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## 4.2 Land Use

### 4.2.1 Introduction

This analysis examines to what extent changes proposed under the Master Plan alternatives could result in land use incompatibilities or inconsistencies with applicable federal, state, and local regulations, plans, and policies. Supporting information is provided in Technical Report 1, *Land Use Technical Report*, and Technical Report S-1, *Supplemental Land Use Technical Report*.

### 4.2.2 General Approach and Methodology

As further described below, this land use analysis is focused on two components: (1) the potential for land use incompatibility due to physical or functional impacts on study area land uses caused by the Master Plan alternatives; or (2) the potential for the Master Plan alternatives to result in physical impacts caused by inconsistencies with applicable land use plans, policies, or regulations.

The study area for the land use analysis is shown in **Figure F4.2-1**, Land Use Study Area and Jurisdictional Boundaries. The area's general boundaries are Dockweiler State Beach to the west, Centinela and Florence Avenues to the north, the Harbor Freeway (I-110) to the east, and El Segundo and Imperial Highways to the south. It covers portions of unincorporated Los Angeles County, and the Cities of Los Angeles, El Segundo, Inglewood, and Hawthorne. The study area includes all proposed acquisition areas and other areas off-site that are either subject to improvements proposed under the LAX Master Plan alternatives or to potential land use incompatibility. As the potential for incompatible land use related to aircraft noise necessitates a study beyond the immediate LAX vicinity, residential and noise-sensitive uses further to the east are also incorporated. The study area generally coincides with the geographic area covered by LAWA's Aircraft Noise Mitigation Program (ANMP).<sup>77</sup>

### Land Use Incompatibility

#### **Noise**

As defined by Title 14, Code of Federal Regulations (CFR) Part 150 (also referenced in this section as Federal Aviation Regulation (FAR) Part 150) and shown in **Table F4.2-1**, Land Use Compatibility Guidelines FAR Part 150, land use incompatibility is based on the sensitivity of various land uses to aircraft noise, as defined by the Day Night Average Sound Level (DNL). These same guidelines are also applicable to the Community Noise Equivalent Level (CNEL) noise metric on which airport noise evaluations are based in California, as described in Section 4.1, *Noise*. Compatible land use impacts occur for most types of noise-sensitive uses when they are within the 65 CNEL noise contour. The analysis, required by FAA Order 5050.4A consistent with Appendix 6 of Order 1050.1D, further defines an impact as significant when noise-sensitive uses within the 65 CNEL contour are subject to increases in noise of 1.5 CNEL or more. Noise-sensitive uses defined under FAR Part 150 are residential, schools, churches, hospitals, and selected outdoor recreational use (e.g., amphitheatres). Under Title 21 of the California Code of Regulations, these uses are deemed incompatible unless interior noise levels can be reduced to a maximum of 45 CNEL. Within the 75 CNEL noise contour, all residential land uses having habitable exterior areas including balconies, patios, and yards, are deemed incompatible, even if interior levels are reduced to 45 CNEL.

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<sup>77</sup> City of Los Angeles Department of Airports, Noise Management Bureau, [Aircraft Noise Mitigation Program to Achieve Compliance with the California Airport Noise Standards through the Implementation of Land Use Mitigation Measures within the LAX Airport Noise Mitigation Area](#), December 1996.

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Table F4.2-1

### Land Use Compatibility Guidelines FAR Part 150

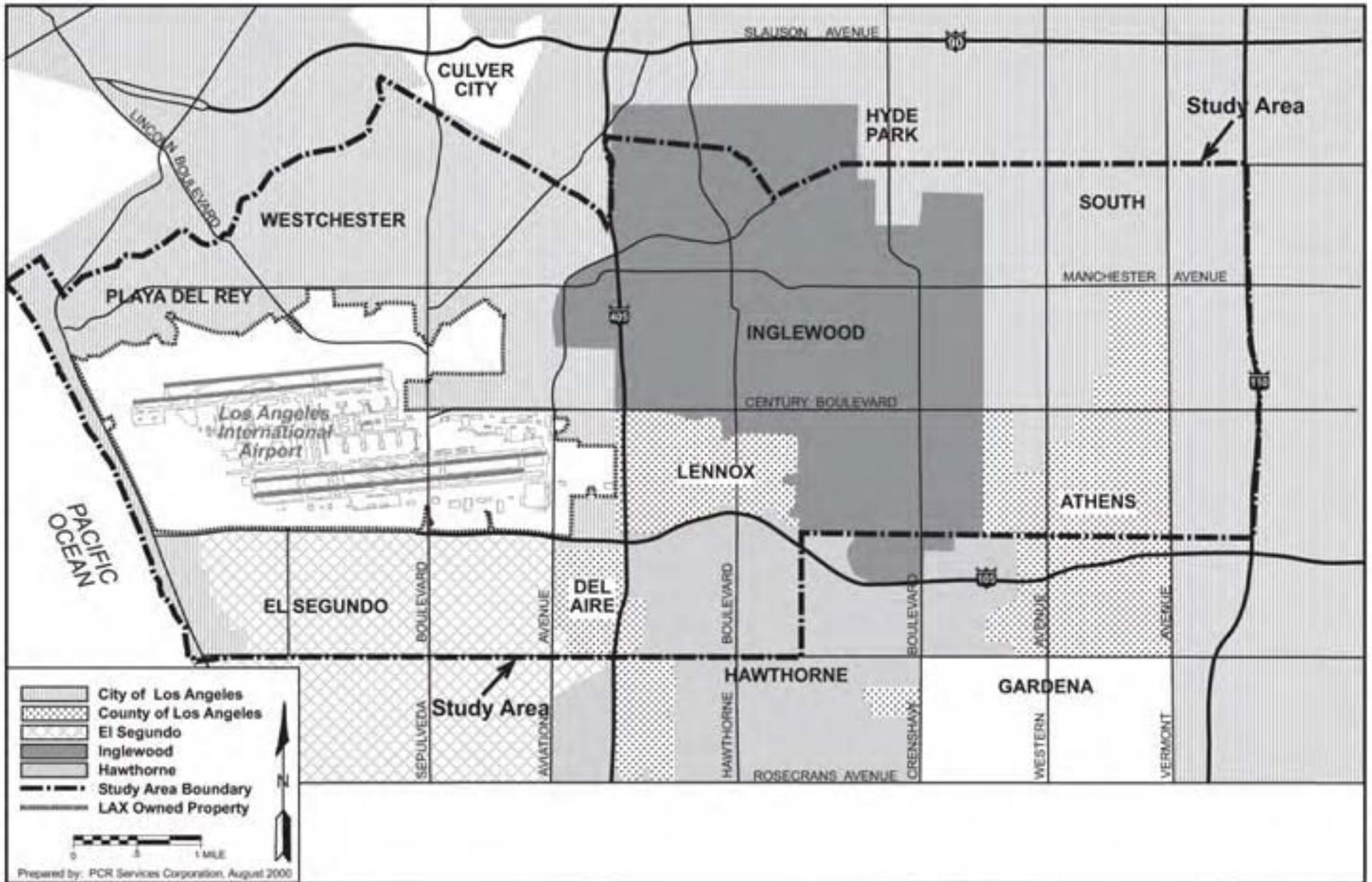
Land Use	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>Residential</b>						
Residential, other than Mobile Homes and Transient Lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b>Public Use</b>						
Schools, Hospitals, Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, and Concert Halls	Y	25	30	N	N	N
Governmental Services	Y	Y	25	30	N	N
Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N <sup>4</sup>
Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>Commercial Use</b>						
Offices, Business and Professional	Y	Y	25	30	N	N
Wholesale and Retail - Building Materials, Hardware, and Farm Equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail Trade, General	Y	Y	25	30	N	N
Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, General	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (except livestock) and Forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
Livestock Farming and Breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
Mining and Fishing, Resource Production, and Extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor Sports Arenas and Spectator Sports	Y	Y	Y <sup>5</sup>	N <sup>5</sup>	N	N
Outdoor Music Shells, Amphitheaters	Y	N	N	N	N	N
Nature Exhibits and Zoos	Y	Y	N	N	N	N
Amusement Parks, Resorts, and Camps	Y	Y	Y	N	N	N
Golf Courses, Riding Stables, and Water Recreation	Y	Y	25	30	N	N

- Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- Land use compatible provided special sound reinforcement systems are installed.
- Residential buildings require a NLR of 25.
- Residential buildings require a NLR of 30.
- Residential buildings not permitted.

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. Nursing Homes and Hospitals, Convalescent are used interchangeably throughout this analysis.

Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve or NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Source: Federal Aviation Regulation (FAR) Part 150.





Incompatible land use impacts resulting from the LAX Master Plan alternatives related to noise are identified by comparing the 1996 baseline 65 CNEL noise contours with the 2015 noise contours and the 2015 No Action/No Project Alternative 65 CNEL noise contours with the 2015 noise contours projected for the build alternatives. These comparisons identify residential and other noise-sensitive uses newly exposed to 65 CNEL or greater noise levels or increases in noise levels of 1.5 CNEL or greater within the 65 CNEL contour.

Because there is an increase of 1.5 CNEL identified within the 65 CNEL contour, noise-sensitive uses exposed to increases of 3 CNEL within a 60 CNEL area, and increases of 5 CNEL below the 60 CNEL are presented for information purposes based on the criteria contained in the 1992 Federal Interagency Committee on Noise (FICON) report and further described in Section 4.1, *Noise*.

An analysis is also presented of land use compatibility as potentially affected by single event aircraft noise levels that could result in nighttime awakenings and classroom disruption under the No Action/No Project Alternative and Alternatives A, B, C, and D. The reasons and methodology for the analysis of single event aircraft noise effects are further described in Section 4.1, *Noise* (subsections 4.1.2.1 and 4.1.4.1.1).

A description of residential and other noise-sensitive uses that would be removed from exposure to high noise levels under the No Action/No Project Alternative and Alternatives A, B, C, and D is presented to provide broader context to the noise exposure analysis.

Other effects associated with surface traffic noise, combined aircraft and roadway noise, and construction noise are summarized in this section where they have the potential to result in incompatible land use. The methodology used to develop the noise contours and noise analyses is presented in Section 4.1, *Noise*.

### **Safety**

The potential for the LAX Master Plan alternatives to create safety hazards that would result in incompatible land uses is assessed based on FAR Part 77 and City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulation. Appendix E, *Land Use Assurance Letter*, also provides that these regulations will be complied with to ensure that land uses immediately adjacent to the airport are compatible with airport operations. As further described in Section 4.24.3, *Safety*, safety hazards would occur if construction or alteration of structures would create a hazardous effect on air navigation. These regulations establish clear zones and building height limits to minimize such occurrences. For this analysis, any proposed land uses in conflict with required safety or clear zones would be considered to be incompatible. Safety compatibility criteria contained in the Caltrans Handbook and the Los Angeles County Airport Land Use Plan are discussed below.

### **Combined Effects**

In addition to evaluating incompatible land use resulting from noise exposure and safety, this analysis also addresses the potential for impacts from aesthetics, lighting, and other issues to combine with noise and safety effects in a manner that would render existing or proposed off-airport land uses incompatible. This analysis is largely based on the methodology and impact conclusions from other Chapter 4 sections of this Final EIS/EIR.

### **Plan Consistency Evaluation**

This portion of the land use analysis evaluates the consistency of the proposed alternatives with applicable federal, state, and local plans, policies, and regulations, as required under CEQA. As stated in the CEQA Guidelines, Appendix G, Environmental Checklist Form, the emphasis focuses on potential conflicts with existing land use plans, policies, and regulations adopted to avoid or mitigate environmental effects. Determinations of significance are based not on inconsistency alone, but the potential for physical impacts resulting from such inconsistencies. As part of the plan consistency analysis, land use controls (as referenced under Section 511(a) of the 1982 Airport and Airway Improvement Act of 1982, as amended, and FAA Order 5050.4A), such as land acquisition and zoning, are evaluated. A Land Use Assurance Letter is provided in Appendix E, *Land Use Assurance Letter*, in order to ensure land use and zoning compatibility of surrounding property with airport operations.

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### 4.2.3 Affected Environment/Environmental Baseline

This discussion of baseline conditions begins with a description of relevant regional plans, followed by on-airport, off-airport and jurisdictional descriptions of existing land uses, relevant plans and regulations, and existing incompatible land uses under 1996 baseline conditions. The potential for Master Plan alternatives to result in plan inconsistencies or impacts associated with incompatible land use is discussed in subsection 4.2.6, *Environmental Consequences*. Consistency with key policies and issues presented in the plans described in this section is also addressed, where applicable, in this Final EIS/EIR under other relevant section headings of Chapter 4, *Affected Environment, Consequences and Mitigation Measures*.

#### Regional Plans

##### **SCAG Regional Comprehensive Plan and Guide (RCPG)**

The RCPG<sup>78</sup> serves as a framework to guide growth and change to the year 2015 and beyond, and specifically recognizes that the authority and responsibility for land use and other critical planning decisions rest with city and county governments. The RCPG is comprised of Core Chapters titled Growth Management, Air Quality, Water Quality, Hazardous Waste Management, and Regional Mobility. In response to the LAX Master Plan Notice of Intent/Notice of Preparation (see Appendix A, *Scoping and Agency Coordination*, SCAG indicated that several policies in the Growth Management, Air Quality, Water Quality, and Regional Mobility chapters of the RCPG should be considered relevant to the LAX Master Plan.<sup>79</sup>

##### **SCAG 2001 Regional Transportation Plan (RTP)**

The 2001 RTP is SCAG's current long range transportation plan and represents the required update to the 1998 RTP. (The 1998 RTP is discussed in Technical Report 1, *Land Use Technical Report*, and was the basis of the LAX Master Plan Draft EIS/EIR analysis for Alternatives A, B, and C and the No Action/No Project Alternative.)

The 2001 RTP addresses growth forecasts, transportation finance, and the future of airports in the region through the Year 2025. In order to meet regional aviation demand and reduce environmental impacts, the 2001 RTP recommends a decentralized system and encourages development of aviation facilities where unmet demand is the greatest and where population growth is expected to be significant. The RTP also proposes various strategies to promote the use of under-utilized facilities, including high speed rail linkages between airports and market incentives.<sup>80</sup> Under the 2001 RTP, no expansion is proposed at LAX beyond what can be accommodated by its existing physical capacity.

The guiding principles, recommendations, and policies remain the same as those referenced in Technical Report 1, *Land Use Technical Report*, with the exception of a minor revision to RTP Policy No. 6. This revision is described in Technical Report S-1, *Supplemental Land Use Technical Report*.

As discussed below, the SCAG Regional Council developed an Aviation Task Force in 1998 in an effort to address the region's passenger and cargo demand.

SCAG is currently preparing the 2004 RTP which will include updates to passenger and cargo forecasts to account for the 30 MAP previously planned for the Orange County International Airport (formerly Marine Corps Air Station El Toro).

##### **SCAG Regional Transportation Improvement Program (RTIP)**

The RTIP is the short-range program that implements the long-range RTP. Federal law (23 USC, Section 134) requires that the RTIP be updated at least every 2 years and that it be consistent with the RTP. The 2002 RTIP is a capital listing of transportation projects proposed in the SCAG region over the next 6-year period.<sup>81</sup> The RTIP includes two projects in the LAX vicinity: 1) Arbor Vitae/I-405 Freeway interchange

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<sup>78</sup> Southern California Association of Governments, *Regional Comprehensive Plan and Guide*, March 1996.

<sup>79</sup> Douche-Boulos, Viviane, Manager Intergovernmental Review, SCAG, letter, June 26, 1997 and included in Appendix A7, *Written Agency Comments*.

<sup>80</sup> Southern California Association of Governments, *2001 Regional Transportation Plan*, April 2001, page 18.

<sup>81</sup> Southern California Association of Governments, *Final 2002 Regional Transportation Improvement Program*, August 2002, p. 1.

project (southern half), and 2) addition of two HOV lanes and sound walls along I-405, between I-105 and Route 90.<sup>82</sup> The proposed LAX Master Plan does not involve, nor would it conflict with, these transportation projects.

### **SCAG Regional Aviation Plan for the 2001 RTP**

The Regional Aviation Plan was adopted in August 2001. The Plan's policy framework for accommodating the future aviation demands within Southern California places substantial emphasis on implementing a regional approach. Under this approach, a decentralized regional commercial airport system would be used to meet future demands at airports where population and job growth over the next two decades are expected to be strong, and not through the expansion of airports located in highly urbanized areas such as LAX. In conjunction with development of the 2004 RTP, SCAG is currently in the process of updating the Regional Aviation Plan. The update will address the elimination of the former Marine Corps Air Station El Toro as a new commercial airport that was anticipated in the 2001 RTP to accommodate up to 30 MAP of the future regional aviation demand. Additional discussion of the Regional Aviation Plan is provided in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP)**

The Federal Clean Air Act (CAA) establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. In addition, the CAA mandates that each state submit and implement a State Implementation Plan (SIP) for local areas not meeting these standards. The California SIP is comprised of plans developed at the regional or local level, which includes the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). SCAQMD is in the process of preparing a comprehensive AQMP update which seeks to demonstrate attainment of federal air quality standards and to make progress toward state standards; upon local, state, and federal approval, the 2003 Plan will replace the 1997/1999 Ozone SIP and 1997 PM<sub>10</sub> SIP. The draft 2003 AQMP has been approved by the SCAQMD and by the California Air Resources Board, and is currently being reviewed by the U. S. Environmental Protection Agency. Additional description of the AQMP is provided in Technical Report S-1, *Supplemental Land Use Technical Report*. A discussion of air quality standards and emission control measures and consistency with the AQMP is provided in Section 4.6, *Air Quality*.

### **Caltrans Airport Land Use Planning Handbook**

The 2002 *Caltrans Airport Land Use Planning Handbook* (Caltrans Handbook)<sup>83</sup> facilitates the development and training of Airport Land Use Commissions (ALUCs), provides guidance to the ALUC for preparing airport land use compatibility plans and policies, and presents procedures for ALUC's review of local actions near airports. The Caltrans Handbook presents noise and safety compatibility criteria that form the basis of programs and policies adopted by the ALUC. As stated under the CEQA Guidelines, Section 15154, the Caltrans Handbook shall also be used to assist in the preparation of EIRs for projects within the boundaries of a comprehensive airport land use plan or within two nautical miles of a public airport. The suggested land use compatibility criteria for noise, overflight, safety, and airspace protection are presented in **Table F4.2-2**, Caltrans Handbook Suggested Land Use Compatibility Criteria, and are further described in Technical Report 1, *Land Use Technical Report*.<sup>84</sup>

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<sup>82</sup> Southern California Association of Governments, *Final 2002 Regional Transportation Improvement Program - Volume III*, August 2002, Project ID 49160 and Project ID 11985, respectively.

<sup>83</sup> State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, p. Summary-1.

<sup>84</sup> The content presented in Table F4.2-2, Caltrans Handbook Suggested Land Use Compatibility Criteria, is provided for general context and relevance. Specific interpretations of this table should be made with consideration of supporting narrative that accompanies Table S-1 in the 2002 Caltrans Airport Land Use Planning Handbook.

