport needs through the designation of the Airport Support District. The proposed Project will also be developed consistent with neighborhood conditions by providing landscaped buffer areas that shield surrounding neighborhoods from the Project.

Table 4.9-12

Land Use Consistency- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
<p>The LAX Northside is zoned as “LAX-N” under the LAX Specific Plan. In order for development to comply with the LAX-N zone, it should be developed according to the allowable uses (presented under Appendix A of the LAX Specific Plan).</p> <p><u>Area 4:</u> Light industrial uses, airline and airport support services, business park and research and development center.</p> <p><u>Areas 5-7:</u> Offices, business park and research and development center; airport view site; airline and airport support and accessory use.</p> <p><u>Area 8:</u> Commercial uses, including office and restaurant uses; automobile station.</p> <p><u>Area 9:</u> Commercial uses, including office and restaurant uses; automobile station, public automobile parking.</p> <p><u>Area 10:</u> Public automobile parking</p>	<p>Consistent. <u>Areas 4-10:</u> Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, and parking (above and below ground), excluding aircraft engine testing</p>
LAX Master Plan	
<p>Through enhanced urban design, maximize compatibility between LAX and the demand for housing, employment, service, and protect surrounding neighborhoods.</p>	<p>Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation</p> <p>The Airport Support District would shield airport support uses from the rest of the project and is separated from the rest of the Project site by Westchester Parkway.</p>
<p>Achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air commerce impacts.</p>	<p>Consistent. The entire Project Site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses The Airport District will support increased operations at LAX and be separated from the rest of the Project site by Westchester Parkway to the north.</p>

Source: URS, 2014

4.9 Land Use and Planning

4.9.3.4.2 Existing Land Use Compatibility

This section analyzes the extent to which the proposed Project would disrupt, divide, or isolate existing neighborhoods, communities, or land uses. Project impacts are organized by proposed district.

Construction

Development within the proposed Project would result in temporary construction-related impacts. Construction of the proposed Project would result in temporary significant impacts associated with air quality and noise. However, these impacts would be short-term in nature and would be staged to minimize disruption to neighboring streets and land uses. Additionally, application of construction mitigation measures and commitments from the LAX Master Plan EIR would reduce temporary construction related impacts to a less than significant level. The following mitigation measures and commitments would apply to construction activities:

- **MM-DA-1: Construction Fencing.** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views area high priority, provisions shall be made by LAWA for treatment of fencing to reduce temporary visual impacts.
- **Construction (C)-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advice motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means. This office may undertake a variety of duties, including but not limited to:
 - Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
 - Work with Airport police and the Los Angeles Police Department to enforce delivery times and routes;
 - Establish staging areas;
 - Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
 - Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the Airport construction projects;
 - Monitor and coordinate deliveries;
 - Establish detour routes;
 - Work with residential and commercial neighbors to address their concerns regarding construction activity; and
 - Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

4.9 Land Use and Planning

- **Surface Transportation (ST)–9: Construction Deliveries.** Construction deliveries requiring lane closure shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
- **ST-12: Designated Truck Delivery Hours.** Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- **ST-14: Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m., to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
- **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations, and other relevant factors.
- **ST-19: Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.
- **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are not subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

Construction staging and activities would be limited to areas within the Project site. Additionally, through implementation of the commitments and mitigation measures above construction activities would remain on designated routes outside of residential areas, would occur only during designated hours, and would be screened with fencing. Construction activity impacts would be limited to the Project site and designated roads the maximum extent feasible; would not disrupt, divide, or isolate neighborhoods, communities, or land uses on a long or permanent basis; and would not have secondary impacts. Therefore, construction impacts related to land use compatibility would be less than significant.

4.9 Land Use and Planning

Operation

LAX Northside Center District

Existing land uses within the LAX Northside Center District include the Westchester Golf Course, LAFD Station Number 5, and First Flight Child Development Center. These existing uses within the Project site would not be displaced as part of the proposed Project.

Proposed land uses for the LAX Northside Center District reflect a mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office. Area 11 is proposed for community serving, mixed-use development, which would include retail, restaurants, services, hotel, and office development. Below-grade parking would be permitted, and the site would also permit transit uses, such as a potential future light-rail or subway station. Area 12A East is proposed for the same mix of uses as would be permitted in Area 11. Area 12A West is proposed for development of community, civic, cultural, or other nonprofit uses. The proposed Project does not include any changes to existing uses in Area 12B. The existing Westchester Golf Course would remain at its current location and configuration. Area 13 is proposed for community serving uses on the remaining undeveloped portion of Area 13.