Table F4.2-2

Caltrans Handbook Suggested Land Use Compatibility Criteria

Compatibility Concern	Basis for Compatibility Zone Delineation	Suggested Compatibility Criteria
Noise	<p>Compatibility zones normally utilize Community Noise Equivalent Level (CNEL) contours created with FAA Integrated Noise Model (INM).</p> <p>Compatibility plans should be based upon the noise contours for the time frame that results in the greatest noise impacts. Usually, this time frame is the long-range future (at least 20 years), but sometimes can be the present or a combination of the two. Also, for busy airports, the capacity of the runway system may be the best representation of potential long-range future activity levels.</p> <p>Noise contours usually represent an average day of the year. For airports with distinct seasonal or even daily variations in activity, analysis of additional scenarios may be appropriate.</p> <p>Because of the many variables and assumptions involved in noise contour calculation, particularly projected contours, their precision typically is in the range of +/- 1 dB to +/- 3 dB. Precision diminishes with increased distance from the runways.</p>	<p>The noise levels considered acceptable for new development varies from one community to another. Noise criteria therefore need to be adjusted or normalized to reflect the characteristics of a particular community.</p> <ul style="list-style-type: none"> <li>◆ 65 dB CNEL is not an appropriate criterion for new residential development around most airports, especially those which are primarily general aviation facilities.</li> <li>◆ 60 dB CNEL, or in some locations, even 55 dB CNEL may be more appropriate for land use planning purposes.</li> </ul> <p>For residences, the standard for interior noise levels due to exterior noise sources should be 45 dB CNEL or lower.</p> <p>Sound insulation should not be regarded as a mitigation measure which allows noise-sensitive land uses to be developed in areas of high noise exposure - it is not a substitute for good land use compatibility planning. Nevertheless, in some circumstances - infill or redevelopment, for example - new construction may be unavoidable in areas where noise exposure is high.</p> <ul style="list-style-type: none"> <li>◆ The need for sound insulation of new structures should be evaluated wherever exterior noise levels exceed 60 dB CNEL.</li> <li>◆ In any situation where sound insulation is required as a condition for development approval, ALUCs should require that an aviation easement be dedicated to the airport proprietor.</li> <li>◆ In no case should residential or noise-sensitive land uses be approved within an airport's current or future 65 dB CNEL noise contour unless an aviation easement addressing the noise impacts is dedicated to the airport proprietor.</li> </ul>
Overflight	<p>The area of concern encompasses locations where frequent aircraft overflights can result in annoyance and complaints on the part of some residents.</p> <ul style="list-style-type: none"> <li>◆ At general aviation airports, these locations include areas beneath the standard traffic patterns, portions of the pattern entry and departure routes flown at traffic pattern altitude, and sometimes additional places which experience a high concentration of overflights. Airspace protection surfaces defined in accordance with FAR Part 77 provide a useful starting point for delineating an overflight zone.</li> <li>◆ At all airports, common instrument arrival and departure routes should also be considered when establishing an overflight zone.</li> </ul>	<p>Measures which alert prospective property buyers to the existence of overflight impacts are appropriate for all parts of the airport influence area.</p> <p>Recording of deed notices describing airport impacts should be required as a condition for development approval anywhere in the airport influence area where aviation easements are not obtained.</p> <p>ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions.</p> <p>Avigation easements also serve a buyer awareness function. However, requirements for their dedication as a condition for development approval should be limited to locations where high noise levels exist or are projected to occur and/or the heights of objects need to be significantly restricted.</p>

Table F4.2-2

## Caltrans Handbook Suggested Land Use Compatibility Criteria

Compatibility Concern	Basis for Compatibility Zone Delineation	Suggested Compatibility Criteria
<b>Safety</b>	<p>The historical spatial distribution of aircraft accidents for various categories of runways is the primary basis for delineation of safety compatibility zones. The spatial distribution indicates where accidents are most likely to occur when they occur.</p> <p>Safety compatibility zones must take into account the type of aircraft usage, flight procedures, and other operational characteristics particular to each runway end. [Refers to Chapter 9 of the Caltrans Handbook for examples of safety compatibility zones.]</p> <p>Adjustment of safety compatibility zones in response to existing urban development patterns may be reasonable in locations where safety concerns are moderate to low. However, care must be taken in making adjustments in critical locations close to runway ends - it is better for existing development to be deemed nonconforming if it is indeed incompatible with airport activity.</p>	<p>The definition of safety compatibility criteria must be done in unison with the delineation of safety compatibility zones. Changes to one of these two components may also necessitate changes to the other.</p> <p>The principal safety compatibility strategy is to limit the number of people (residential densities and non-residential intensities) in the most risky locations near airports. Additionally, certain types of highly risk-sensitive uses (schools and hospitals, for example) should be avoided regardless of the number of people involved. [Chapter 9, p. 9-37 of the Caltrans Handbook includes a discussion of safety zones with an additional description of other factors to consider when defining safety zones.]</p> <p>To enhance the chances for survival of aircraft occupants in the event of an emergency off-airport landing, preservation of open land near airports is a desirable safety compatibility objective.</p>
<b>Airspace Protection</b>	<p>The locations within which limits on the heights of structures and other objects are necessary in order to protect airport airspace should primarily be defined in accordance with Federal Aviation Regulations (FAR) Part 77. Additional consideration may need to be given to airspace critical to certain components of instrument approach procedures, particularly approaches not aligned with the runway, circle-to-land procedures, and missed approaches.</p> <p>Zones defining where other hazards to flight, especially bird strikes, are a concern should be established in accordance with FAA criteria.</p>	<p>FAR Part 77 provides the basic guidance for restrictions on the heights of objects near airports. Allowances need to be made for areas of high terrain. Also, heights associated with normal use of a property generally should be permitted unless avigation easements are obtained.</p> <p>FAA aeronautical studies conducted in accordance with FAR Part 77 are concerned only with airspace hazards, not hazards to people and property on the ground. An FAA determination of "no hazard" says nothing about whether the proposed construction is compatible with airport activity in terms of safety and noise impacts.</p> <p>Land uses which produce increased attraction of birds should be avoided in accordance with FAA standards. Activities likely to create visual or electronic hazards to flight (distracting lights, glare, interference with aircraft instruments or radio communication) also should be prevented.</p>

Note: These criteria should be treated as general suggestions for consideration by individual ALUCs, not as state-mandated standards. The guidance should be regarded as a starting point for development of policies best suited to individual airports and communities.

Source: California Airport Land Use Planning Handbook, Table S-1, January 2002.

A comparison of land use compatibility criteria presented in the 1993 version of the Caltrans Handbook (which was the basis of the LAX Master Plan Draft EIS/EIR analysis for Alternatives A, B, and C and the No Action/No Project Alternative) with the land use compatibility criteria presented in the 2002 version of the Caltrans Handbook is provided in Table S1, Comparison of Caltrans Handbook Suggested Land Use Compatibility Criteria, in Technical Report S-1, *Supplemental Land Use Technical Report*.

The Caltrans Handbook discusses single event noise levels and concludes that there are no widely recognized definitive guidelines in place. However, the Caltrans Handbook cites a Federal Interagency Committee on Aviation Noise (FICAN) study that identified an indoor sound exposure level (SEL) of approximately 81 decibels (dB) resulting in approximately 10 percent nighttime awakenings. Other guidance focuses on: evaluating the need for sound insulation in new residential structures within the 60

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CNEL noise contour; establishing a design objective of Equivalent Noise Level ( $L_{eq}$ ) 45 dB as an interior noise level for schools; incorporating buyer awareness measures in residential areas exposed to high noise levels; considering additional factors when defining safety zones; and limiting airport noise impacts through source noise reduction, operational restrictions, preventative measures, and remedial actions.

### 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. The purpose of the ALUC is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the ALUP. In formulating the ALUP,<sup>85</sup> the Commission establishes provisions to ensure safe airport operations (through delineation of Runway Protection Zones (RPZs) and height restriction boundaries) and to reduce excessive noise exposure to sensitive uses (through noise insulation or land reuse).

The extent of the planning boundary designated for the airports in the ALUP is determined by the 65 CNEL noise contours. The extent of existing noise levels also determines land use compatibility based on FAR Part 150 Land Use Compatibility Guidelines. The Los Angeles County Airport Land Use Plan Land Use Compatibility Table<sup>86</sup> is included in Technical Report 1, *Land Use Technical Report*, Figure 2. For LAX, RPZs are shown within the planning boundary at each end of the north and south runways. The RPZs are also shown in Figure F4.24.3-4, Runway End Clearance at LAX for Baseline Conditions. The ALUP is currently being revised under an Airport Comprehensive Land Use Plan (CLUP) to reflect recent airport improvements throughout Los Angeles County and newly established guidelines provided in the Caltrans Handbook. The first CLUP is being prepared for Foxfield Airport, which will include policies applicable to all County airports in conformance with the Caltrans Handbook. Prior to the adoption of the Master Plan, changes proposed to the overall airport layout would be submitted to the ALUC for an amendment to the ALUP. Preparation of the CLUP would be contingent upon and consistent with the Master Plan that would eventually be adopted by the Board of Airport Commissioners (BOAC). The policies that are currently included in the plan to facilitate land use compatibility, primarily addressing noise and safety issues, are listed in Technical Report 1, *Land Use Technical Report*.

### 2001 Long Range Transportation Plan for Los Angeles County (LRTP)

The LRTP was adopted by the Metropolitan Transportation Authority (MTA) Board in April 2001. The LRTP addresses mobility needs in the County through the Year 2025. The LRTP recommends a balanced transportation program with emphasis on public transit to meet growth in travel. Regarding roadway capacity, the LRTP proposes completion of the countywide HOV lane system, countywide traffic signal coordination system, and interchange improvements, including Arbor Vitae/I-405 Freeway interchange project (southern half) and grade separations. A description of the LRTP is also provided in Technical Report S-1, *Supplemental Land Use Technical Report*. The proposed build alternatives for the LAX Master Plan all include improvements to facilitate and enhance the use of public transit, and all build alternatives include improvements to the surrounding roadway system.

### On-Airport Land Uses and Plans

#### Existing Airport Land Uses

The existing airport property encompasses 3,685 acres within the City of Los Angeles, with an average elevation of 125.5 feet above mean sea level. With the exception of the El Segundo Dunes, the airport constitutes a large industrial district. The airport consists of the following major features, as updated from 1996 baseline conditions (see discussion below and in Appendix S-B, *Existing Baseline Comparison Issues - 1996 to 2000*, regarding updated conditions):

- ◆ 4 runways
- ◆ 4 million square feet (MSF) of passenger terminal space, occupied by 9 terminals and 165 aircraft gates

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<sup>85</sup> Los Angeles County Department of Regional Planning, [Airport Land Use Plan](#), adopted by the Airport Land Use Commission December 19, 1991.

<sup>86</sup> Los Angeles County Department of Regional Planning, [Airport Land Use Plan](#), adopted by the Airport Land Use Commission December 19, 1991, p. 13.

- ◆ 197 acres of cargo area, including 2.8 MSF of building space concentrated in four cargo complexes
- ◆ 364 acres of ancillary space; including airline maintenance/administration, fuel farm, and general aviation
- ◆ 22,112 public parking spaces; 6,757 employee parking spaces
- ◆ 1,015 acres of land owned by the airport that is not used for aviation, including the 340-acre LAX Northside project site, the 28.5-acre Continental City project site, parcels acquired under the Manchester Square/Belford Area Voluntary Residential Acquisition Program, berms and landscaping
- ◆ 307-acre Los Angeles/El Segundo Dunes

Existing (1996 baseline) airport facilities are shown in Figure F3-4, Existing Conditions 1997, in Chapter 3, *Alternatives*. Updates to existing airport facilities are shown in Figure F3-6, Changes in Existing Conditions - 1997 to 2000, and are described in detail in Appendix S-B. Changes to on-airport facilities that have occurred since 1996 baseline conditions include renovation and expansion of some cargo buildings, minor additions to taxiways, the addition of a new parking structure, and acquisition of residential properties by LAWA under the Manchester Square/Belford program. Another update from 1996 conditions is the relocation of the U.S. Post Office, Westchester Branch within airport property from the southeast corner of Century Boulevard and Airport Boulevard to the northwest corner of Arbor Vitae Street and Airport Boulevard.

### Los Angeles International Airport Interim Plan

The Community Plan currently in effect for LAX is the *Los Angeles International Airport Interim Plan* (Interim Plan).<sup>87</sup> Land use designations within the LAX property, as shown in **Figure F4.2-2**, Existing Airport General Plan Land Use Designations, include a Passenger Terminal Area, Airport Buffer Area, Service Area, Approach Area, Runway Area and Open Space Area. Existing circulation and proposed circulation are also indicated, including bikeways. The Interim Plan indicates that these locations are generalized and subject to further study.<sup>88</sup>

The Interim Plan was intended as a short-term, general guide for coordinating the development of airport facilities with that of the surrounding communities. The plan states that major policy for airport capacity, roadway access, adjacent land use compatibility, and environmental impacts will be addressed in a new plan, to be initiated following adoption of the Interim Plan. The document includes policies that generally address land use compatibility; regional airport development; improved ground access, cargo facilities, pedestrian circulation, and parking; and measures to reduce noise, air pollution and other adverse end consequences. These policies are presented in Technical Report 1, *Land Use Technical Report*.

Under the Interim Plan, the Los Angeles/El Segundo Dunes are designated as Open Space and are to be maintained for habitat and recreational uses. This policy has been implemented through the adoption of the Los Angeles Airport/El Segundo Dunes Specific Plan (Ordinance No. 167,940) described below.

In 1986, the Los Angeles Department of Airports initiated preparation of environmental documentation to evaluate growth of LAX to Year 2000, as proposed by the Interim Plan. In March 1988, based on continued growth in air service demand, the Mayor and Council instructed the General Plan Advisory Board to provide a technical review of the Draft LAX 2000 EIR, a document initiated in early 1986. Based on Board Task force review and analysis, the Planning Director recommended that airport growth and related capacity issues could be better resolved through a Master Plan document, rather than through the Draft LAX 2000 EIR.

### LAX International Airport Master Plan Goals and Objectives Framework

In March 1989, the City Council instructed the Director of Planning to initiate preparation of a Master Plan for LAX, in relation to its regional and subregional context. The Council further directed that preparation include the development of methods and procedures and the formation of an LAX Technical Advisory Task Force comprised of representatives from the City's Department of Airports, the Department of

<sup>87</sup> Department of City Planning, Los Angeles International Airport Interim Plan, an Element of the General Plan of the City of Los Angeles, adopted by City Council January 12, 1981.

<sup>88</sup> Department of City Planning, Los Angeles International Airport Interim Plan, an Element of the General Plan of the City of Los Angeles, adopted by City Council January 12, 1981, Note 2.

## 4.2 Land Use

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Transportation, Fire, Engineering, Planning, the Chief Legislative Analyst, Council District Six, and the Mayor's office.

The LAX Technical Advisory Task Force issued a framework of goals and objectives for the LAX Master Plan in March 1993 developed with input from SCAG, SCAQMD, Caltrans Division of Aeronautics, and the FAA. Primary goals contained in the Conceptual Goal and Policy Framework for LAX include meeting regional demand, ensuring safe and efficient operations, ensuring environmentally responsible operations, and promoting land use compatibility. These goals are listed in Technical Report 1, *Land Use Technical Report*.

### Street Frontage and Landscape Development Plan

The Street Frontage and Landscape Development Plan<sup>89</sup> was prepared to establish policies and standards for the development of airport property adjacent to streets and highways. Objectives stated in the plan include the use of fencing, landscaping, setbacks, greenbelts, and uniform improvements to promote land use compatibility with surrounding uses. It includes standards and criteria for walls and fences, landscaping, parking lot areas, irrigation systems, and maintenance. The plan also recommends the development of several bikeways along Westchester Parkway, Imperial Highway, Pershing Drive, Vista del Mar, and other local and interior streets. Aesthetic features of this plan are also discussed in Section 4.21, *Design, Art and Architecture Application/Aesthetics*.

### Existing Airport Zoning and Other Entitlements

Zoning and related approvals at LAX are governed principally by the City of Los Angeles. Although current zoning on the airport property is primarily light industrial (M2) and heavy industrial (M3), as shown in **Figure F4.2-3**, Existing Airport Zoning, the property includes a range of zones and land use entitlements. The Tentative [T] and Qualified [Q] designations preceding the zone type signify conditions that have been placed on that zone. [T] conditions usually refer to required infrastructure improvements, such as streets, sewers, and utilities. [Q] conditions refer to limitations placed upon the use of the property and typically include restrictions on types of land uses, height restrictions, and specific hours of operation. A summary of ordinances that include these [Q] conditions is provided in Technical Report 1, *Land Use Technical Report*.

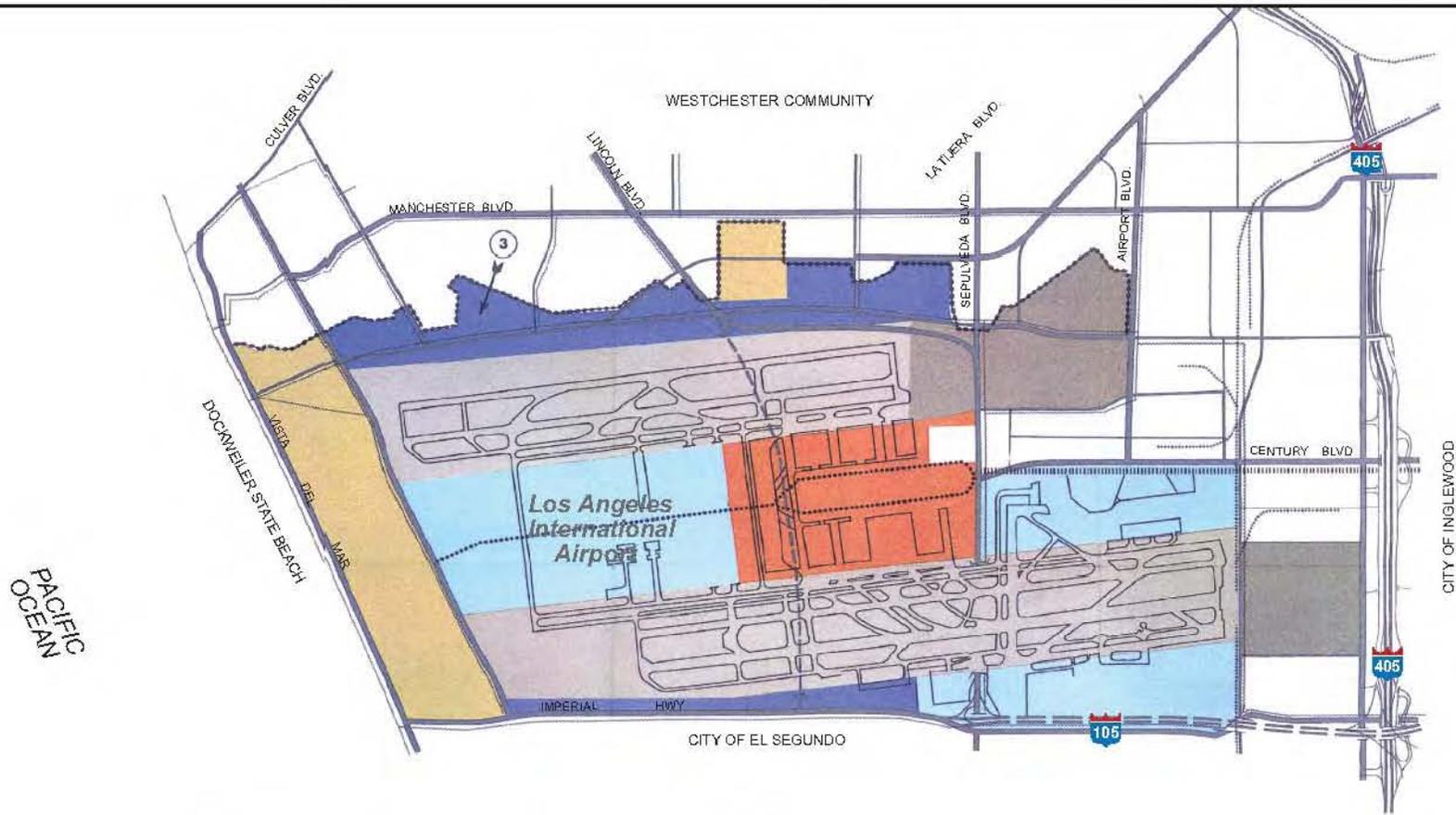
#### Zoning Categories

The following is a list of the zoning categories and land use entitlements for the airport property. Numbered areas correspond to the numbered areas shown in **Figure F4.2-3**. In Areas 2, 3, and 4, a Los Angeles County designation for these areas is also discussed.

- ◆ **Area 1:** OS-1-XL zone. Open space with height restricted to two stories or to 30 feet. This zoning designation corresponds to the Westchester Golf Course, Ordinance 169,768. This ordinance and the Westchester Golf Course are further described as part of the LAX Northside project below.
- ◆ **Areas 2, 3, and 4:** OS-1-XL zone. Open space with height restricted to two stories or to 30 feet. This zoning corresponds to the Los Angeles Airport/El Segundo Dunes Specific Plan Ordinance 167,940, and El Segundo Dunes Ordinance 169,767. These ordinances are described below. The Los Angeles Airport/El Segundo Dunes were designated as a County of Los Angeles Significant Ecological Area (SEA # 28) in 1976 as part of revisions to the 1973 Los Angeles County General Plan. In 1978 the portion of SEA # 28 east of Pershing Drive was deleted from the SEA inventory due to the presence of the airport and other habitat disturbance.
- ◆ **Areas 5 through 10:** [T][Q] M2-1 zone and **Areas 11-17:** [T][Q] C2-1 zone. Areas 5 through 17 correspond to the LAX Northside project summarized below. The property has not yet been developed, although Westchester Parkway has been constructed to bisect the future development in accordance with the conditions of the zone change ordinance (Ordinance Nos. 159,526 and 169,254). The [T] and [Q] M2-1 designates the Light Industrial zone, with building height restrictions (one and one half times the buildable area of the lot). All commercial uses are permitted. The C2-1 designates a Common Commercial zone that permits most retail stores and offices.

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<sup>89</sup> City of Los Angeles, Department of Airports, Environmental Management Bureau, Street Frontage and Landscape Development Plan, June 1994.



**LAND USE**

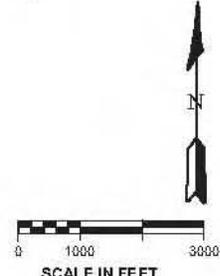
- Runway Area  
Aircraft Maneuvering, Landing and Takeoff
- Service Area  
Maintenance Shops, Fueling Facilities, Cargo, Terminals, Storage, Aircraft Permitted Under Power.
- Passenger Terminal  
Ticketing, Restaurants, Parking and Airport Administration, Aircraft Permitted Under Power.
- Approach Area  
Surface Parking, Cargo or Storage Usage, Landside Passenger Terminals and Airport Related Uses. No Aircraft Permitted Under Power.
- Open Space Area  
Recreation, Related Parking and Habitat Area.
- Airport Buffer Area  
Parking, Storage, Terminals, Cargo and Office Uses. No Aircraft Under Power and No Engine Runups are Permitted.
- Airport Boundary with Landscaped Greenbelt

**CIRCULATION<sup>2,4</sup>**

- Existing Freeway<sup>1</sup>
- Adopted Freeway and Transitway
- Major Highway
- Secondary Highway
- Collector Street
- Local Street
- Internal Airport<sup>2</sup> Arterial
- Tunnel
- Bikeway<sup>2</sup>
- Railroad
- Rapid Transit Route

**NOTE**

- 1 All freeway designations reflect their status according to the State Department of Transportation.
- 2 Alignment of proposed roadways and bikeways is generalized and subject to further study.
- 3 Because of its proximity to two major schools, this area should be restricted to airport buffer uses that are compatible with these schools.
- 4 Roadways outside airport property are shown for information purposes.



Source:  
Los Angeles International Airport Interim Plan,  
January 1981

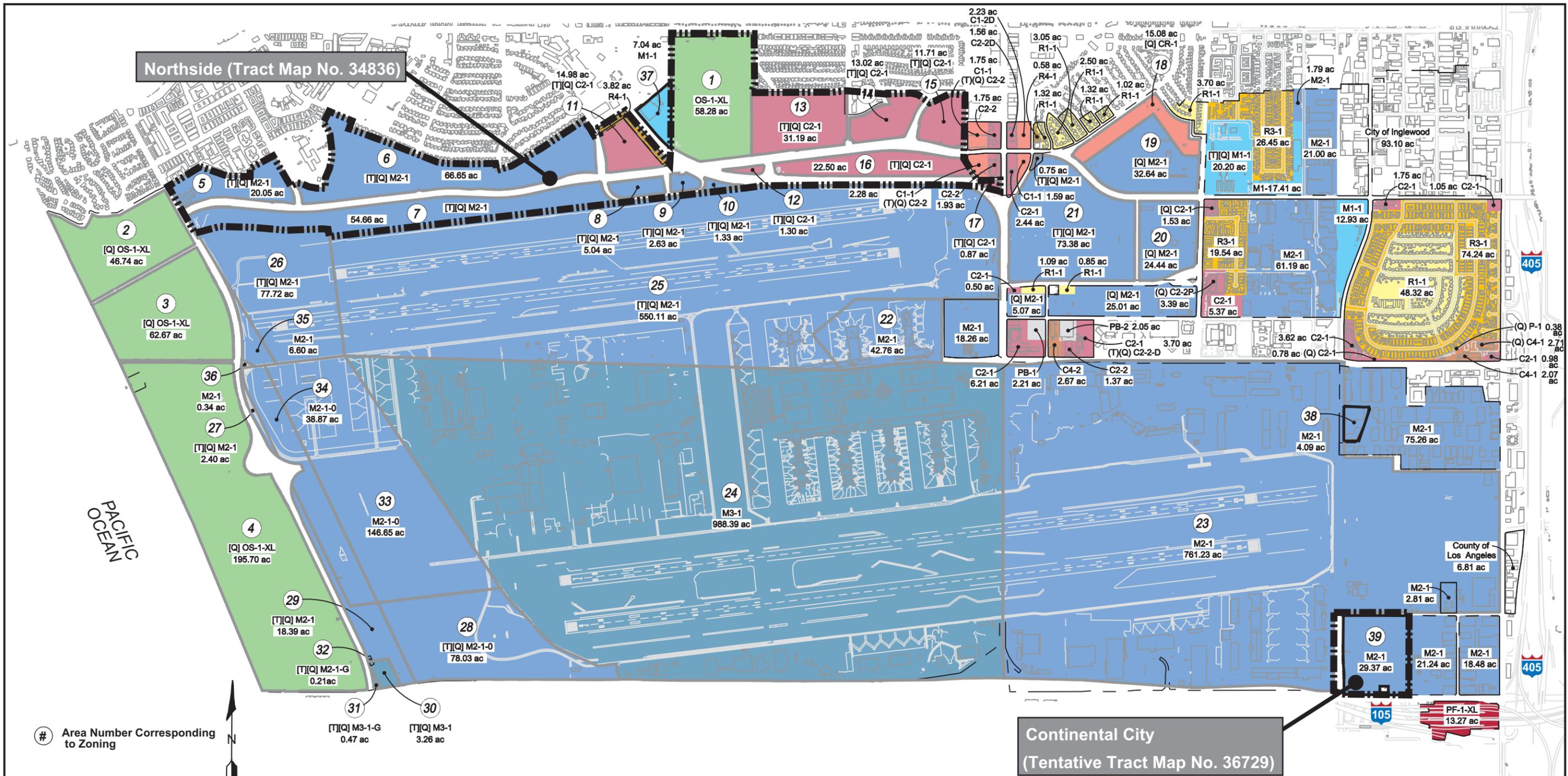
Prepared by: PCR Services Corporation,  
August 2000  
City of Los Angeles  
Department of City Planning, January 1981

**LAX Master Plan  
Final EIS/EIR**

**Existing Airport General Plan Land Use Designations**

Figure  
F4.2-2





Note: A description of the zoning category and other entitlements for each area number is provided in Section 4.2.3, Affected Environment/Environmental Baseline.

Source: Landrum & Brown, October 1999

Prepared by: Landrum & Brown and PCR Services Corporation, September 2000



- ◆ **Area 18:** [Q] CR-1 zone, **Area 19:** [Q] M2-1 zone and **Areas 20, 21:** [T][Q] M2-1 zone. Limited Commercial (CR) and Light Industrial (M2) designations, with conditions. Pertains to Parking Lots C and D. The [Q] conditions prohibit office, retail, financial, restaurant, institutional, residential, aircraft repair, and overhaul uses in the M2-1 zone. In addition, a traffic circulation plan for new development must be approved by the Director of Planning. (Ordinances 170,743, 168,166, and 158,586.)
- ◆ **Areas 22, 23:** M2-1 zone and **Area 24:** M3-1 zone. Light Industrial (M2) and Heavy Industrial (M3). Heavy Industrial zoning permits the most noxious uses. Ordinance 112,398 for this site applies to the original zoning for the southern runway complex and a portion of the Central Terminal Area. No [Q] conditions apply to these sites.
- ◆ **Area 25:** [T][Q] M2-1 zone. Light Industrial with conditions. Applies to the Northern Runway Complex, Ordinance 169,254.
- ◆ **Areas 26, 27, and 29:** [T][Q] M2-1 zone, **Area 28:** [T][Q] M2-1-0 zone, **Area 30:** [T][Q] M3-1 zone, **Area 31:** [T][Q] M3-1-G zone, and **Area 32:** [T][Q] M2-1-G zone. Light Industrial (M2) and Heavy Industrial (M3) zones. These areas with the [T][Q] conditioned zones correspond to the West End subdivision, at the westerly end of the airport, east of Pershing Drive. Conditions are in Ordinance 156,777; however, no development under the West End subdivision has yet occurred in the area or under the conditions of the ordinance.
- ◆ **Area 33, 34:** M2-1-O zone and **Areas 35, 36:** M2-1 zone. Light Industrial Zone. Corresponds to the area generally west of the alignment of old Pershing Drive.
- ◆ **Area 37:** Not a part of airport property. M1-1 zone. Limited Industrial Zone with building height restrictions of one and a half times the buildable lot area.
- ◆ **Area 38:** Not a part of airport property. M2-1 (Light Industrial) zone with height restrictions. The Neutrogena building is located on this site.
- ◆ **Area 39:** M2-1 zone. Limited Industrial zone with building height restrictions to not exceed one and a half times the buildable lot area. This is the approved Continental City project further described below.

#### **Los Angeles Airport/El Segundo Dunes Specific Plan, Ordinance 167,940**

The *Los Angeles Airport/El Segundo Dunes Specific Plan*<sup>90</sup> (Dunes Specific Plan) was established to preserve the Los Angeles/El Segundo Dunes sand dunes, a unique landform, consisting of approximately 307 acres. The Dunes Specific Plan provides for a Dunes Habitat Preserve of approximately 203 contiguous acres and a public golf course of approximately 104 contiguous acres. Uses on the golf course may also include a visitor center, bikepaths and walking trails, parking, and a composting facility. Under the Specific Plan, the Airport General Manager submits an annual report to the Coastal Commission on the progress of the restoration program (occurring on the Dunes Habitat Preserve portion of the Dunes Specific Plan).

Under the Dunes Specific Plan Ordinance, existing navigational and safety facilities are permitted; however, development of additional navigational and safety facilities requires a Coastal Development Permit from the Coastal Commission consistent with federal regulations. The ordinance requires that placement and maintenance of such facilities be compatible with the preservation of habitat values.

As previously stated, the entire 307-acre Dunes Specific Plan area is designated as a County SEA. However, since the SEA was established in 1978, further biological studies of this area have distinguished between those approximately 203 acres containing the greatest concentration of dune-dependent species and those approximately 104 acres of dune habitat that have been substantially altered and, therefore, have less habitat value. The 203-acre portion is currently referred to and protected as the El Segundo Blue Butterfly Habitat Restoration Area (Habitat Restoration Area). Although this creates an inconsistency between the County SEA designation and the City Habitat Restoration Area, the City designation is more precise regarding ecological importance based on detailed habitat evaluation and presence of endangered species.

Ordinance No. 169,767 (approved April 6, 1994) imposed additional restrictions to development within the Los Angeles/El Segundo Dunes area. Development within the 104-acre northern portion previously

<sup>90</sup> City of Los Angeles Department of City Planning, Los Angeles Airport/El Segundo Dunes Specific Plan (Ordinance No. 167,940), June 28, 1992.

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identified for a golf course, is now limited to a nature preserve and accessory uses with no development permitted within the southern 203-acre Habitat Restoration Area (with the exception of navigational and safety facilities, as previously described). Additional description of the Los Angeles Airport/El Segundo Dunes Specific Plan and Ordinance 167,767 is provided in Technical Report 1, *Land Use Technical Report*.

### **Variances and Conditional Uses**

The City of Los Angeles District Maps indicate a range of zoning variances and conditional use permits throughout the airport site. Most variances and conditional uses relate to alcohol beverage sale permits and time extensions on prior permitted uses. Zone Variance permits for the airport are included in Technical Report 1, *Land Use Technical Report*.

### **City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulations**

As mentioned in subsection 4.2.2, *General Approach and Methodology*, the City Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulation establishes land use restrictions for RPZs. The current RPZs form trapezoidal shapes that extend approximately 2,700 feet beyond the outer landing area of the north and south runways. The majority of the RPZs are within the airport boundary. The north RPZ extends off-airport approximately 900 feet encompassing an area of approximately 8.86 acres. This area includes parking lot use, a variety of commercial uses, a neighborhood shopping center, and four residential units. The south RPZ also extends approximately 900 feet outside of the airport boundary and encompasses 13 acres. Uses within this area include primarily light industrial, parking, and office. These off-airport uses within the RPZs have been developed in accordance with FAA and City regulations or have received approved deviations to standards as further described in Section 4.24.3, *Safety*.

Also, parallel to the runways is a building restriction line 750 feet from the runway centerline. Between 500 feet and 750 feet, parking and landscape may be permitted if they do not penetrate the transition slope, but no structures are permitted. Under the Zoning Code, restrictions are placed on the height and mass of structures within specified distances of the airport runways.

### **LAX Northside Project**

The LAX Northside project is an approved development for Area 1 and Areas 5-17 as shown in **Figure F4.2-3**. The project area is on airport property at the north side of LAX, north and south of Westchester Parkway, between Pershing Drive and Sepulveda Boulevard. The approval is for development of about 340 acres of commercial, recreational, and airport-related industrial land uses, totaling 4.5 MSF on 12 parcels. LAX Northside consists of two major development areas: Westchester Center, comprising 2.1 MSF of office space, restaurant and retail, and hotel use on 67 acres; and Business Park, comprising approximately 2.4 MSF of office, research park, airport support facilities, restaurant and retail, and hotel on 170 acres. Approvals include the Final EIR; Zoning Ordinances (159,526, 169,254, and 169,768); and Final Tract Map No. 34836 (shown in **Figure F4.2-4**, Northside Approved Tract No. 34836).

Ordinance 159,526 entitled the development of LAX Northside for commercial, manufacturing, and recreational purposes, subject to additional [Q] conditions. These [Q] conditions place additional building height, setback, landscaping, and other restrictions to the underlying zoning designations to mitigate potential effects on surrounding uses and ensure uniformity of development. *The Design Plan and Development Guidelines* (Design Plan)<sup>91</sup> was prepared as part of the [Q] conditions. The Design Plan also incorporates some of the provisions of this ordinance, including recommended uses by lot, design standards, density limitations, and floor area ratios.<sup>92</sup> Recommended uses by floor area and lot are provided in **Table F4.2-3**, LAX Northside Recommended Program Incorporating Approved Zoning and Tract Map Conditions.

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<sup>91</sup> Albert C. Martin & Associates, *Design Plan and Development Guidelines LAX Northside*, April 20, 1989.

<sup>92</sup> Albert C. Martin & Associates, *Design Plan and Development Guidelines LAX Northside*, April 20, 1989, p. 29. Floor area ratio is defined as the gross floor area permitted on a site divided by the total net area of the site.





Table F4.2-3

**LAX Northside Recommended Program Incorporating Approved Zoning and Tract Map Conditions  
(Uses In Thousands of Square Feet)**

Lot No. <sup>1</sup>	Site Area	Zoning	Retail	Restau- rant	Hotel	Mid- Rise Office	Low- Rise Office	Re- search Park	Airport Support	Total	FAR <sup>2</sup>	Parking Spaces <sup>3</sup>	PM Peak Hour <sup>4</sup>
<b>Business Park</b>													
1	21.3 Acres	[T] [Q] M2-1						270		270	0.3	810	320
2	69.5 Acres	[T] [Q] M2-1						900		900	0.3	2,700	1,080
3	12.5 Acres	[T] [Q] C2-1	10	20	220 (400 rooms)		140			390	0.75	1,290	540
4	57.0 <sup>5</sup> Acres	[T] [Q] M2-1							750	750	0.3	1,875	1,200
5	6.0 Acres	[T] [Q] M2-1					80			80	0.3	270	150
6	3.1 Acres	[T] [Q] M2-1								0	0.0	0	0
7	1.0 Acres	[T] [Q] M2-1								0	0.0	0	0
<b>Subtotal</b>	<b>170.4 Acres</b>		<b>10</b>	<b>20</b>	<b>220</b>	<b>0</b>	<b>220</b>	<b>1,170</b>	<b>750</b>	<b>2,390</b>	<b>0.32</b>	<b>6,945</b>	<b>3,290</b>
<b>Westchester Center</b>													
8	3.0 Acres	[T] [Q] C2-1								0	0.0	0	0
9	28.2 Acres	[T] [Q] C2-1		20			400			420	0.3	1,640 <sup>6</sup>	855
10	0.7 Acres	[T] [Q] C2-1								0	0.0	0	0
11	11.4 Acres	[T] [Q] C2-1	50	20	390 (600 rooms)	280				740	1.5	2,145	1,130
12A	24.0 Acres <sup>7</sup>	[T] [Q] C2-1		10	260 (400 rooms)	580	100			950	0.84	2,870	1,785
<b>Subtotal</b>	<b>67.3 Acres</b>		<b>50</b>	<b>50</b>	<b>650</b>	<b>860</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>2,110</b>	<b>0.7</b>	<b>6,655</b>	<b>3,825</b>
<b>Total</b>	<b>237.7 Acres</b>		<b>60</b>	<b>70</b>	<b>870</b>	<b>860</b>	<b>720</b>	<b>1,170</b>	<b>750</b>	<b>4,500</b>	<b>0.43</b>	<b>13,600</b>	<b>7,030</b>

<sup>1</sup> Based on Ordinance No. 159,526 and Final Tract Map No. 34386 and Conditions of Approval.

<sup>2</sup> FAR = Floor Area Ratio (i.e., ratio of buildable area to lot size).

<sup>3</sup> Minimum parking based on zoning requirements. Changes in City of Los Angeles parking requirements are under consideration, and may increase requirement.

<sup>4</sup> PM Peak Hour traffic determined by trip generation factors presented in the Final EIR, LAX Northside Development.

<sup>5</sup> Total acreage of Lot 4 is approximately 64 acres, of which 7 acres are occupied by the drainage channel.

<sup>6</sup> Does not include 250-500 car Park and Ride.

<sup>7</sup> Total Acreage of Lot 12 is approximately 102 acres, of which 78 acres are assumed to be allocated for the golf course.

Source: Design Plan and Development Guidelines LAX Northside, April 20, 1989.

Another [Q] condition, designed to control building intensity, limits project-generated daily traffic trips to 6,340 inbound during the AM peak hour and 7,000 outbound during the PM peak hour (i.e., the existing "trip cap" for LAX Northside). Depending on specific development proposals submitted, these trip-generation factors may restrict total development to less than 4.5 MSF or an overall average floor area ratio of 0.43 for the development parcels. In no case would development exceed 4.5 MSF.

These zone change (or [Q] conditions) and tract map conditions are contained in their entirety in Technical Report 1, *Land Use Technical Report*, Attachment A.

## 4.2 Land Use

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### **The Continental City Project**

The airport has an approved subdivision entitlement (Tentative Tract 36729), Development Agreement, and Final EIR,<sup>93</sup> to permit the construction of the 28.5-acre Continental City project located east of Aviation Boulevard, between 111th Street and Imperial Highway. The site is located within the Westchester-Playa del Rey Community Plan and is designated as Light Industrial. As proposed in 1982, the project includes the development rights for 3 MSF of office space and 100,000 SF of retail space. The project comprises 12 lots and would contain ten or more low-, mid-, and high-rise structures, ranging from 3 to 17 stories and varying in size from 30,000 SF to approximately 300,000 SF. The Continental City Approved Development Plan is included in Technical Report 1, *Land Use Technical Report*, Figure 7. The approved project is consistent with the M2-1 (Light Industrial) zoning of the site, which permits industrial, commercial, and retail uses. The floor area ratio would be 2.49 SF of floor area to 1 square foot of land. This ratio is consistent with Height District 1 designation of this site (which permits maximum development of three times the buildable area within this zone).

### **Existing Incompatible Land Uses**

#### **Aircraft Noise Mitigation Program (ANMP)**

The City of Los Angeles, as the airport proprietor, has the responsibility to mitigate noise impacts or to eliminate incompatible land use within the communities surrounding LAX pursuant to the land use compatibility requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6). LAX operates under a variance to the California Airport Noise Standards (Noise Standards) that was extended in 2001. The variance, which is valid for a three-year period, can be extended so long as LAWA demonstrates that programs are being implemented to reduce noise impacts to an acceptable degree over a reasonable period of time. Under the variance, LAWA is required to request that each local jurisdiction affected by aircraft noise prepare an Aircraft Noise Mitigation Program for its own noise impact area and requires that LAWA prepare a composite Aircraft Noise Mitigation Program (ANMP) for the entire airport noise impact area.<sup>94</sup> The composite ANMP is used to provide a basis for setting optimum target funding levels for each jurisdiction, and as a yardstick for measuring each jurisdiction's project implementation performance. Jurisdictions included in the composite ANMP include unincorporated Los Angeles County, the City of Los Angeles, the City of Inglewood, and the City of El Segundo.

The 2001 Noise Variance emphasizes that LAWA and the City of El Segundo should work together to develop policies that will help both jurisdictions mitigate all incompatible land uses within the noise impact boundary. The 2001 Noise Variance extends the estimated time frame for the completion of acoustical treatment of residential units identified under the current ANMP by 7 years (to March 21, 2008), funding and capabilities of the affected jurisdictions permitting. The terms and conditions of the 2001 Noise Variance are included in Technical Report S-1, *Supplemental Land Use Technical Report*.

The noise impact area around LAX encompasses existing land uses that are considered to be "incompatible" because they are subject to noise levels of 65 CNEL or more. All properties within the noise impact area are not, however, considered to be incompatible. Incompatible uses under Title 21 are defined as residential, schools, hospitals, and churches exposed to noise levels of 65 CNEL or more. The ANMP implements two noise mitigation strategies to convert incompatible land uses to compatible land uses: 1) the sound insulation of structures; and 2) the acquisition of property followed by the conversion of its incompatible land use to compatible land use (i.e., land recycling).<sup>95</sup> Under the Noise Standards, a land use may be deemed to be compatible, even if the property owner elects to not participate in sound insulation, as long as the airport proprietor has demonstrated good faith in

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<sup>93</sup> City of Los Angeles Planning Department, Environmental Review Section, Continental City Final Environmental Impact Report No. 407-82-SUB, February 1985.