The LAX Northside Center District land uses are designed to be compatible with existing commercial uses in the Westchester Business District to the east and residences to the north. Building heights are limited to 60' in Area 11 and 12A East, 20' in area 12A West, and 45' in Area 13. The existing soundwalls and landscaping between the LAX Northside Center District and adjacent residences to the north would be maintained. To enhance buffers and privacy, in Area 11 buildings located adjacent to the 88th St and La Tijera Blvd property line are required to be stepped back by 1 foot for each additional foot of height above 15 feet. A 30' setback is also required between Areas 11 and 12A East located across the street from residences to the north. Buildings within 150 feet of residences shall be located to maximize privacy through building orientation or off-setting windows on any walls facing a residence to prevent direct views into any neighboring windows. The LAX Northside Center District will establish a maximum building square footage of 645,000 square feet. Along Westchester Parkway, a decomposed granite Paseo will be introduced to enhance the pedestrian experience and connect to the Westchester Business District.

The proposed Project uses in the LAX Northside Center District would not disrupt, divide, or isolate any communities or neighborhoods. The LAX Northside Center District would be located south of the community of Westchester, separated from the community by existing streets including Manchester Avenue, Lincoln Boulevard, and La Tijera Boulevard. Proposed land uses within the LAX Northside Center District would provide connections with the existing Westchester Business District. Potential civic, cultural, or other non-profit facilities would not result in new land use impacts or be incompatible with existing land uses or surrounding adjacent land uses since there are currently civic and community uses operating on the site. Additionally, introduction of the proposed Project uses in an areas that are currently vacant and previously disturbed would not disrupt existing uses on the Project site. The proposed Project would occur on LAX-owned property. No acquisition or new facilities are proposed that would physically divide an established community. Therefore, operational impacts to land use compatibility would be less than significant.

LAX Northside Campus District

Existing land uses within the LAX Northside Campus District consist of vacant, disturbed land in Areas 2 and 3. Area 1 currently contains the Jet Pets Animal Quarantine Facility and vacant

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land. These existing uses within the Project site would not be displaced as part of the proposed Project.

Proposed uses for the LAX Northside Campus District Areas include a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north, and low-rise, landscaped, creative campus uses located within Areas 2 and 3. Proposed uses in Area 1 include recreational open space or commercial development. A 100-foot wide secured landscaped buffer is proposed along the entire northern edge of Area 2 to maintain separation between existing residential uses along 91st Street and the Project site. A 20-foot wide landscaped buffer is also proposed along the northern edge of Area 1 to separate existing residential uses from the Project site.

The LAX Northside Campus District land uses are designed to be compatible with existing residences to the north and the Los Angeles Airport/El Segundo Dunes to the west. Building heights are limited to 45' in Area 1 and 2 and 60' in Area 3. A 15' setback and 80' buffer are required along the northern edge of Area 1 and a 100' wide buffer is required along the northern edge of Area 2. A 20' wide setback is required along the northern and western edges of Area 3. A 38' setback is required from Pershing Drive. Buildings within subareas 2C and 2E are required to be located with a minimum of 65 percent of the proposed Project ground floor building square footage within 250 feet of the Westchester Parkway property line. Landscaping throughout the buffer areas and parking lots is required to screen the LAX Northside Campus District from residences. The Northside Campus District will establish a maximum building square footage of 1,075,000. Along Westchester Parkway, a decomposed granite Paseo will be introduced to enhance the pedestrian experience and connect to the Westchester Business District.

The LAX Northside Campus District is located south of the community of Westchester and is located between LAX and the existing community of Westchester. As such, it provides an effective land use buffer that helps achieve land use compatibility between these diverse urban landscapes. Accordingly, the proposed Project would not disrupt, divide, or isolate the existing Westchester community. Landscaped buffer areas along the northern edges of Areas 1 and 2 would buffer proposed Project uses from existing residential neighborhoods.

The existing land uses within the LAX Northside Campus District include the Jet Pets Animal Quarantine Facility and previously developed, disturbed vacant land. The proposed Project would not change the existing use or configuration of the Jet Pets Animal Quarantine Facility. Introduction of office, recreation, and open space uses would not result in additional impacts to adjacent land uses since these proposed uses would be separated from surrounding residential land uses by proposed landscaped buffers. Additionally, introduction of the proposed Project uses in areas that are currently vacant and previously disturbed would not disrupt existing uses on the Project site. Therefore, operational impacts to land use compatibility would be less than significant.

LAX Northside Airport Support District

Existing land uses within the LAX Northside Airport Support District consist of existing airport support uses on Area 4 and disturbed areas currently used for temporary construction laydown within Areas 5 through 10. The LAX Northside Airport Support District is proposed for airport support uses that would include maintenance and repair shops, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction staging areas, parking, and airport recycling yards. Aircraft engine testing would be prohibited.