<sup>94</sup> At the time of the Draft EIS/EIR and Supplement to the Draft EIS/EIR analysis, the existing 1998 ANMP was being updated. The 2001 ANMP was completed in October 2003. The 2001 ANMP continues to support this analysis. The difference between the 1998 and 2001 ANMPs, which primarily focus on a revised estimated completion date for the ANMP, changes in the number of units mitigated under the ANMP, and a new allowance for soundproofing of residential properties with inconsistent zoning or land use designations, would not materially change the findings in this Final EIS/EIR.

<sup>95</sup> Los Angeles World Airports, Noise Management Bureau, LAX ANMP 1998, Aircraft Noise Mitigation Program to Achieve Compliance with California Airport Noise Standards through Implementation of Land Use Mitigation Measures within the Los Angeles International Airport Noise Impact Area, April 1999.

sponsoring such programs to a particular property. Properties inconsistent with a local jurisdiction's General Plan, any relevant specific plan, and applicable zoning requirements are considered to be ineligible for sound insulation. Likewise, residential uses cannot be acquired for recycling to a compatible use (e.g., commercial or industrial) if the underlying zoning and land use designation remains residential.

As specified in the 1998 ANMP, all incompatible land uses within the 1992 fourth quarter 65 CNEL noise contour or within 65 CNEL areas extending beyond the 1992 contour, are eligible for participation in the ANMP. Although the area significantly impacted by noise has been reduced since 1992, and a number of parcels within the contour are no longer exposed to noise levels of 65 CNEL and higher, all incompatible residential, school, church, and hospital parcels within the 1992 fourth quarter contour are eligible for mitigation under the ANMP. The 1992 fourth quarter 65 CNEL noise contour is presented in **Figure F4.2-5**, 1996 Baseline Conditions with ANMP.

As indicated in the 1998 ANMP within the program's boundaries noise insulation is proposed for 92 percent of the impacted dwelling units. The remaining 8 percent of incompatible uses are proposed for land use recycling.<sup>96</sup> Decisions to pursue noise insulation or acquisition are made by each jurisdiction. Sound insulation under the ANMP has been prioritized for residential land uses. Sound insulation is undertaken for residential properties within the highest CNEL measurement band above 65 CNEL first. Prioritization for land acquisition has been based on efforts to achieve consistency with existing general plan, specific plan, or zoning designations; availability of funding; and specific development proposals. Among the jurisdictions under the program, Los Angeles County, the City of Los Angeles, and the City of El Segundo have achieved mitigation mostly through sound insulation. However, the City of Inglewood has historically achieved compliance through land use recycling. As stated in the 1998 ANMP, 2,319 units are proposed for recycling in Inglewood, and 52 units are proposed for recycling within Los Angeles County. In addition, the City of Los Angeles is currently moving ahead with a voluntary acquisition program potentially involving the acquisition and relocation of 2,568 units within the Manchester Square and Belford residential neighborhoods. This mitigation program was initiated due to a high level of resident interest in acquisition.

Although the analysis in this document uses 1996 baseline conditions, progress in implementing the ANMP, as of June 2002, indicates that, of the 33,099 residential units within the ANMP boundaries, approximately 6,685 previously incompatible dwelling units are now compatible.<sup>97</sup> Residential sound insulation has been completed for 375 units in unincorporated Los Angeles County, 2,867 units in the City of Los Angeles,<sup>98</sup> 171 units in El Segundo,<sup>99</sup> and 577 units in Inglewood.<sup>100</sup> Acquisition undertaken for noise mitigation includes 1,104 units within the City of Los Angeles in the Manchester Square and Belford residential neighborhoods (under a voluntary residential acquisition program described below), and 1,591 units in the City of Inglewood. Currently no jurisdiction is known to have short-term mitigation planned for non-residential noise-sensitive land uses, although 63 public schools within five school districts, the Northrup Institute of Technology, and three private schools located within the ANMP boundaries have avigation easements and are, therefore, considered to be compatible, as further described below. As identified in the 1998 ANMP, the estimated timeframe for completion of sound insulation within all affected jurisdictions is 7 years (by 2005) and 13 years (by 2011) for property acquisition.

Historically, the high noise levels at the airport have been subject to public controversy and legal action. In the settlement of a noise lawsuit in 1980, the City of Los Angeles paid \$21 million to five public school districts, including Los Angeles Unified School District, Inglewood Unified School District, El Segundo Unified School District, the Centinela Valley Union High School District (Lennox), and the Lennox School District. The settlement funds were stipulated in an Amended Judgment and Final Order to be used for noise insulation of affected schools exposed to high noise levels from LAX operations (which at the time

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<sup>96</sup> Los Angeles World Airports, Noise Management Bureau, LAX ANMP 1998, Aircraft Noise Mitigation Program to Achieve Compliance with California Airport Noise Standards through Implementation of Land Use Mitigation Measures within the Los Angeles International Airport Noise Impact Area, April 1999, p. 20.

<sup>97</sup> Based on current counts of units insulated or acquired within affected jurisdictions through June 2002.

<sup>98</sup> LAWA Residential Soundproofing Bureau.

<sup>99</sup> James O'Neill, Program Coordinator, Residential Sound Insulation Department, City of El Segundo, Personal Communication, January 6, 2003.

<sup>100</sup> Deanna Unternahrer, Airport Program Manager, Aircraft Noise Mitigation Program, City of Inglewood, Personal Communication, January 9, 2003.

## 4.2 Land Use

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of the settlement included 64 schools or related school uses).<sup>101</sup> In addition, the Los Angeles Archdiocese received a settlement of \$2.35 million from the airport for sound attenuation (or for whatever purpose the Archdiocese chose) for St. Bernard High School, St. Anastasia School on Manchester Avenue, and Visitation School on Emerson Avenue.<sup>102</sup>

Under the terms of the settlements, each school in the public and Archdiocese systems that had participated in the lawsuit agreed to allow an avigation easement for noise, vibration, and fumes from LAX operations; deeming the school to be compatible with the airport. Easements for individual schools are considered burdened (incompatibility found) only if the school site's CNEL exceeds the 1970 level for each location by 2 CNEL and an additional 0.5 CNEL above the specified noise limits. LAWA has reason to conclude that these increases have not occurred, since aircraft noise impacts have been generally reduced since 1970 to the present.

### LAWA Voluntary Residential Acquisition/Relocation Program

Two areas are currently undergoing voluntary residential acquisition/relocation as part of the Los Angeles World Airports Relocation Plan Manchester Square and Airport/Belford Area Voluntary Acquisition Project.<sup>103</sup> This program was established based on interest from homeowners and residents who requested that LAWA purchase their properties in lieu of soundproofing under the LAX Residential Soundproofing Program.

Manchester Square comprises 123 acres and is bordered by Arbor Vitae Street to the north, La Cienega Boulevard to the east, Century Boulevard to the south, and Aviation Boulevard to the west. Approximately 280 single-family residences and 1,705 multi-family residences, all of which are considered incompatible uses, were located within this area. Surrounding uses include primarily commercial to the north; commercial and the I-405 to the east; commercial and airport-related uses to the south (e.g., air freight facilities, rental car parking); and commercial and airport-related uses (primarily parking) to the west. The Belford area is generally bounded by Arbor Vitae to the north, Belford Avenue to the east, 98th Street to the south, and Airport Boulevard to the west. Belford contained 583 multi-family residential units on approximately 20 acres. Surrounding uses to the north include a rental-car facility and single-family residences; manufacturing and warehouse to the east; hotel to the south; and rental-car company to the west. These areas included a total of 2,568 dwelling units on 568 properties.

As of October 31, 2002, progress in acquiring properties under the Voluntary Residential Acquisition/Relocation Program for Manchester Square and Belford indicated that 62 percent of the property owners (351 properties and 1130 dwelling units) have volunteered to participate in the acquisition program. This includes 238 single-family units and 892 multi-family units. Of those property owners that have volunteered, 234 single-family units and 870 multi-family units have been acquired (representing approximately 43 percent of the total Program).<sup>104</sup> In addition, 75 single-family units have been demolished (all within the Manchester Square area). After demolition, the vacant parcels are fenced and hydro-seeded, with the landscaping then maintained by LAWA.<sup>105</sup> As an alternative to demolishing vacant structures and to maintain the existing housing inventory, some of these structures are being sold to local non-profit organizations under LAWA's "Move On Housing Program." Once purchased, the homes are relocated and rehabilitated on vacant lots owned by the non-profit organization. Qualified tenants within the Manchester Square and Belford areas have "first right of offer" to buy available houses or rent available apartments. As of October 31, 2002, ten residential structures have been relocated, consisting of two duplexes and eight single-family units.<sup>106</sup>

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<sup>101</sup> Los Angeles Unified School District, et al. v. City of Los Angeles, Amended Judgment and Final Order Nos. 965,067; 986,442; 986,447; 986,444; and 986,446; January 15, 1980.

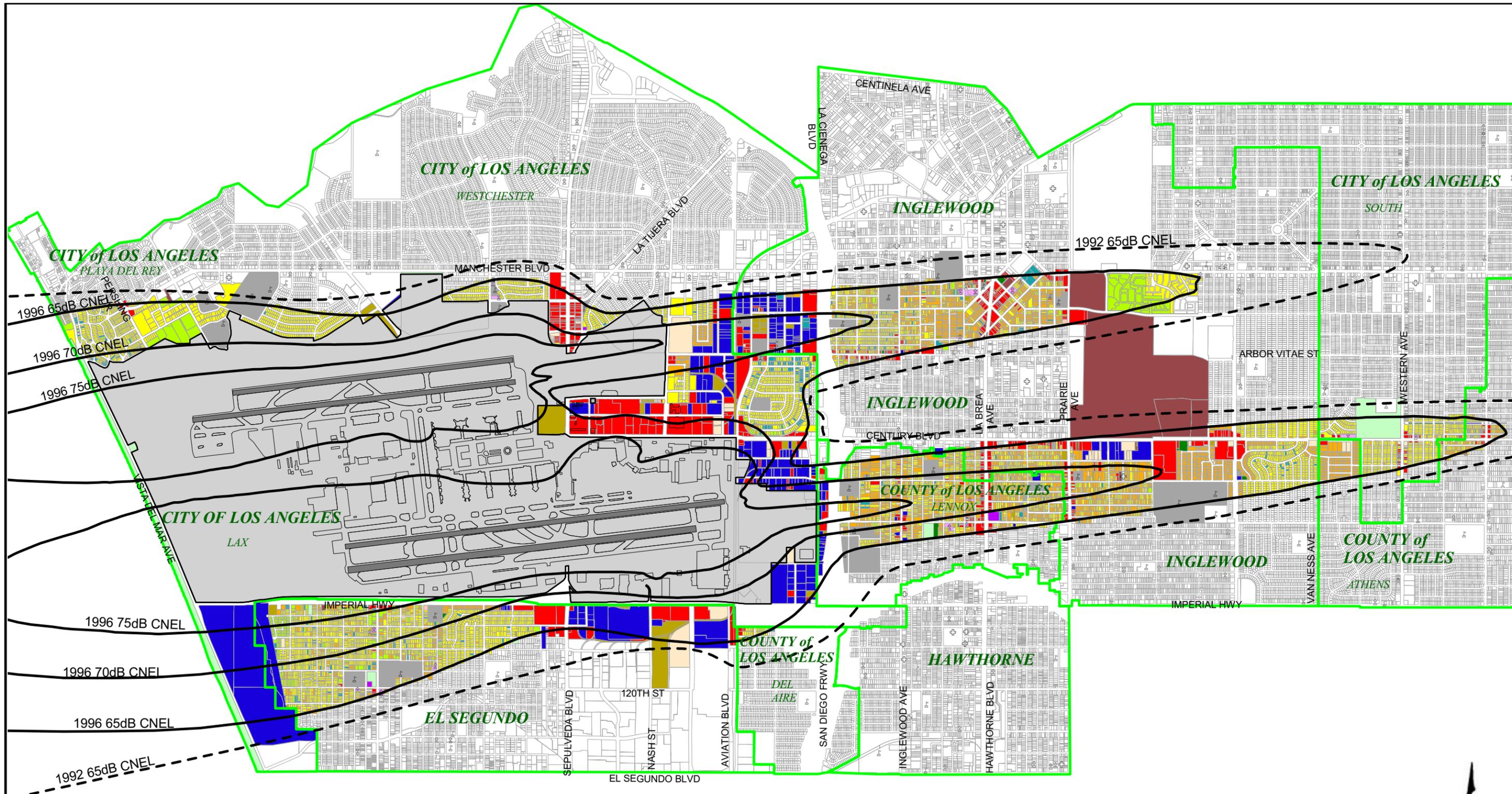
<sup>102</sup> Los Angeles Archdiocese v. City of Los Angeles, Judgment No. 998,331, December 7, 1977.

<sup>103</sup> LAWA, Los Angeles World Airports Relocation Plan Manchester Square and Airport/Belford Area Voluntary Acquisition Project, adopted by the Board of Airport Commissioners July 18, 2000.

<sup>104</sup> 1,104 dwelling units represent 43 percent of 2,568 dwelling units and 42 percent of 2,585 dwelling units (as adjusted by LAWA, based on appraisal reports).

<sup>105</sup> LAWA Residential Acquisition Division.

<sup>106</sup> LAWA Residential Acquisition Division.

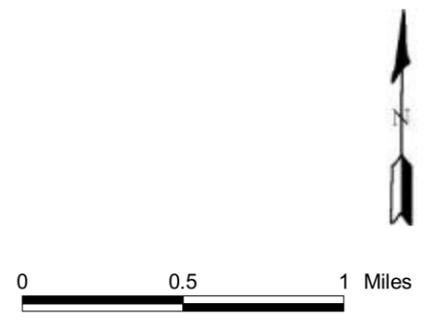


**LEGEND**

- |                           |                        |                       |                               |
|---------------------------|------------------------|-----------------------|-------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                       |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary              |
| Mobile Home               | Park                   | Title 24 Compliant    | 1996 CNEL Contour             |
| School                    | Commercial             | Recreation            | 1992 65dB (ANMP) CNEL Contour |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary         |
| Hospital                  | Government             | Other, Assumed Vacant |                               |

Source: Psomas, April 2000  
Landrum & Brown, April 2000  
LAWA, 1994

Prepared by: Psomas and PCR Services Corporation, August 2000





### 1996 Baseline Noise Levels (CNEL)

1996 baseline noise levels represented as 65, 70, and 75 CNEL noise contours are shown in **Figure F4.2-5**. Total persons, dwellings, and noise-sensitive uses within these noise contours are listed in Table F4.1-2, Aircraft Noise Exposure by Noise Level Range - 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise*. Similar information by community is listed in Technical Report 1, *Land Use Technical Report*, Table 13. The 1996 baseline was established as a basis for comparison against future noise levels resulting from the Master Plan alternatives. As shown in **Figure F4.2-5**, the 1996 baseline CNEL contours are completely within the 1992 fourth quarter 65 CNEL (ANMP) noise contour. As a result, all residential and noise-sensitive parcels exposed to 65 CNEL noise levels are considered to be incompatible and may qualify for mitigation under the ANMP, as previously described.

### 1996 Baseline and Year 2000 Conditions Noise Levels (CNEL)

A discussion of Year 2000 conditions compared to 1996 baseline conditions is provided for informational purposes, and total persons, dwellings, and noise-sensitive uses within the 65, 70, and 75 CNEL noise contours are thus also shown for Year 2000 in Table F4.1-2 for comparison. Existing noise-sensitive parcels and population exposed to noise levels of 65 CNEL or greater are also presented -- with more detail and broken down by jurisdiction, for both 1996 and 2000 -- in **Table F4.2-4**, Existing Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction.

To geographically document changes that have occurred, the 1996 baseline noise contour is shown with a Year 2000 conditions noise contour on **Figure F4.2-6**, Year 2000 Conditions vs. 1996 Baseline - Areas Newly Exposed. As summarized in Table F4.1-2, changes from 1996 baseline conditions to conditions in the Year 2000 show an overall decrease of 45 acres and 100 dwelling units exposed to high noise levels (i.e., within the 65 CNEL or greater noise contours). With this overall decrease in the area exposed to high noise levels, an increase of approximately 1,300 residents and 10 noise-sensitive parcels exposed to high noise levels still occurs under Year 2000 conditions, due to a shift in the overall noise contour to more densely populated areas with a higher occupancy per dwelling unit.

As shown on **Figure F4.2-6**, the most notable changes to baseline conditions include a decrease in noise exposure in the City of El Segundo and the communities of Del Aire and Westchester, and an increase in noise exposure to the east, primarily within the City of Inglewood. This shift in the 65 CNEL contour to the east under Year 2000 conditions is attributed to an increase in the number of heavy jet aircraft and daily operations, while the decrease in the contour area to the north and south is due to the phasing out of older and noisier aircraft, as more fully described in Section 4.1, *Noise* (subsection 4.1.3.1.1). Similar to 1996 baseline conditions all residential and noise-sensitive parcels exposed to 65 CNEL noise levels are within the 1992 fourth quarter 65 CNEL noise contour and qualify for mitigation under the ANMP, as previously described. Additional information regarding noise-sensitive uses exposed to 65 CNEL and greater noise levels under Year 2000 conditions is presented in Table S3 of Technical Report S-1, *Supplemental Land Use Technical Report*.

### Single Event Noise Levels

An evaluation of single event aircraft noise levels is provided in this EIS/EIR. As described in Section 4.1, *Noise* (subsection 4.1.2), this information is provided in response to a recent court ruling by the California Court of Appeal<sup>107</sup> which determined that evaluation of the effects of single event aircraft noise levels is required for CEQA purposes. While the Court did not establish standards of significance to evaluate impacts, thresholds to address nighttime awakening and classroom disruption were developed by LAWA as presented in Section 4.1, *Noise* (subsection 4.1.4.1.1). Impacts of single event noise levels on noise-sensitive uses presented in Section 4.1, *Noise* (subsection 4.1.6), are summarized in this section as they relate to land use. Dwelling units and schools exposed to high single event noise levels are presented in Table **F4.2-4**.

<sup>107</sup> *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners*, (2001) 91 Cal.App.4th 1344.

## 4.2 Land Use

Table F4.2-4

Existing Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	Change from 1996 Baseline												
<b>65 CNEL</b>															
Total Area (Acres)	4,962	4,457	-505	494	400	-94	656	523	-133	1,119	1,605	486	0	0	0
Residential Uses Exposed <sup>1</sup>															
Single Family Units	1,520	1,030	-490	880	970	90	1,490	1,400	-90	1,510	1,810	300	0	0	0
Multi-family Units	2,940	2,000	-940	2,290	2,540	250	950	1,110	160	5,400	5,940	540	0	0	0
Population Exposed	9,020	7,110	-1,910	12,870	14,660	1,790	4,960	5,420	460	22,140	25,430	3,290	0	0	0
Noise-Sensitive Uses Exposed															
Schools	10	6	-4	11	10	-1	3	4	1	12	18	6	0	0	0
Churches	6	5	-1	4	4	0	6	4	-2	9	14	5	0	0	0
Hospitals/Convalescent	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0
Parks	5	5	0	1	1	0	3	4	1	0	2	2	0	0	0
Libraries	1	1	0	2	2	0	1	0	-1	0	1	1	0	0	0
<b>94 dBA SEL</b>															
Units Exposed	5,520	1,800	-3,720	3,730	3,800	70	2,790	2,240	-550	6,770	7,610	840	0	0	0
Population Exposed	11,110	4,160	-6,950	15,430	16,140	710	5,660	4,810	-850	22,070	25,640	3,570	0	0	0
<b>Single Event Effects on Schools</b>															
Schools Exposed <sup>2</sup>	11	5	-6	5	5	0	3	2	-1	12	16	4	0	0	0

<sup>1</sup> Dwelling units and population estimates have been rounded to the nearest ten.

<sup>2</sup> The number of schools exposed is based on Table S9, Listing of Schools Exposed to High Single Event Noise Levels, in Technical Report S-1, *Supplemental Land Use Technical Report*.

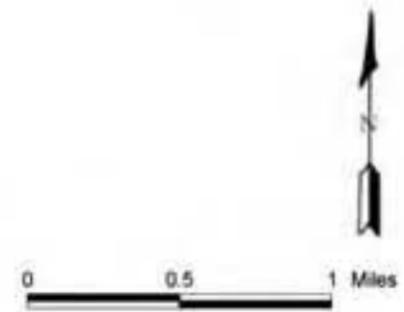
Source: PCR, 2003.