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The LAX Northside Airport Support District land uses are designed to be compatible with existing airport support uses to the south and the Los Angeles Airport/El Segundo Dunes to the west. All buildings within this District are limited in height to 30'. Buildings are prohibited in the Limited Development Area area per FAA requirements. Buildings are required to be set back 50' from South Pershing Drive. Along Westchester Parkway, building setbacks range from 50' to 15'. The LAX Airport Support District will establish a maximum building square footage of 600,000. The existing sidewalk and bike lane along Westchester Parkway would be maintained.

The LAX Northside Airport Support District is located immediately adjacent to the LAX North Airfield and south of Westchester Parkway and is therefore not located where it would disrupt, divide, or isolate residential areas. The land uses proposed for the LAX Northside Airport Support District are uses that are consistent with existing airport support uses and would not result in additional impacts to adjacent land uses. The LAX Northside Airport Support District is bordered by Westchester Parkway to the north, separating it from the rest of the Project site as well as from adjacent residential uses in Westchester to the north. Additionally, introduction of the proposed Project uses in areas that are currently vacant and previously disturbed would not disrupt existing uses on the Project site. The proposed Project would occur on LAX-owned property. No acquisition or new facilities are proposed that would physically divide an established community. Therefore, operational impacts to land use compatibility would be less than significant.

4.9.3.4.3 Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area within Districts. While transfers of floor area within Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to land use. Floor area transfers would not alter the proposed mix of uses proposed by the proposed Project or the development standards (height, setbacks, stepbacks, buffers, etc.) set forth for each District. As analyzed previously, development of the proposed Project land uses would be consistent with the goals, objectives, and policies of land use plans and would be compatible with surrounding land uses. As such, floor area transfers would not alter the conclusions with regard to land use impacts. Should uses be transferred within the Districts, the resulting impacts would be similar to those evaluated herein.

4.9.4 Cumulative Impacts

The geographic context for the cumulative impact analysis for land use is the Westchester-Playa del Rey Community Plan and LAX Plan area. Future growth through 2022 (the proposed Project buildout year) as a result of ambient growth and related projects would have the potential to alter the existing land use environment due to infill development at increased densities, conversions of vacant land to new development, and/or conversions of land uses (e.g., commercial to residential). However, future development projects would be subject to existing land use zoning and designations as well as environmental review by the City of Los Angeles. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community.

As discussed above, the Project site is bordered on the west by the Los Angeles Airport/El Segundo Dunes, on the south by LAX, on the north by the residential communities of Westchester and Playa del Rey, and on the east by the Westchester Business District. The Los Angeles Airport/El Segundo Dunes is a protected open space area and is not anticipated to be developed. While related improvement and modernization projects are anticipated at LAX, these

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will not change the overall land use and character of LAX from its current airport land use. Residences to the north are in stable, single-family areas. Finally, while the Westchester Business District may be intensified and revitalized, it is anticipated to remain a commercial area consistent with adopted plans. Anticipated changes to land use in areas adjacent to the Project site are therefore not anticipated to fundamentally alter the existing land use relationships in the community.

As indicated in Section 3.0, Environmental Setting, there are 34 related projects that have been identified in the City of Los Angeles in the Project vicinity. Such related projects consist of mixed use commercial, office, retail, airport parking, airport modernization, transit, school, and residential uses. Approximately 18 of these projects are expansions of existing uses or on project sites that are currently developed and therefore would not conflict with existing land uses. The remainder of the related projects are separated from the Project site by intervening development or are at distances from the Project site that would preclude cumulative impacts.

Additionally, given that the proposed Project would be compatible with existing surrounding land uses, the proposed Project would not contribute to significant cumulative land use compatibility impacts. Cumulative impacts would be less than significant.

As with the proposed Project, future development projects would be reviewed by the City of Los Angeles for consistency with relevant land use plans and regulations, including but not limited to the General Plan Framework, the Community Plan, and the LAMC. Therefore, as the proposed Project would generally be consistent with applicable land use plans, policies, and regulations, the proposed Project would not incrementally contribute to significant cumulative land use inconsistencies. Cumulative impacts would be less than significant.

4.9.5 Mitigation Measures

The proposed Project will be developed in compliance with all statutory requirements to preclude significant impacts on land use. In addition, implementation of LAX Master Plan Commitments and the Project Design Features would ensure that impacts related to land use associated with the proposed Project would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.9.6 Level Of Significance After Mitigation

As impacts related to land use would be less than significant without mitigation in excess of what the LAX Master Plan EIR/EIS requires of LAWA projects, impacts would remain less than significant.

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