**LEGEND**

- |                           |                        |                       |                        |
|---------------------------|------------------------|-----------------------|------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary       |
| Mobile Home               | Park                   | Title 24 Compliant    | 2000 CNEL Contour      |
| School                    | Commercial             | Recreation            | 1996 65dB CNEL Contour |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary  |
| Hospital                  | Government             | Other, Assumed Vacant |                        |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





### **Nighttime Awakenings**

An exterior single event Sound Exposure Level (SEL) of 94 decibels (dBA) is used in this document as the threshold for identifying significant single event aircraft noise levels that would result in nighttime awakenings. An SEL of 94 dBA was determined to awaken approximately 10 percent of residents exposed to this noise level with windows open, at least once every ten days, as further described in Section 4.1, *Noise* (subsection 4.1.4.1.1). Both 1996 baseline and Year 2000 conditions 94 dBA SEL noise contours are shown on **Figure F4.2-7**, 2000 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. As presented in Table S6, 1996 Baseline 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, under 1996 baseline conditions, 3,681 acres, 18,800 dwelling units, and 54,260 residents would be exposed to periodic noise levels of 94 dBA SEL. As shown in Table S7, Year 2000 Conditions 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, under Year 2000 conditions 3,276 acres, 15,460 dwelling units and 50,750 residents would be exposed to 94 dBA SEL noise levels. Compared to 1996 baseline conditions, Year 2000 conditions show a decrease of approximately 3,350 units, 3,510 residents and 405 acres located within the 94 dBA SEL contour. In addition, 2,230 dwelling units and 7,000 residents would be newly exposed to the 94 dBA SEL noise contour as summarized on Table S8, Year 2000 Conditions 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 SEL), in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **School Disruption**

As described in Section 4.1, *Noise* (subsection 4.1.4.1.1), the thresholds of significance for single event noise levels that would result in momentary speech interference (i.e., 3 seconds or greater) in a classroom teaching situation between the hours of 8:00 a.m. to 4:00 p.m. were identified for LAX as exterior single event maximum noise levels of 84 dB (for general classroom teaching) and 94 dB (for small group learning). These exterior noise levels would result in respective interior noise levels of 55 dBA  $L_{max}$  and 65 dBA  $L_{max}$ . Another threshold identified was an exterior hourly noise level during school hours (i.e., 8:00 a.m. to 4:00 p.m.) of 64 decibels of  $L_{eq(h)}$  resulting in sustained interruption in classroom teaching through interior noise levels in excess of 35  $L_{eq}$  during an hour. The numbers of schools exposed to significant single event noise levels are identified in Table F4.1-3, Schools Exposed to Significant Interior Single Event Noise Levels - 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.3.1.3.2). A listing of these schools by name and jurisdiction is provided in Table S9, Listing of Schools Exposed to High Single Event Noise Levels in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **Generalized Land Use in the Surrounding Cities and Communities**

The cities and communities that surround LAX are shown in **Figure F4.2-1**. LAX is bounded on the north by the City of Los Angeles communities of Westchester and Playa del Rey; on the south by the City of El Segundo; on the southeast by the unincorporated community of Del Aire and the City of Hawthorne; and on the east by the City of Inglewood, the unincorporated community of Lennox, the City of Los Angeles community of South Los Angeles, and the unincorporated community of Athens. Vista del Mar Street, Dockweiler State Beach, and the Santa Monica Bay are located to the west of the airport. All of these cities and communities are located within Los Angeles County.

The portions of these cities and communities that are within the study area are shown in **Table F4.2-5**, Cities/Communities Within Study Area. Existing land uses are shown in **Figure F4.2-8**, Existing Off-Airport Land Uses in the Study Area. These land uses generally correspond with the existing general plan and zoning designations for off-airport properties within the study area. The listings of non-residential sensitive receptors has been modified since the 1996 baseline to correct the name and location of some private school listings and to confirm that these uses were correctly listed as private schools. These revisions are incorporated into the narratives and tabular listings of noise-sensitive uses presented below. In addition, an update to reflect changes to land use that have occurred since the 1996 baseline is shown on **Figure F4.2-9**, Year 2000 Conditions Off-Airport Land Uses in the Study Area, and in Figure A1, Year 2000 Conditions Sensitive Receptors Within the Study Area; Table A1, Summary of Existing Off-Airport Land Uses in the Study Area Year 2000 Conditions; and Table A2, Listing of Noise-Sensitive Receptors Within the Study Area, in Attachment A, Sensitive Receptors Within the Study Area (Year 2000 Conditions) of Technical Report S-1, *Supplemental Land Use Technical Report*. The

## 4.2 Land Use

Composite Off-Airport General Plan Land Use Map and Composite Off-Airport Zoning Map for the study area are shown in **Figure F4.2-10**, Composite Off-Airport General Plan Land Use Map, and **Figure F4.2-11**, Composite Off-Airport Zoning Map, respectively. These figures are based on 1996 conditions, since the overall area within the Study Area is generally built out and minimal zone changes or general plan amendments have occurred between 1996 and 2000. A summary table of off-airport areas by existing use, general plan, and zoning designation is provided in Technical Report 1, *Land Use Technical Report*, Tables 7, 8, and 9, respectively.

<b>Jurisdiction</b>	<b>Acres</b>
<b>City of Los Angeles</b>	
Westchester-Playa del Rey	3,027.45
South Central	1,954.42
Hyde Park	149.47
Other City	334.75
<b>Subtotal</b>	<b>5,466.09</b>
<b>Los Angeles County (unincorporated)</b>	
Del Aire	180.68
Lennox	485.17
Athens	867.82
<b>Subtotal</b>	<b>1,533.67</b>
<b>El Segundo</b>	<b>1,488.05</b>
<b>Inglewood</b>	<b>3,828.66</b>
<b>Hawthorne</b>	<b>637.94</b>
<b>Total Area</b>	<b>12,954.41</b>

Source: Psomas, PCR, April 2000.

The following bikeways are in the surrounding area: along Westchester Parkway between Sepulveda Boulevard and Pershing Drive (Class II); along Sepulveda Boulevard between Centinela Avenue and Manchester Avenue (Class II); along Manchester Avenue between Lincoln Boulevard and Sepulveda Boulevard (Class II); along Imperial Highway between Aviation Boulevard and Pershing Drive (Class II), except for that portion between Imperial Terminal and Hillcrest Street (Class I); along Grand Avenue (Class II); and west of Vista del Mar on Dockweiler State Beach (Class I).

### **Unincorporated Los Angeles County**

#### **Existing Communities and Land Uses**

The residential communities of Lennox, Del Aire, and Athens are generally located east of the 405 Freeway, within unincorporated portions of Los Angeles County. These communities have a combined population of approximately 48,100 residents and include 14,200 dwelling units. These communities are shown in **Figure F4.2-1**. The majority of land use in this portion of the county is comprised of a mix of older single-family and multiple-family neighborhoods. This unincorporated portion of the study area also includes 11 public schools (six in Lennox, one in Del Air, and four in Athens). Additional descriptions of these communities are provided in Technical Report 1, *Land Use Technical Report*.

#### **Existing General Plan and Zoning Designations**

The Los Angeles County General Plan<sup>108</sup> provides a framework for coordinating short and medium range land use goals and sets forth guidelines for allocating resources for particular needs. The General Plan provides land use guidance at Countywide and local levels. At the Countywide level, the plan establishes

<sup>108</sup> Los Angeles County Department of Regional Planning, *County of Los Angeles General Plan*, adopted November 25, 1980.



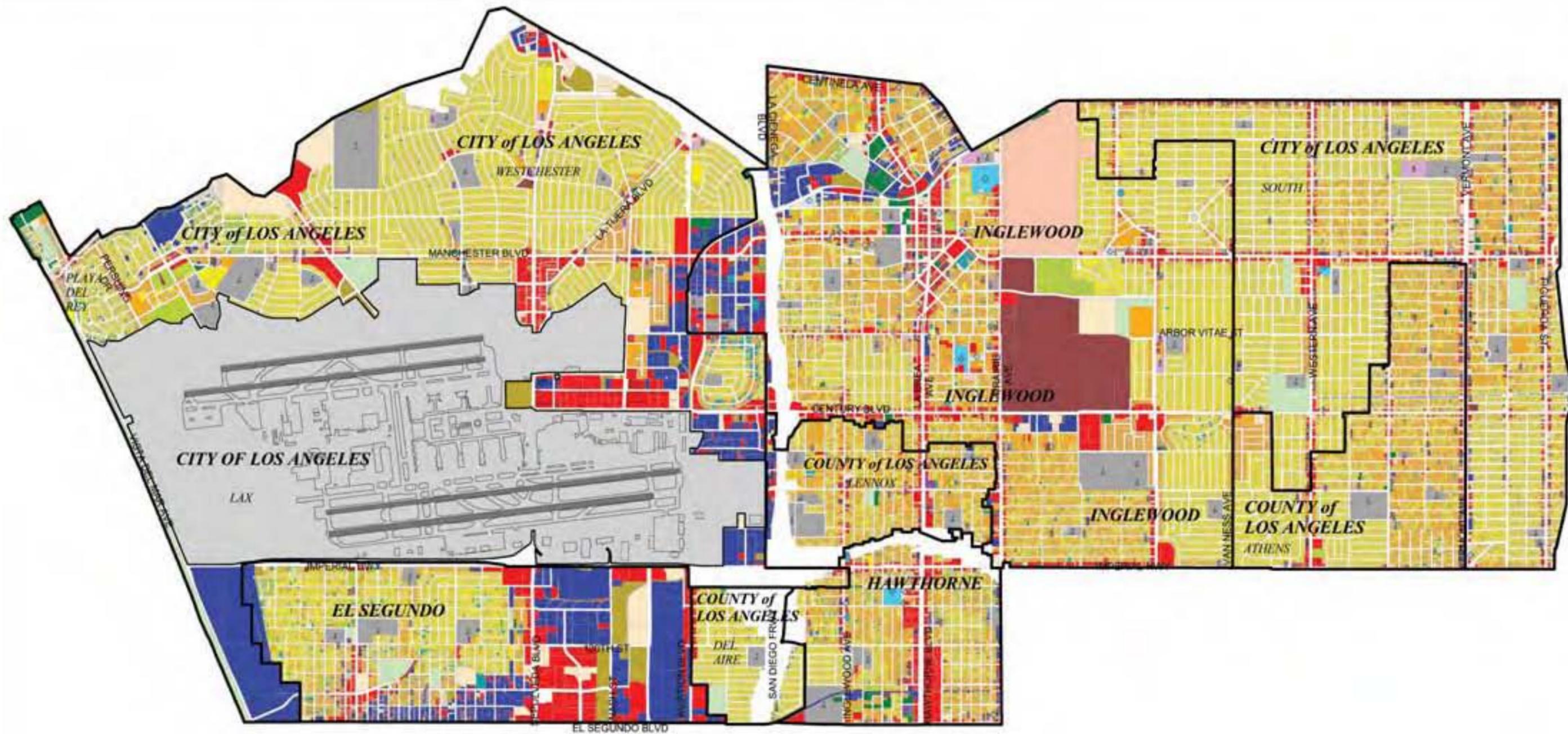
**LEGEND**

- |                           |                        |                       |                               |
|---------------------------|------------------------|-----------------------|-------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                       |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary              |
| Mobile Home               | Park                   | Title 24 Compliant    | 1996 94dBA SEL Contour        |
| School                    | Commercial             | Recreation            | 2000 94dBA SEL Contour        |
| Church                    | Industrial             | Vacant                | 1992 65dB (ANMP) CNEL Contour |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary         |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003







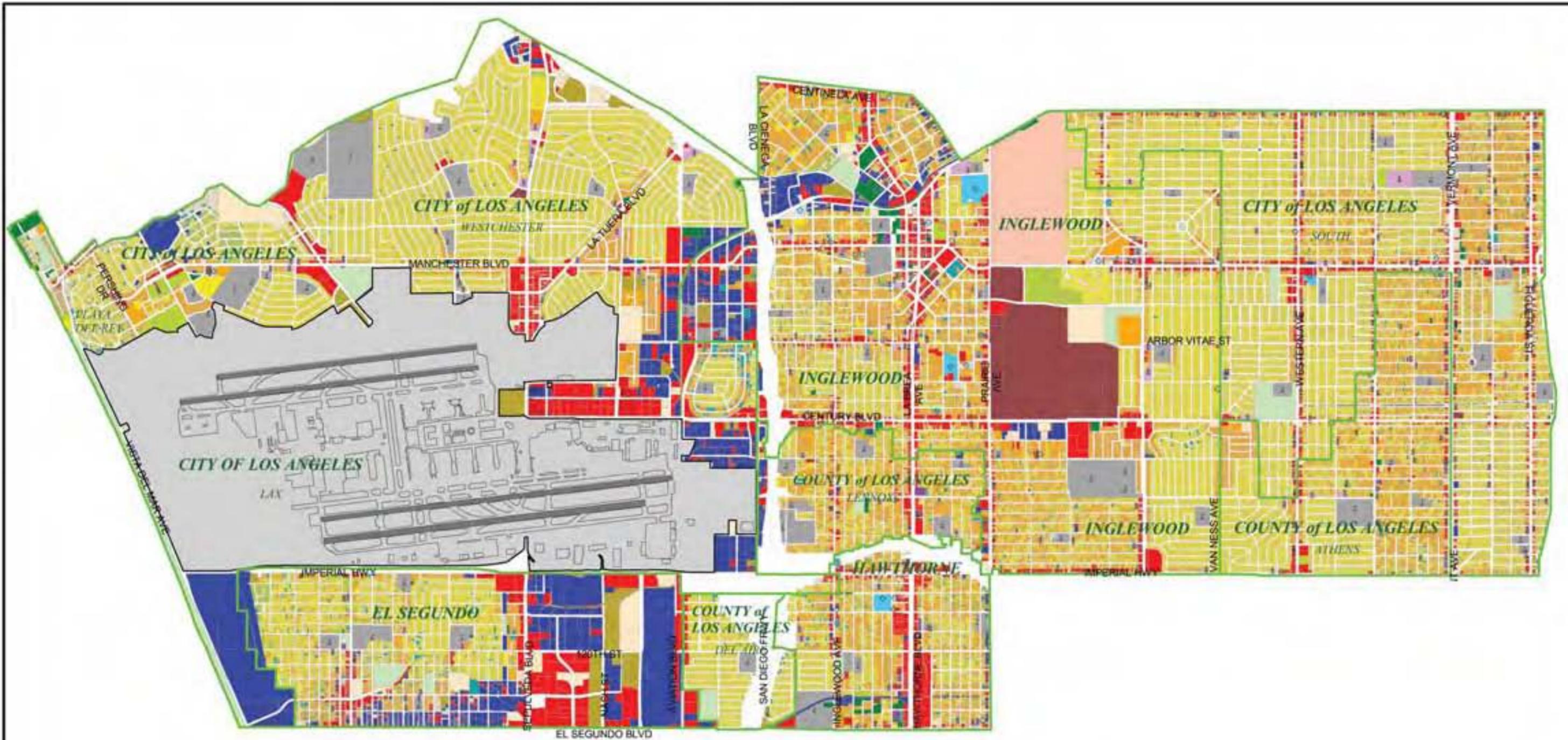
**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Jurisdictional Boundary
School	Commercial	Recreation	
Church	Industrial	Vacant	
Hospital	Government	Other, Assumed Vacant	



Source: Psomas, April 2000  
 LAWA, 1994  
 Prepared by: Psomas and PCR Services Corporation, August 2000





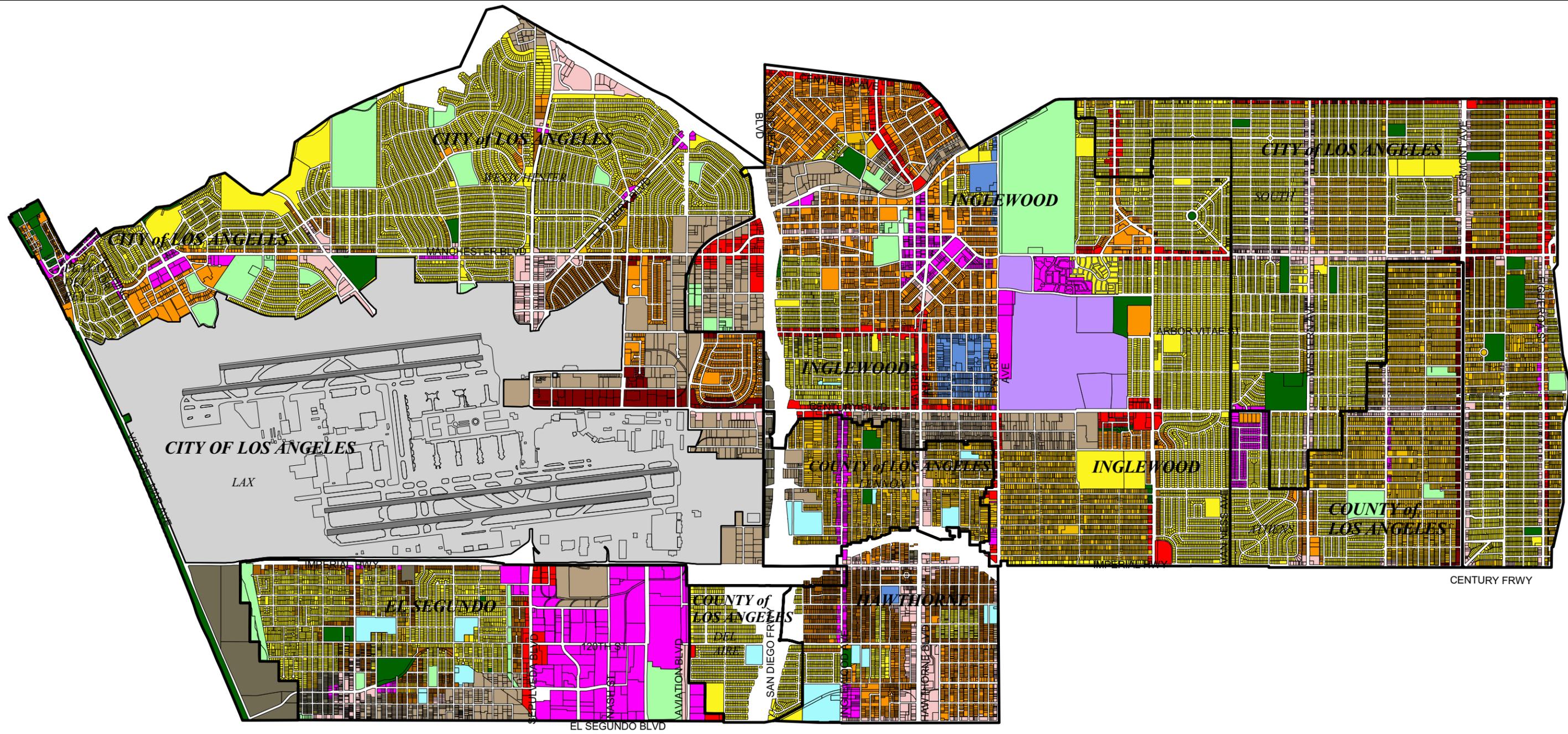
**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Jurisdiction Boundary
School	Commercial	Recreation	
Church	Industrial	Vacant	
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 LAWA, 1994  
 PCR Services Corporation, 2002  
 Prepared by: PCR Services Corporation, May 2003



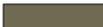
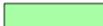


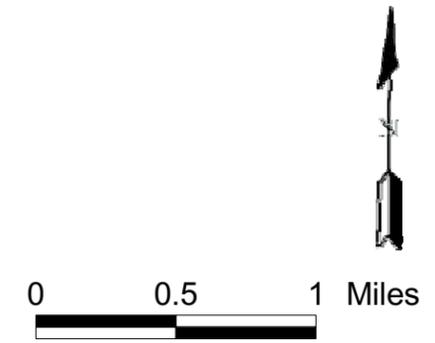


Note: The designations shown are based on the most recent general plan or community plan land use maps and subsequent amendments on file with the respective jurisdictions in the study area as of June 2000. Since the study area includes several jurisdictions with different general plan land use designations, these categories have been generalized so that they are applicable to all jurisdictions.

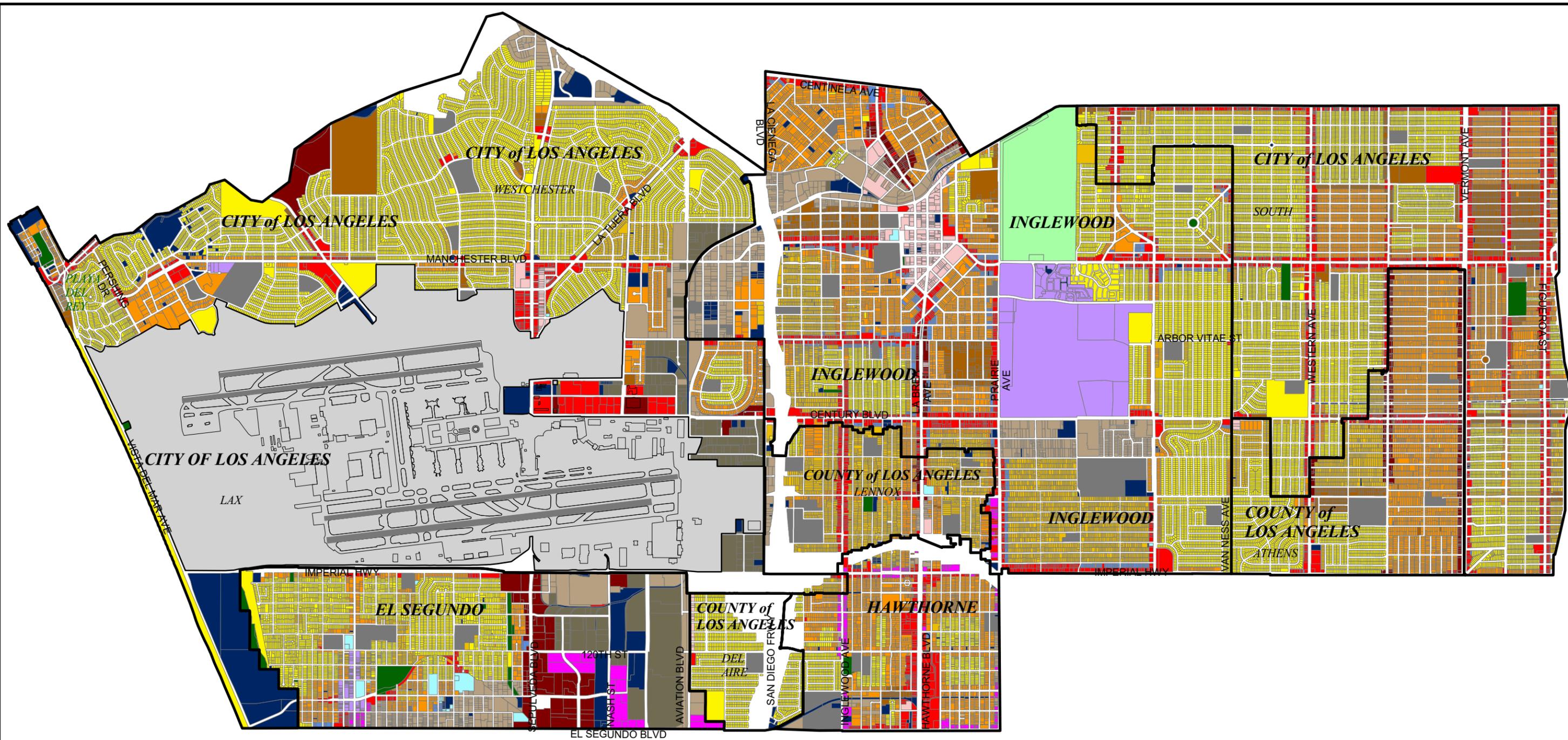
Source:  
 Psomas, April 2000  
 El Segundo General Plan, December 1992  
 Hawthorne General Plan, April 1990  
 Inglewood General Plan, January 1980  
 Los Angeles County General Plan, November 1980  
 West Adams-Baldwin Hills-Leimert Community Plan, May 1998  
 West Athens/Westmont Community Plan, March 1990  
 Westchester-Playa del Rey Community Plan, June 1974  
 South Central Los Angeles Community Plan, October 1979  
 Prepared by: PCR Services Corporation, August 2000

### LEGEND

 Residential (Low Density)	 Commercial (Community)	 Industrial (Light)
 Residential (Low-Medium Density)	 Commercial (General Corridor/Highway)	 Industrial (Heavy)
 Residential (Medium Density)	 Commercial (Neighborhood)	 Park
 Residential (High Density)	 Commercial (Regional Center)	 Other Open Space
	 Commercial (Commercial/Recreational)	 Schools
		 Other Institutional Uses







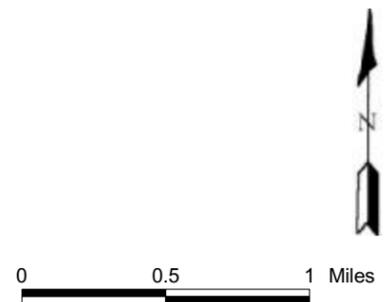
Note: The designations shown are based on assessor parcel information compiled by LAWA and updated by Psomas and PCR Services Corporation. Since the study area includes several jurisdictions with different zoning designations, these categories have been generalized so that they are applicable to all jurisdictions.

Source:  
 Psomas, April 2000  
 Los Angeles County General Plan, November 1980  
 West Athens/Westmont Community Plan, March 1990  
 Westchester-Playa del Rey Community Plan, June 1974  
 South Central Los Angeles Community Plan, October 1979

Prepared by: PCR Services Corporation, August 2000

### LEGEND

 R1 - Single Family Residential	 C3/C4/C5 - Heavy Commercial	 SI - Cemetery	 Runways
 R2 - Two Family Residential	 CM - Commercial Manufacturing	 I - Institutional	 Airport Boundary
 R3 - Multi-Family Residential (Medium Density)	 CR - Commercial/Recreational	 PF - Public Facilities	 Jurisdiction Boundary
 R4/RS - Multi-Family Residential (High Density)	 M1 - Light Manufacturing	 P - Parking	
 CC/C1 - Light Commercial	 M2 - Heavy Manufacturing	 U - Unknown	
 C2 - General Commercial	 OS - Open Space/Parks		





regional direction for land use decisions, while local plans focus attention on specific community goals. Local plans prepared by the County constitute the primary tools for guiding decisions relative to local land use and development patterns. The only local plan adopted for this portion of Los Angeles County within the study area is the West Athens/Westmont Community Plan. A comprehensive County General Plan update was underway; at the time of the EIS/EIR analysis and a draft was tentatively anticipated for public circulation in May 2003.<sup>109</sup>

As shown in **Figure F4.2-10** the predominant General Plan land use designation for unincorporated Los Angeles County within the study area is Low and Medium Density Residential. As shown in **Figure F4.2-11** the corresponding zoning designations include R1, Single Family Residential; R2, Two Family Residential; and R3, Multi-Family Residential. The Lennox and Del Aire communities are located closest to the airport property. General Plan land use for that portion of Lennox east of La Cienega and west of the 405 Freeway is primarily Low and Medium Density Residential with Commercial Community and Commercial Neighborhood areas along the major corridors of Prairie Avenue, Hawthorne Boulevard and Inglewood Avenue. The corresponding zoning designations are primarily R1, R2, R3, C2 (General Commercial), and CM (Commercial Manufacturing). The General Plan land use designation for that portion of Del Aire located south of the 105 Freeway is generally Low and Medium Density Residential, with a corresponding zoning of primarily R1 and R2.

The County of Los Angeles Noise Element<sup>110</sup> contains policies to reduce transportation noise through noise abatement programs, as further described in Technical Report 1, *Land Use Technical Report*. As a means towards achieving these policies, the County is a participant in the ANMP. The County's Regional Planning Commission also is the designated ALUC for airports within Los Angeles County and oversees land use compatibility between airports and surrounding uses.

### **West Athens/Westmont Community Plan**

The West Athens/Westmont Community Plan<sup>111</sup> includes land use goals to preserve and improve existing residential areas, and to encourage increased commercial development. Land use designations shown on the Proposed Land Use map are predominantly Single-Family and Two-Family residences. The Proposed Zoning Map shows a corresponding designation of R-1 and R-2. Community Commercial uses (with corresponding C-2 zoning) are located along Normandie Avenue, Western Avenue, and Century Boulevard. Regional Commercial (with corresponding C-3 zoning) is located along Vermont Avenue.

### **Existing Incompatible Land Uses**

Existing incompatible land uses within unincorporated Los Angeles County portions of the study area are primarily defined as residential and noise-sensitive parcels currently exposed to noise levels of 65 CNEL and above. Under 1996 baseline conditions, approximately 494 acres within unincorporated Los Angeles County are exposed to CNEL noise levels above 65 CNEL. Noise-sensitive residential parcels exposed to noise levels of 65 CNEL or greater include 880 single-family units and 2,290 multi-family units with a corresponding population of 12,870 residents. As previously presented, sound insulation for residential uses has been the primary noise mitigation strategy implemented within the County's jurisdiction under the ANMP in part due to the priority of the County to preserve the existing housing stock. Other noise-sensitive parcels that are exposed to noise levels of 65 CNEL include 11 schools, 4 churches, 1 park, and 2 libraries. Further details regarding these uses are provided in Technical Report 1, *Land Use Technical Report*.

## **City of Los Angeles**

### **Los Angeles Citywide General Plan Framework Element**

The Los Angeles Citywide General Plan Framework Element<sup>112</sup> defines the City's long-range growth and development policy and establishes Citywide standards, goals, policies, and objectives for Community

<sup>109</sup> The County is still in the process of updating their General Plan. A preliminary General Plan is scheduled for public release in late 2004/early 2005.

<sup>110</sup> Los Angeles County Department of Regional Planning, Noise Element of the Los Angeles County General Plan, adopted January 30, 1975.

<sup>111</sup> Los Angeles County Department of Regional Planning, West Athens/Westmont Community Plan, adopted by the Board of Supervisors March 15, 1990.

<sup>112</sup> Envicom Corporation, The Citywide General Plan Framework, An Element of the General Plan, adopted by City Council December 11, 1996.

## 4.2 Land Use

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Plans. The Land Use Element of the plan is comprised of a series of 35 Community Plans, in addition to one for LAX and one for the Port of Los Angeles, that determine land use designations, zoning, development requirements, and consistency findings for specific areas of the city.

A primary objective of the policies in the Framework Element's Land Use Chapter is to support the vitality of the City's residential neighborhoods and commercial districts through designated Regional Centers and Community Centers. A Regional Center is defined in the Framework Element as a focal point for regional commerce that contains a diversity of uses such as offices, residential, retail commercial malls, government buildings, and major entertainment facilities. The Framework Element encourages that an extensive range of goods and services be located within a Regional Center and that each center should function as a hub of regional bus or rail transit both day and night. A Community Center is a focal point for residential neighborhoods, containing such uses as small offices, overnight accommodations, schools, and libraries.

Several Regional and Community centers are designated for LAX in the Framework Element Long Range Land Use Diagram.<sup>113</sup> LAX is located within the LAX/Century Boulevard Regional Center (along Century Boulevard between the entrance of the airport located west of Sepulveda Boulevard, and extending east to La Cienega Boulevard). General locations recommended for Community Centers include Lincoln Boulevard (between Manchester Boulevard and Westchester Parkway), and Sepulveda Boulevard (between Manchester Boulevard and Lincoln Boulevard, including portions of La Tijera Boulevard). The Lincoln Boulevard/Manchester Boulevard Community Center area includes portions of the LAX Northside project site.

The Open Space and Conservation Chapter includes a map of the Citywide Greenways Network,<sup>114</sup> a linear open space system established for active and passive recreational uses with connections to neighborhoods and regional open spaces. The Economic Development Chapter, Citywide Economic Strategies, highlights LAX as an economically significant area and includes a policy to support planned airport expansion and modernization.<sup>115</sup> The Transportation Chapter includes a policy to complete the LAX Master Plan, following the goals, objectives, and policies established in the Los Angeles International Airport Conceptual Goal and Policy Framework Element.<sup>116</sup>

The Economic Development Chapter highlights LAX as an economically significant area: "Downtown Los Angeles, the Port of Los Angeles, Los Angeles International Airport, and other local airports are areas with broad regional and international market links. Improvement of these facilities and implementation of economic development programs in these areas will have a regional impact on employment and economic growth."<sup>117</sup>

The General Plan Framework includes several implementation programs to complete the LAX Master Plan and amend the Framework Element and affected community plans, as necessary. Policies of the Framework Element relevant to the LAX Master Plan and airport expansion are presented in Technical Report 1, *Land Use Technical Report*. Although the Framework Element was subsequently subject to legal challenge, this did not change the contents or the validity of the Framework Element, as further described in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **Transportation Element**

The Transportation Element of the General Plan<sup>118</sup> is a guide to the further development of an efficient citywide transportation system. It includes maps that show the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities that

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<sup>113</sup> Envicom Corporation, *The Citywide General Plan Framework, An Element of the General Plan*, adopted by City Council December 11, 1996, Figure 3-3.

<sup>114</sup> Envicom Corporation, *The Citywide General Plan Framework, An Element of the General Plan*, adopted by City Council December 11, 1996, Figure 6-1.

<sup>115</sup> Envicom Corporation, *The Citywide General Plan Framework, An Element of the General Plan*, adopted by City Council December 11, 1996, Policy 7.3.4, p. 7-8.

<sup>116</sup> Envicom Corporation, *The Citywide General Plan Framework, An Element of the General Plan*, adopted by City Council December 11, 1996, Policy 8.5.4, p. 8-11.

<sup>117</sup> Envicom Corporation, *The Citywide General Plan Framework, An Element of the General Plan*, adopted by City Council December 11, 1996, Figure 7-1.

<sup>118</sup> City of Los Angeles Planning Department, *City of Los Angeles Transportation Element of the General Plan*, adopted by City Council September 8, 1999.

correlate with the plan's land use element. The Transportation Element includes policies to support the efficient movement of goods and adequate access to intermodal facilities, including development of the LAX Master Plan and expansion of cargo capacity at LAX. Relevant policies of the Transportation Element are presented in full in Technical Report 1, *Land Use Technical Report*.

### **Bicycle Plan**

Chapter IX of the Transportation Element includes the Bicycle Plan.<sup>119</sup> The Bicycle Plan defines a Class I (bike path) as a special pathway facility for the exclusive use of bicycles and separated from motor vehicle facilities by space or a physical barrier. It is identified with Bike Route signs and also may have pavement markings. A Class II (bike lane) is a lane on the paved area of a road for preferential use by bicycle. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. The Bicycle Plan Citywide Bikeways facilitates the development of bicycle circulation at the periphery of LAX.

The Revised Bicycle Plan Citywide Bikeway System Westside Area Map<sup>120</sup> identifies several Class I and II bike lanes in the vicinity of LAX, as described in Technical Report 1, *Land Use Technical Report*. Priority for implementation of these facilities (as defined under this Plan) are Priority 1 for the Vista del Mar and Pershing Drive bikeways since they are identified as designated Greenway Corridors in the Framework Element and could be developed to provide access to LAX.<sup>121</sup> The remainder would be designated as Priority 2 since they could be developed to access LAX.

The Plan further states "In addition to provision of secure, convenient and adequate bicycle parking facilities at the Lot C Transit Center and the Green Line Aviation Boulevard station, (1) direct bicycle access to the Lot C Transit Center; (2) support for the Harbor Subdivision railroad right-of-way bike path adjacent to Aviation Boulevard; and (3) bike lanes on World Way West should be incorporated into LAX Master Plan proposals to ensure bicyclists access to terminals and to employment areas on Airport property."<sup>122</sup>

In June 2002, a technical update of the City of Los Angeles Bicycle Plan was approved by Council.<sup>123</sup> This update includes revised maps of the Citywide Bikeway System and designates LAX as located within the Westside geographical area. This update includes a list of existing and funded facilities, as further described in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **Noise Element**

The Noise Element<sup>124</sup> is intended to improve land use compatibility related to aircraft noise. Objective 1 of the Noise Element is to reduce airport-related noise impacts through implementation of noise compatibility ordinances and by incorporating noise abatement, mitigation, and compatibility measures into the LAX Master Plan and relevant community plans.

Objective 2 is to reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses. Objective 3 is to reduce or eliminate noise impacts associated with proposed development of land and changes in land use through achieving mandated interior and exterior noise levels, and monitoring and reducing noise impacts from significant noise sources.<sup>125</sup> Policies and programs applicable to the LAX Master Plan are provided in Technical Report 1, *Land Use Technical Report*.

<sup>119</sup> City of Los Angeles Planning Department, City of Los Angeles Bicycle Plan A Part of the Transportation Element the General Plan, adopted by City Council August 6, 1996.

<sup>120</sup> City of Los Angeles Planning Department, City of Los Angeles Bicycle Plan A Part of the Transportation Element the General Plan, adopted by City Council August 6, 1996, Figure B4.

<sup>121</sup> Envicom Corporation, The Citywide General Plan Framework, An Element of the General Plan, adopted by City Council December 11, 1996, Figure 6-1.

<sup>122</sup> City of Los Angeles Planning Department, City of Los Angeles Bicycle Plan A Part of the Transportation Element the General Plan, adopted by City Council August 6, 1996, p. 22.

<sup>123</sup> City of Los Angeles Planning Department, City of Los Angeles Bicycle Plan A Part of the Transportation Element of the General Plan, originally adopted by City Council August 6, 1996, Technical Update adopted by City Council June 7, 2002.

<sup>124</sup> City of Los Angeles Planning Department, Noise Element of the Los Angeles City General Plan, adopted by City Council February 3, 1994.

<sup>125</sup> City of Los Angeles Planning Department, Noise Element of the Los Angeles City General Plan, adopted by City Council February 3, 1994, p. 3-1.

## 4.2 Land Use

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### **Westchester-Playa del Rey**

The Westchester-Playa del Rey Community Plan<sup>126</sup> comprises 9,281 acres. Its planning area directly borders the LAX property to the north, west, and east. Approximately 3,000 acres of this community lie within the study area. The Westchester-Playa del Rey Community Plan is being revised as part of a Citywide Community Plan Update Program. At the time of the EIS/EIR analysis, a draft Plan was scheduled for public release in mid-May 2003; final Plan approval was anticipated for the fall of 2003.

### **Existing Uses In Study Area**

North of LAX, land uses are predominately residential and educational (including Loyola Marymount University, Westchester High School, Saint Bernard High School, one middle school, and six public elementary schools), and also include the Westchester Recreation Center. Most of the industrial and commercial land uses are east of the LAX property and south of Manchester Boulevard. Some residential neighborhoods are also located north and south of Arbor Vitae. The majority of these residential neighborhoods are well maintained and stable, as described in further detail in Technical Report 1, *Land Use Technical Report*.

### **Community Plan and Zoning Designations**

Community Plan land use designations are primarily Low Density Residential (with corresponding zoning designations of RE, R1, and RE9). There are also areas within these residential neighborhoods designated as Open Space and Public Quasi-Public Open Space that are occupied by parks and schools. The Open Space designation is primarily for park use while Public Quasi-Public Open Space permits schools, libraries, and religious institutions. Also north of the airport boundary is a variety of commercial designations along Lincoln Boulevard. The portion of Lincoln Boulevard closest to the project site is Community Commercial. East of the project site, along Airport Boulevard, is a mixture of Medium and High Medium Density Residential (with a respective zoning of R3 and R4) and Light Industrial (M, M2, MR2, and P). South of the project site (along 96th Street) is a continuation of the Light Industrial designation as well as Regional Center (and corresponding C2, C4, P, and PB zoning designations). West of the project site is designated as open space and includes the Los Angeles Airport/EI Segundo Dunes area.

This Community Plan includes the following objectives that relate to LAX:

- ◆ To provide for adequate access to Los Angeles International Airport while diverting to the extent possible such airport originating and destined traffic from that portion of the District north of the Westchester Parkway.
- ◆ To coordinate airport and airport-related land use with that of adjoining residential uses and to provide adequate buffers and transitional uses between the airport and the rest of the [community].<sup>127</sup>

The Community Plan cites the Framework Element's emphasis on the preservation of open space and low-density single-family residential areas, and the grouping of commercial establishments and industrial uses. While the Community Plan proposes the retention of most single-family residential uses, redesignation of some single-family uses to multi-family, commercial, or industrial uses (including Manchester Square and Belford) is proposed in the Community Plan and indicated on the land use map.<sup>128</sup>

### **Coastal Transportation Corridor Specific Plan**

The Los Angeles Coastal Transportation Corridor Specific Plan<sup>129</sup> is contained in the Westchester-Playa del Rey Community Plan and enforced by the City of Los Angeles Department of Transportation. The Coastal Transportation Corridor Specific Plan has been formulated to specifically mitigate the traffic impacts of new development proposed within the plan study area.

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<sup>126</sup> City of Los Angeles Planning Department, Westchester - Playa del Rey Community Plan, adopted by City Council June 13, 1974, as amended.

<sup>127</sup> City of Los Angeles Planning Department, Westchester - Playa del Rey Community Plan, adopted by City Council June 13, 1974, as amended, pp. WP-1 and WP-2.

<sup>128</sup> City of Los Angeles Planning Department, Westchester - Playa del Rey Community Plan, adopted by City Council June 13, 1974, as amended, pp. WP-2.

<sup>129</sup> City of Los Angeles Planning Department, Coastal Transportation Corridor Specific Plan (Ordinance No. 168,999), September 22, 1993.

The plan's study area is generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, Harbor Freeway (I-110) on the east, and the Pacific Ocean on the west. The study area comprises all or portions of the Westchester-Playa del Rey Community Plan area, the Palms-Mar Vista-del Rey District Plan area, the Venice Community Plan area, and the LAX Interim Plan area. The Coastal Transportation Corridor Specific Plan also defines an Airport Corridor Area, located within the specific plan, generally bounded by Manchester Avenue on the north, Imperial Highway on the south, Vista del Mar on the west, and the San Diego Freeway (405 Freeway) on the east. While no policies specific to LAX are referenced, the proposed Master Plan alternatives were reviewed for consistency with the Coastal Transportation Corridor Specific Plan in Section 4.3, *Surface Transportation*, and Technical Report 3b, *Surface Transportation Technical Report (Off-Airport)*.

### **Playa Vista Area B**

Area B of the Playa Vista Specific Plan is located within the boundary of the Westchester-Playa del Rey Community Plan. The Playa Vista Land Use Plan-Local Coastal Program, prepared pursuant to the California Coastal Act, addresses policies for development within the California Coastal Zone. The Local Coastal Program recommends that a light rail or other sub-regional transit system linked to the regional transit system be established along Lincoln Boulevard to interconnect important destinations throughout this area and extend to LAX.<sup>130</sup> This plan is implemented through the Area B Specific Plan.<sup>131</sup>

### **South Los Angeles Community Plan**<sup>132</sup>

The South Los Angeles Community Planning Area is located about 3 miles east of LAX and is comprised of approximately 9,900 acres; of this total area, 1,954.42 acres are in the study area. This part of the study area is located generally south of Florence Avenue, east of Van Ness Avenue, west of Figueroa Street/I-110, and north of the Athens community within Los Angeles County.

### **Existing Uses in Study Area**

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

### **Community Plan and Zoning Designations**

South of Florence, between Van Ness and Vermont Avenue residential areas are designated as Low Density with corresponding zoning of R1 and RD6. Multiple-family residential units are generally located south of Florence Avenue and north of 98th Street, between Vermont Avenue and Figueroa Street. These areas are Low Medium I (with corresponding zoning of R2, RD5, RD4, and RD3), Low Medium II (with corresponding zoning of RD2 and RD1.5), and Medium (with corresponding zoning of R3). Highway Oriented and Limited Commercial uses (with underlying zoning of CR, C1, C1.5, C2, and P) are generally located along Florence Avenue, Western Avenue, Vermont Avenue, Manchester Boulevard, and Figueroa Street.

As part of the Citywide Community Plan Update Program, the South Los Angeles Community Plan was updated and adopted in March 2000.<sup>133</sup> The intent of the update program is to guide development through the year 2010 and to reflect significant changes, new issues, and new community objectives regarding the management of development and community preservation. The South Los Angeles Community Plan includes relevant policies to promote land use compatibility and preserve housing stock as further described in Technical Report S-1, *Supplemental Land Use Technical Report*, of the Supplement to the Draft EIS/EIR.

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<sup>130</sup> City of Los Angeles Planning Department, Westchester - Playa del Rey Community Plan, adopted by City Council June 13, 1974, as amended, pp. WP-6.

<sup>131</sup> City of Los Angeles Planning Department, Playa Vista Area B Specific Plan (Ordinance Nos. 160,521 and 165,638), March 28, 1990.

<sup>132</sup> City of Los Angeles Planning Department, South Central Los Angeles Community Plan, adopted by City Council October 26, 1979, as amended; updated and adopted in March 2000; Plan name change to South Los Angeles Community Plan approved by City Council on April 22, 2003.

<sup>133</sup> City of Los Angeles Planning Department, South Los Angeles Community Plan Area, adopted by City Council March 22, 2000.

## 4.2 Land Use

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### **West Adams-Baldwin Hills-Leimert Community Plan**<sup>134</sup>

Although the West Adams-Baldwin Hills-Leimert Community Planning Area encompasses 8,243 acres or approximately 13 square miles, just a portion of the area, the Hyde Park District (149.47 acres), is within the northeast portion of the study area.

#### **Existing Uses In Study Area**

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

#### **Community Plan and Zoning Designations**

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

The West Adams-Baldwin Hills-Leimert Community Plan identifies the need to preserve established single-family neighborhoods, and historic resources as a way to promote residential land use compatibility. Within the Community Plan area, the Crenshaw Corridor Specific Plan was adopted on November 1, 2002. However, the development of the LAX Master Plan would not have an effect on this Specific Plan as further described in Technical Report S-1, *Supplemental Land Use Technical Report*.

#### **Existing Incompatible Land Uses City of Los Angeles**

Existing incompatible land uses for the portion of the study area within the City of Los Angeles are generally defined as residential and noise-sensitive parcels currently exposed to noise levels 65 CNEL and above. These areas comprise 4,962 acres (1,342 acres off-airport) within the City of Los Angeles and are exposed to noise levels above 65 CNEL. Noise-sensitive residential parcels exposed to noise levels of 65 CNEL or greater included 1,520 single-family units and 2,940 multi-family units with a corresponding population of 9,020 residents. These residential uses that are currently incompatible include the Manchester Square and Belford neighborhoods. Although the Manchester Square and Belford neighborhoods are currently being acquired and residential units demolished (under a separate LAWA action), sound insulation is the primary noise mitigation strategy implemented within the city's jurisdiction under the ANMP, in part due to the City of Los Angeles' priority to preserve the existing housing stock. Other noise-sensitive parcels exposed to noise levels of 65 CNEL or greater include 10 schools, 6 churches, 5 parks, and a library.

#### **City of El Segundo**

The City of El Segundo comprises 3,495 acres and forms the southern boundary of the LAX property, south of Imperial Highway. Approximately 40 percent (1,488 acres) of the City to the north of El Segundo Boulevard is located within the study area.

#### **Existing Uses in Study Area**

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

#### **Existing General Plan Land Use and Zoning Designations**

The City of El Segundo General Plan<sup>135</sup> circulation, housing, open space, and noise elements include policies and programs relevant to LAX, as described below. Within the study area the majority of land

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<sup>134</sup> City of Los Angeles Planning Department, West Adams-Baldwin Hills-Leimert Community Plan, adopted by City Council, May 6, 1998, as amended.

<sup>135</sup> City of El Segundo, City of El Segundo General Plan, adopted December 1, 1992.

uses located west of Sepulveda Boulevard and north of El Segundo Boulevard are designated in the City of El Segundo General Plan as Residential (Single-family, Two-family, Multi-family and Medium Density Residential). These residential uses have corresponding zoning designations of R1, R2, R3 and MDR. East of Sepulveda Boulevard and north of El Segundo Boulevard areas are primarily designated Corporate Office and Urban Mixed-Use North with corresponding zoning of CO and MU-N. There also is a Multimedia Overlay Zone east of Sepulveda Boulevard.

### **Circulation Element**

The Bicycle Master Plan, a part of the Circulation Element, shows existing Bicycle Paths (Class I) along Imperial Highway, the beach (Los Angeles County trail), and portions of Grand Avenue approaching the beach. A Bicycle Lane (Class II) or Bicycle Route (Class III) is shown along Imperial Avenue/Imperial Highway and other major streets in the study area.

The Circulation Element includes policies to continue coordination of bicycle route planning and implementation with adjacent jurisdictions and regional agencies and to monitor and incorporate planning and development of LAX into all aspects of the City's planning.

### **Housing Element**

The Housing Element of the General Plan acknowledges that residential uses continue to be impacted by land uses outside the City of El Segundo, due to effects such as noise, traffic, air quality, and safety issues created by LAX.

Two programs of the Housing Element, Neighborhood Improvement and Noise Mitigation, are directed toward the preservation and protection of existing housing stock and toward providing noise mitigation to impacted residences. These programs are further described in Technical Report 1, *Land Use Technical Report*.

### **Open Space and Recreation Element**

The Open Space and Recreation Element of the El Segundo General Plan cites the Imperial Strip, running along the city's north boundary, as a city-owned and maintained Utility Transmission Corridor. The 7.4-acre section of the strip, between Hillcrest Street and Center Street, is described as a passive open space corridor that buffers the city from LAX. It is a stated objective to develop utility transmission corridors for active or passive open space and for recreational use.<sup>136</sup>

### **Noise Element**

The Noise Element of the General Plan acknowledges that, compared with other cities in Los Angeles County, El Segundo is particularly affected by major noise impacts from LAX. As stated in this element the City of El Segundo will continue to exert its influence on airport planning authorities for tighter control and enforcement of [State] noise regulations. The Noise Element includes several policies and programs to minimize noise impacts on the city. These relevant policies and programs are presented in Technical Report 1, *Land Use Technical Report*.

### **Existing Incompatible Land Uses**

Existing incompatible land uses in El Segundo are generally defined as residential and noise-sensitive parcels currently exposed to noise levels of 65 CNEL and above. Approximately 656 acres within the City of El Segundo are exposed to noise levels of 65 CNEL and above. Noise-sensitive residential parcels exposed to noise levels of 65 CNEL or greater include 1,490 single-family units and 950 multi-family units with a corresponding population of 4,960 residents. Other noise-sensitive parcels that would be exposed to noise levels of 65 CNEL or greater include 3 schools, 6 churches, 3 parks, and a library.

The City of El Segundo has chosen not to participate in the ANMP offered by the LAWA (previously described under Existing Incompatible Uses). As a non-participant in sound insulation programs sponsored by LAWA, the City of El Segundo has applied for and has received grants directly from the FAA AIP fund under FAR Part 150. El Segundo has not participated in the ANMP because of the requirement that fund recipients sign an Avigation Easement. The Avigation Easement allows the airport to be considered compatible with State Airport Noise Standards and precludes homeowners from seeking

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<sup>136</sup> City of El Segundo, City of El Segundo General Plan, Open Space and Recreation Element, adopted December 1, 1992, p. 6-7.

## 4.2 Land Use

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further compensation for noise related damages. Sound insulation has been the noise mitigation strategy for residential uses implemented within the city's jurisdiction in part due to the priority to preserve the existing housing stock.

### City of Hawthorne

Of the City of Hawthorne's 2,752 acres, the portion in the study area is 638 acres. This area is generally bounded by the 105 Freeway to the north, Prairie Avenue to the east, El Segundo Boulevard to the south, and the 405 Freeway/Inglewood Avenue to the west.

#### Existing Uses in Study Area

The majority of uses in the study area are single- and multi-family residential. Commercial uses are concentrated along Hawthorne Boulevard and include Hawthorne Plaza. Other uses include the Robert F. Kennedy Medical Center, Hawthorne High School, Eucalyptus Park, and the City Hall complex.

#### Existing General Plan Land Use and Zoning Designations

Within the study area, the City of Hawthorne's General Plan Land Use designations are predominantly Medium Density (R2, R3, and R4) and Low Density (R1) residential. Commercial, Commercial Manufacturing, and Light Industrial land use designations (with respective zoning designations of C-2, CM and M-1) are along the major corridors of Imperial Highway, Inglewood Boulevard, Hawthorne Boulevard, Prairie Avenue and El Segundo Boulevard.

Hawthorne's General Plan Land Use Element<sup>137</sup> states that there has been and will continue to be pressure to recycle residential uses to higher densities due to the city's location adjacent to the LAX business center. According to the General Plan, the most significant change proposed by land use policy involves the gradual conversion of small commercial uses to more intensive freeway commercial uses along the I-105 Freeway at the northern boundary of the city.

#### Noise Element

As stated in the City of Hawthorne's Noise Element,<sup>138</sup> predominant noise sources in the city are from freeway and arterial traffic, Hawthorne Municipal Airport, and LAX. The Noise Element indicates that airport noise studies and noise measurements have shown that the 65 CNEL noise contour associated with LAX operations is located just outside the city boundary. However, noise levels during some helicopter or other low aircraft flyovers en route to LAX are loud enough to result in single event disturbances. The Noise Element states that the noise levels from these operations exceed 60 CNEL. However, due to the infrequency of these events this is not considered a major noise source.

The goals of the Noise Element are to provide for the reduction of noise where the noise environment is unacceptable, to protect and maintain those areas having acceptable noise environments, and to provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions. The policies of the Noise Element are presented in Technical Report 1, *Land Use Technical Report*.

#### Existing Incompatible Land Uses

As shown in **Figure F4.2-5**, no incompatible land uses have been identified in the City of Hawthorne as exposed to noise levels above 65 CNEL associated with LAX operations.

### City of Inglewood

The City of Inglewood is located immediately east of LAX, and covers approximately 5,664 acres. Of this area, over half (3,829 acres) is in the study area.

#### Existing Uses in Study Area

The predominant land use is residential with multi-family uses located primarily west of Crenshaw Boulevard and single-family uses located primarily east of Crenshaw Boulevard. Commercial and industrial land uses are concentrated along the major street frontages of Manchester Boulevard, Florence Avenue, Century Boulevard, La Brea Avenue, and South Market Street. Two large privately owned

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<sup>137</sup> Cotton/Beland/Associates, Land Use Element, City of Hawthorne General Plan, April 1990.

<sup>138</sup> Mestre Greve Associates, Noise Element, City of Hawthorne General Plan, March 1989.

recreational facilities, Hollywood Park Racetrack and the Forum, are next to each other on Prairie Avenue, between Manchester and Century Boulevards. Institutional uses include a Civic Center, the main and branch libraries, schools, and convalescent homes. Other notable uses are the Inglewood Park Cemetery, Centinela Hospital, Daniel Freeman Memorial Hospital, and Centinela Park.

### **Existing General Plan Land Use and Zoning Designations**

The Land Use Element of the City of Inglewood General Plan was adopted in January 1980 with subsequent amendments in 1986 and 1990.<sup>139</sup> The 1986 amendment requires that height limitations on new residential structures in the Limited Commercial category be established by the FAA for each parcel. The 1990 amendment updated the Comprehensive General Plan Land Use Element map. This map shows a variety of land use designations within the study area. Medium Density Residential (with associated zoning of R2, R3, and R4) is primarily located south of Florence Avenue, between La Cienega Boulevard and Prairie Avenue. Low Density Residential (with corresponding zoning of R1) is primarily between Crenshaw Boulevard and Van Ness Avenue. Commercial and Commercial/Residential land uses (C-2 and CS) are along major arterials such as Century Boulevard, La Brea Avenue, and Manchester Boulevard. There also is a specially designated C-2A (Airport Commercial) zone primarily along Century Boulevard and Prairie Avenue. The purpose of this zone is to provide additional uses appropriate for or dependent upon proximity to LAX.

The Land Use Element recommends designating the area between Crenshaw and La Cienega Boulevards south of Century to 104th Street as Industrial.<sup>140</sup> Currently a portion of this area (generally between Inglewood Avenue and Yukon Avenue) is shown on the Land Use Map as Industrial.<sup>141</sup> Within this larger area, a sub-area generally bounded by Yukon and Prairie Avenues and 102nd and 104th Streets (and comprised primarily of single-family residents) has been zoned for a business park.

The Land Use Element estimates that 42 percent of the city's residents live in a noise environment currently unacceptable for new residential development because of high noise levels from the airport. This element further states that acreage under approach zones should be acquired by airport owners and operators, but in cases where acquisition is impossible, only non-residential uses should be permitted. Residential uses under approach and take-off patterns should be restricted to areas as far from the airport as possible and should be of limited density.

### **Noise Element**

The Noise Element of the Inglewood General Plan<sup>142</sup> incorporates the Noise Control and Land Use Compatibility Study for LAX, dated March 1984. The latter document identifies areas of noise and land use incompatibilities. The Noise Element includes goals to reduce community noise levels and consider these noise levels in land use planning decisions. It also recognizes that the City has little control over aircraft noise sources and indicates that the City of Inglewood should focus on cooperative efforts with State and federal offices. The Noise Element also proposes the integration of ambient noise levels with land use planning by establishing noise limits for various land uses.

### **Housing Element**

The Housing Element was adopted by the Planning Commission in October 2002 and the City Council in December 2002. However, at the time of the EIS/EIR analysis the City was awaiting approval from the State Department of Housing and Community Development (anticipated summer of 2003). A relevant objective of the Housing Element is to reduce the adverse impact of noise in residential areas primarily through redevelopment of residential areas to more compatible commercial or industrial uses. The Housing Element and relevant redevelopment project areas that would remove incompatible residential uses are further described in Technical Report S-1, Supplemental Land Use Technical Report.

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<sup>139</sup> Inglewood Department of Community Development and Housing, The Land Use Element of the Inglewood General Plan, January 1989, as amended.

<sup>140</sup> Inglewood Department of Community Development and Housing, The Land Use Element of the Inglewood General Plan, January 1989, as amended, p. iii.

<sup>141</sup> Inglewood Department of Community Development and Housing, The Land Use Element of the Inglewood General Plan, Comprehensive General Plan Amended 1990 Land Use Element, January 1989, as amended.

<sup>142</sup> Mestre Greve Associates, Noise Element of the General Plan for the City of Inglewood, adopted by the Inglewood City Council September 1, 1987.

## 4.2 Land Use

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### Existing Incompatible Land Uses

Existing incompatible land uses within the City of Inglewood include residential and noise-sensitive parcels currently exposed to noise levels of 65 CNEL and above. About 1,119 acres within the City of Inglewood are exposed to noise levels above 65 CNEL. This area includes 1,510 single-family units and 5,400 multi-family units with a corresponding population of 22,140 residents. Other noise-sensitive parcels that are exposed to noise levels of 65 CNEL or greater include 12 schools, 9 churches, and a nursing home.

Inglewood has adopted a community noise ordinance which requires that new construction for dwelling units, hospitals, schools, and places of worship within areas exposed to exterior noise levels of 65 CNEL or greater be insulated to an interior noise level of 45 CNEL. The adoption of this ordinance also assures the City of Inglewood's eligibility for funding from LAWA. Resolution 21481, passed by the Los Angeles Airport Board of Commissioners on July 19, 2001, prohibits the issuing of airport funds to jurisdictions that have not placed interior noise requirements on new residential construction. The airport distributes funds to match FAA funding to 100 percent of the cost of sound insulation or recycling of eligible properties. Noise attenuation and compatibility measures implemented by the City of Inglewood have largely involved the recycling of residential neighborhoods to compatible land uses such as commercial and light industrial uses. In the recycling process, the city purchases contiguous parcels of affected residential units, demolishes the units, and re-zones the property.

### **4.2.4 Thresholds of Significance**

#### **4.2.4.1 CEQA Thresholds of Significance**

A significant land use impact would occur if the direct and indirect changes in the environment that may be caused by the particular build alternatives would potentially result in one or more of the following future conditions:

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

The first threshold is derived from the State CEQA Guidelines Initial Study Checklist and the *Draft L.A. CEQA Thresholds Guide* to address conflicts with plans that could result in physical impacts. The second threshold was developed specifically to address potential impacts associated with the Master Plan alternatives relative to safety hazards and noise exposure and combined effects that would conflict with existing land uses. The significance of safety and noise effects is defined by 14 CFR Part 150; FAA Order 5050.4A; Title 21, California Code of Regulations; Caltrans Airport Land Use Planning Handbook; and the Los Angeles County Airport Land Use Plan. In addition, the City of Los Angeles has developed thresholds of significance specifically for the CEQA analysis of the proposed LAX Master Plan project. These and other thresholds relevant to land use compatibility are included in Sections 4.1, *Noise*; 4.4.2, *Relocation of Residences or Businesses*; 4.4.4, *Community Disruption and Alteration of Surface Transportation Patterns*; 4.10 *Biotic Communities*; 4.24.3, *Safety*, and in other sections throughout Chapter 4.

#### **4.2.4.2 Federal Standards**

Federal standards pertaining to land use compatibility are incorporated within the CEQA thresholds of significance defined above.<sup>143</sup> Federal standards (i.e., 14 CFR Part 150) consider noise-sensitive uses incompatible if exposed to noise levels greater than 65 CNEL. The analysis required by FAA Orders 1050.1D and 5050.4A further defines an impact as significant when noise-sensitive uses are subject to increases in noise of 1.5 CNEL or more at or above the 65 CNEL contour. As noted above and more fully discussed in Section 4.1, *Noise* (subsection 4.1.4.1.1), CEQA thresholds of significance for nighttime

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<sup>143</sup> Grant applications for a project may not be approved unless the FAA is satisfied that the project is reasonably consistent with plans (existing at the time the project is approved) of public agencies authorized by the State in which the airport is located to plan for the development of the area surrounding the airport (59 USC 47106(a)(1)). In urban areas the FAA normally evaluates consistency of the proposed project with transportation plans established by the metropolitan planning organization.

awakenings and classroom disruption have been developed for this EIS/EIR; however, there are no federal standards or criteria for single event noise levels related to such impacts. Additional discussion of federal guidance is provided under Section 4.2, *Land Use* (subsection 4.2.2), and Section 4.1, *Noise* (subsection 4.1.4.1.2).

### **4.2.5 Master Plan Commitments**

As presented in subsection 4.2.6, *Environmental Consequences*, implementation of any of the Master Plan alternatives would have potential impacts related to land use. In recognition of these potential impacts, LAWA has included the commitments listed below in the Master Plan, coded "LU" for "Land Use."

◆ **LU-1. Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D).**

To the maximum extent feasible, all [Q] Conditions (Qualifications of Approval) 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 (Alternatives A, B, C, and D).**

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

◆ **LU-3. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C).**

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. As a primary objective, LAWA will provide maximum feasible incorporation of bike paths and bike lanes into the proposed LAX Master Plan circulation systems with a fundamental priority for ensuring safe and efficient bicycle and vehicular circulation. This commitment will include the provision of bicycle lanes along Imperial Highway between Sepulveda Boulevard and immediately west of Pershing Drive. In addition, bicycle access and parking facilities will be provided at transit centers, including the West Terminal Metro Rail Station, major parking lots, and Bus Transit Centers. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.

◆ **LU-4. Neighborhood Compatibility Program (Alternatives A, B, C, and D).**

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

- ◆ Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.
- ◆ Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light 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.

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### ◆ LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D).

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.

The following Master Plan commitments from other environmental disciplines are also relevant to this analysis:

- ◆ ST-9. Construction Deliveries (Alternatives A, B, C, and D).
- ◆ ST-10. Designated Truck Routes (Alternatives A, B, and C).
- ◆ ST-11. Stockpile Locations (Alternatives A, B, and C).
- ◆ ST-12. Designated Truck Delivery Hours (Alternatives A, B, C, and D).
- ◆ ST-13. Construction Employee Parking Locations (Alternatives A, B, and C).
- ◆ ST-14. Construction Employee Shift Hours (Alternatives A, B, C, and D).
- ◆ ST-15. Separation of Construction Traffic (Alternatives A, B, and C).
- ◆ ST-16. Designated Haul Routes (Alternatives A, B, C, and D).
- ◆ ST-17. Maintenance of Haul Routes (Alternatives A, B, C, and D).
- ◆ ST-18. Construction Traffic Management Plan (Alternatives A, B, C, and D).
- ◆ ST-19. Closure Restrictions of Existing Roadways (Alternatives A, B, C, and D).
- ◆ ST-20. Stockpile Locations (Alternative D).
- ◆ ST-21. Construction Employee Parking Locations (Alternative D).
- ◆ ST-22. Designated Truck Routes (Alternative D).
- ◆ RBR-1. Residential and Business Relocation Program (Alternatives A, B, C, and D).
- ◆ LI-1. Ring Road Landscaping (Alternative B).
- ◆ LI-3. Lighting Controls (Alternatives A, B, C, and D).
- ◆ C-1. Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D).
- ◆ DA-1. Provide and Maintain Airport Buffer Areas (Alternatives A, B, C, and D).
- ◆ DA-2. Update and Integrate Design Plans and Guidelines (Alternatives A, B, C, and D).

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*.

### 4.2.6 Environmental Consequences

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

as the basis by which to measure and evaluate the impacts of each build alternative (i.e., Alternatives A, B, C, and D) in the future (i.e., at buildout in 2015 or, for construction-related impacts, selected future interim year). Based on this fundamental difference in the approach to evaluating impacts, the nature and significance of impacts determined under CEQA are not necessarily representative of, or applicable to, impacts determined under NEPA. The following presentation of environmental consequences should, therefore, be reviewed and considered accordingly.

#### **4.2.6.1 No Action/No Project Alternative**

##### **Current Projects/Changes in Development**

##### **General Description**

The No Action/No Project Alternative (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of land use impacts. Some of these features are the acquisition of Manchester Square and Belford residential neighborhoods; planned improvements to passenger terminal, cargo, and parking facilities; projected increases in aircraft and passenger activity; and development of the LAX Northside and Continental City projects.

A summary of existing airport uses under both 1996 baseline conditions and Year 2000 conditions and uses proposed under the No Action/No Project Alternative and Alternatives A, B, C, and D is presented in **Table F4.2-6**, Generalized Existing and Proposed Land Uses for All Alternatives (Acres). This table also reflects acquisition areas generally proposed under each of the build alternatives.

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Table F4.2-6

Generalized Existing and Proposed Land Uses for All Alternatives (Acres)

Type of Uses	1996 Baseline	Year 2000	Alternatives				
			NA/NP <sup>1</sup>	A <sup>2</sup>	B <sup>2</sup>	C <sup>2</sup>	D <sup>2</sup>
Runways/Taxiways <sup>3</sup>	1,193	1,191	1,172	1,390	1,372	1,521	1,138
Terminal Buildings	39	39 <sup>4</sup>	39	90	80	72	76 <sup>5</sup>
Cargo Buildings <sup>6</sup>	44	58	65	104	112	113	65
Ancillary Facilities <sup>7</sup>	364	371	371	67	67	69	61
Fuel Farm	20	20	20	13	Off-site	32	14
Parking/Rental Car	302	302	302	221	221	208	296 <sup>8</sup>
Roadways <sup>9</sup>	296	296	296	614	679	585	478 <sup>11</sup>
Open Space <sup>10</sup>	1,000	993	901	1,163	1,210	1,002	1,280
Golf Course/Recreation <sup>12</sup>	76	76	76	87	87	87	82
Los Angeles/EI Segundo Dunes	307	307	307	307	307	307	307
Medium/High Density Commercial <sup>13</sup>	0	0	59	38	38	38	59
R&D Business Park	0	0	27	22	22	22	27
Residential Acquisition Area <sup>14</sup>	0	32	143	0	0	0	0
<b>Total Acres<sup>15,16</sup></b>	<b>3,641</b>	<b>3,685</b>	<b>3,778</b>	<b>4,116</b>	<b>4,195</b>	<b>4,056</b>	<b>3,883</b>

<sup>1</sup> NA/NP = No Action/No Project.

<sup>2</sup> Alternatives A, B, C, and D are for year 2015 buildout.

<sup>3</sup> Includes aircraft aprons associated with terminals, cargo, ancillary, and maintenance areas.

<sup>4</sup> Modifications to terminals under the Year 2000 did not result in an increase in capacity from 1996 baseline conditions.

<sup>5</sup> Includes approximately 5 acre GTC passenger processing facility.

<sup>6</sup> These numbers represent cargo building floor area only. Cargo apron area is included as part of Runways/Taxiways.

<sup>7</sup> Includes general aviation, ground service, airline administration and maintenance, LAWA & FAA offices, flight kitchens, Air Rescue Fire Fighting (ARFF), warehouse, other airport related uses, post office, and the First Flight Child Development Center.

<sup>8</sup> Includes approximately 26 acres of parking associated with the GTC.

<sup>9</sup> Includes interior circulation and light rail transit.

<sup>10</sup> Includes berms, landscaping and vacant/underdeveloped properties.

<sup>11</sup> Includes approximately 33 acres of roads proposed for the GTC.

<sup>12</sup> These numbers only include the Westchester Golf Course, Carl E. Nielson Youth Park and proposed expansion of these facilities under the build alternatives, as described in Section 4.26.3, *Parks and Recreation*.

<sup>13</sup> Includes office, hotel and retail/restaurant.

<sup>14</sup> Assumes acres acquired under the Manchester Square/Belford Area Voluntary Residential Acquisition Program.

<sup>15</sup> Based on gross average.

<sup>16</sup> Difference in totals between alternatives is based on acquisition of Manchester Square and Belford under Year 2000 conditions, and No Action/No Project Alternative, and acquisition areas proposed under each of the build alternatives as shown in **Table F4.2-12, Comparison of Acquisition Area Land Use - Build Alternatives**. It is possible that under Alternatives A, B, and C, minor changes to the acquisition area acreage may be required to implement the realignment of State Route 1, as further described in Appendix K, *Supplemental Environmental Assessment for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; PCR, 2003.

### Manchester Square and Belford

Under the No Action/No Project Alternative, the Manchester Square and Belford residential neighborhoods would be acquired as a separate action under the LAWA Voluntary Residential Acquisition/Relocation Program. Manchester Square is comprised of about 122.5 acres and 1,985 residences. Of this total 48.3 acres is zoned R1-1, One-Family Zone, Height District 1 (structure limited to 33 feet) and 74.2 acres is zoned R3-1, Multiple-Family Zone, Height District 1 (structure limited to 45 feet). The Belford neighborhood, consisting of about 20 acres and 583 residences, is zoned R3-1, Multiple Dwelling Zone, Height District 1 (structure limited to 45 feet). In this alternative, no entitlements would be pursued. Both sites would retain their existing zoning, would be cleared, and would remain vacant through 2015.

The acquisition and demolition activities would result in a temporary division and disruption of these neighborhoods until the areas are vacant. These areas are largely surrounded by commercial and industrial uses and are isolated from other residential neighborhoods. As concluded in Section 4.4.4, *Community Disruption and Alteration of Surface Transportation Patterns*, the conversion of this area from residential use to an undeveloped condition would not divide or disrupt existing land uses or planned

development nor compromise access to community services, recreational areas, residences, or businesses. An Initial Study/Mitigated Negative Declaration was prepared for the Manchester Square and Airport Belford Area Voluntary Acquisition Project.<sup>144</sup> According to the Initial Study, the phase-in from a built environment to vacant land would not conflict with existing residential land use and zoning designations.<sup>145</sup>

### **Consistency with Land Use Plans**

This subsection lists and discusses land use plans that contain policies or other provisions that are relevant to the No Action/No Project Alternative, noting conflicts or inconsistencies that have the potential to result in adverse land use impacts. It should be noted that the comparison of the No Action/No Project Alternative to the plans is provided for informational purposes only (i.e., unlike the evaluation of build alternatives, no conclusions regarding significant impacts under CEQA are necessary for the No Action/No Project Alternative). A more comprehensive discussion is provided in Technical Report 1, *Land Use Technical Report*, and Technical Report S-1, *Supplemental Land Use Technical Report*.

### **SCAG Regional Comprehensive Plan and Guide (RCPG)**

The SCAG RCPG contains several broad-based policies related to growth management, air quality, and water quality that are presented under *Regional Plans*, and discussed throughout Chapter 4. The No Action/No Project Alternative would provide for enhancement and redevelopment of underutilized parcels to support regional transit uses through the development of LAX Northside and Continental City, as further described below. For a discussion of transportation and employment effects associated with the No Action/No Project Alternative, refer to Section 4.3, *Surface Transportation*, and Section 4.4.1, *Employment/Socio-Economics*, respectively.

### **SCAG 2001 Regional Transportation Plan/Regional Aviation Plan**

The No Action/No Project Alternative would be consistent with the policy framework of the Regional Aviation Plan, which calls for no expansion of LAX.

The RTP identifies a projected shortfall in passenger and air cargo capacity throughout the region and insufficient roadway capacity to accommodate airport-related traffic. Under the No Action/No Project Alternative, the projected cargo capacity would be consistent with the cargo forecast for LAX; however, cargo capacity would not be distributed regionally. Limited expansion of commercial airport capacity would occur through refinements in scheduling, minor airfield improvements, and a higher proportion of larger aircraft. However, without the improvement of ground access, the airport and vicinity would experience greater traffic delays. Ground access improvements, including development of the LAX Expressway, extension of the MTA Green Line to the airport, and construction of an airport ring road, that are proposed under Alternatives A through C, and extension of the MTA Green Line under Alternative D, would not occur under this alternative.

SCAG is currently preparing the 2004 RTP, which will include updates to passenger and cargo forecasts to account for the 30 MAP previously planned for the Orange County International Airport (formerly Marine Corps Air Station El Toro).

### **Caltrans Airport Land Use Planning Handbook**

Under the No Action/No Project Alternative, incompatible land uses would be reduced by continuing to provide residential sound insulation and acquire incompatible uses under the ANMP. However, new thresholds to address classroom disruption would not be developed and mitigation for noise-sensitive uses exposed to high single event aircraft noise levels would not occur without implementation of the LAX Master Plan.

### **Los Angeles County Airport Land Use Plan**

Under the No Action/No Project Alternative, the acquisition of Manchester Square and Belford would reduce incompatible residential uses in conformance with ALUP policy, which encourages the recycling of incompatible uses.

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<sup>144</sup> Dames & Moore, Draft Initial Study/Mitigated Negative Declaration No. AD 094-00, April 2000.

<sup>145</sup> Dames & Moore, Draft Initial Study/Mitigated Negative Declaration No. AD 094-00, April 2000, p. 3-17.

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As no changes in runways or other improvements are proposed, this alternative would not require an amendment to the ALUP and would not present safety issues that would conflict with safety policies in the ALUP. These policies are discussed in Section 4.24.3, *Safety*. Under this alternative, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and implement programs under the ANMP.

Although no amendment to the ALUP is required under this alternative, a revised Los Angeles County Comprehensive Land Use Plan (CLUP) is currently being prepared consistent with the recommendations in the Caltrans Handbook, which will include policies applicable to all Los Angeles County Airports and will specifically address LAX.

### **Los Angeles International Airport Interim Plan**

Since no Master Plan is proposed under this alternative, the ability to develop and implement policies to cohesively plan and provide for additional facilities (such as runways, terminals, and improved ground access), while ensuring land use compatibility and minimizing environmental impacts, would not occur. Increases in traffic congestion, passenger delays, and cargo capacity limitations would continue and projected demand would not be fully accommodated.

### **Los Angeles County General Plan Elements**

The Los Angeles County Noise Element contains several policies to promote land use and transportation compatibility including participation in current noise abatement programs. The No Action/No Project Alternative would result in an overall decrease in the 65 CNEL and greater contour area within Los Angeles County compared to 1996 baseline conditions. This is especially notable in the community of Del Aire. However, as further detailed under *Incompatible Land Uses* below, some areas in Los Angeles County would be newly exposed to the 65 CNEL noise levels (primarily in the Lennox community). Recognizing Countywide goals and those of the West Athens/Westmont Community Plan to preserve existing housing stock, Los Angeles County primarily uses residential sound insulation or rehabilitation or rebuilding of residential properties as a mitigation strategy under the ANMP. Under the No Action/No Project Alternative these efforts would continue through implementation of the ANMP.

### **Los Angeles Citywide General Plan Framework Element**

The No Action/No Project Alternative would not fulfill the policies of the Los Angeles General Plan Framework Element to support planned airport expansion, complete the LAX Master Plan, and provide adequate airport capacity to meet regional demand. These issues correspond with Framework Element Policies 7.3.4, 8.5.4, and P6, respectively, and are listed in Technical Report 1, *Land Use Technical Report*.

### **City of Los Angeles Transportation Element and Bicycle Plan**

The No Action/No Project Alternative would not fulfill the policies of the Transportation Element to complete the LAX Master Plan, and provide adequate airport capacity and ground access to accommodate anticipated freight volumes. This corresponds with Transportation Element Policies 5.4 and 5.5, respectively, and are described in Technical Report 1, *Land Use Technical Report*.

### **City of Los Angeles Noise Element**

In furtherance of the Noise Element's policy to reduce incompatible uses within a 65 CNEL airport noise exposure area, the No Action/No Project Alternative would reduce the number of incompatible residential and other noise-sensitive parcels due to overall reduction in noise levels in the City of Los Angeles. In addition, ongoing ANMP implementation, including the acquisition of Manchester Square and Belford, would also reduce incompatible residential uses. This alternative, however, would result in some sensitive parcels being newly exposed to 65 CNEL noise levels or to increases of 1.5 CNEL within 65 CNEL contours, as further described under *Incompatible Land Uses* below.

### **Westchester-Playa del Rey Community Plan**

This alternative would not implement the development of a Specific Plan for Manchester Square, as proposed under the Community Plan, since this land would no longer be occupied by residential use. The Specific Plan was intended to address incompatible land use issues, which, with implementation of the LAWA Voluntary Acquisition Relocation Program, and the acquisition of incompatible residential uses,

would no longer be an issue. It is important to note that the Relocation Program was initiated in response to a high degree of resident interest in their homes being acquired because of the area's high noise levels. This inconsistency would not be problematic as the change would support compatible land use, and plan consistency would be achieved through approval of new land use development on the site.

### **Inglewood General Plan**

As this alternative in 2015 would increase the area of Inglewood exposed to noise levels of 65 CNEL or greater compared with 1996 baseline conditions, it would conflict with policies of the City of Inglewood's Noise Element to reduce community noise levels and incompatible uses. This inconsistency would be addressed through the LAWA's ANMP and current MOU between LAWA and Inglewood, although the inconsistency would be considered to be significant. Since no development or acquisition is proposed in Inglewood under the No Action/No Project Alternative, this alternative would be consistent with the City of Inglewood's Land Use Element.

An increase in existing noise levels in residential or other noise sensitive areas would conflict with Objective 7 of the Housing Element to reduce community noise levels and incompatible uses. This inconsistency would be addressed through LAWA's ANMP and current MOU between LAWA and Inglewood, although some noise sensitive areas would continue to be exposed to high noise levels. Some residential areas within existing and future 65 CNEL and 94 dBA SEL noise contours are within redevelopment areas. Within these redevelopment areas, incompatible residential uses would be removed and these areas will be redeveloped to more compatible uses (either industrial or commercial).

### **Incompatible Land Use**

#### **Noise**

The environmental impacts of high noise levels on noise-sensitive uses under the No Action/No Project Alternative are described here. This analysis identifies adverse impacts on those noise-sensitive uses newly exposed to noise levels 65 CNEL or greater, increases of 1.5 CNEL or greater within the 65 CNEL, and increases in noise levels below 65 CNEL compared to 1996 baseline conditions and compared to Year 2000 conditions. In addition, analysis is presented to identify the effects of high single event noise levels on residential and school uses compared to both 1996 baseline and Year 2000 conditions.

The acreage and number of residential and noise-sensitive parcels that would be exposed to noise levels of 65, 70, and 75 CNEL are presented in Table F4.1-11, Noise Exposure Effects - 2015 No Action/No Project Alternative with Comparisons to 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise*. Areas exposed to these high noise levels under the No Action/No Project Alternative are also presented by jurisdiction in Table 16, No Action/No Project Alternative CNEL Noise Contours Total Area Within Each Jurisdiction, and Table 17, No Action/No Project Alternative CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction, in Technical Report 1, *Land Use Technical Report*. These tables, as well as Table 12, 1996 Baseline Conditions CNEL Noise Contours Total Area by Jurisdiction, and Table 13, 1996 Baseline Conditions CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction, in Technical Report 1, *Land Use Technical Report*, provide the basis for comparison with the 1996 baseline.

In addition, a comparison of the No Action/No Project Alternative against Year 2000 conditions is presented for informational purposes to reflect updated conditions. Areas exposed to the 65, 70, and 75 CNEL by jurisdiction for Year 2000 conditions are included in Table S2, Year 2000 Conditions CNEL Noise Contours Total Area Within Each Jurisdiction and Table S3, Year 2000 Conditions CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction (Exposed to 65 dB CNEL or Greater Noise Levels), in Technical Report S-1, *Supplemental Land Use Technical Report*.

#### **Changes in Overall Noise Exposure**

Shifts in the noise contours depicting changes in noise exposure from 1996 baseline conditions to the No Action/No Project Alternative in 2015 are shown on **Figure F4.2-12**, No Action/No Project Alternative 2015 vs. 1996 Baseline - Areas Newly Exposed. Compared to 1996 baseline conditions, the most notable changes under the No Action/No Project Alternative would include a decrease in noise exposure in the City of El Segundo and the unincorporated community of Del Aire, and an increase in noise exposure within the City of Inglewood. As shown on Table F4.1-11, under the No Action/No Project Alternative, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would

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be reduced by 318 acres compared to 1996 baseline conditions. Compared to 1996 baseline conditions, the overall number of incompatible land uses would be reduced by 2,240 dwelling units, 4,670 residents, and 3 non-residential noise-sensitive parcels by 2015. As presented in Table F4.1-39, Total Aircraft Noise Exposure Effects within 65 CNEL - All Alternatives in 2015, in Section 4.1, *Noise* (subsection 4.1.6.1.6), the shift in noise contours associated with the No Action/No Project Alternative in 2015, when compared to 1996 baseline conditions would result in the removal of 3,850 dwelling units, 9,390 residents, and 25 non-residential noise-sensitive uses.

Shifts in the noise contours that depict changes in noise exposure from Year 2000 conditions to the No Action/No Project Alternative in 2015 are shown on Figure S2, No Action/No Project Alternative 2015 vs. Year 2000 Conditions Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this figure, the most notable change would be a decrease in noise exposure in the City of El Segundo and the Athens community and an increase in noise exposure in the City of Inglewood. As shown on Table F4.1-11, under the No Action/No Project Alternative, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would be reduced by 273 acres compared to Year 2000 conditions. The overall number of incompatible land uses in 2015 would be reduced by 2,140 dwelling units, 5,970 residents, and 13 non-residential noise-sensitive parcels compared to Year 2000 conditions. As noted in Section 4.1, *Noise* (subsection 4.1.6.1.1.2), the shift of the noise contours associated with the No Action/No Project Alternative in 2015, when compared to Year 2000 conditions, would result in the removal of 3,440 dwelling units, 9,970 residents, and 25 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

### **Newly Exposed Areas**

Under the No Action/No Project Alternative, some areas would be newly exposed to 65 CNEL or greater noise levels in 2015 compared to 1996 baseline conditions. Residential and other noise-sensitive uses newly exposed to 65 CNEL noise levels are presented in **Table F4.2-7**, No Action/No Project Alternative 2015 Newly Exposed Residential and Noise-Sensitive Uses. As shown in this table, 1,610 dwelling units, 4,720 residents, and 17 non-residential noise-sensitive parcels would be newly exposed in 2015 compared to 1996 baseline conditions. Noise-sensitive parcels within areas newly exposed would be considered incompatible under Title 21. Also considered incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or greater (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in 14 CFR Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, no residential uses, parks or schools would be newly exposed to noise levels of 75 CNEL or greater compared to 1996 baseline conditions. Although exposure of noise-sensitive uses to outdoor noise levels in the 65 to 75 CNEL range is not considered to be an adverse impact, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities.

Table F4.2-7

**No Action/No Project Alternative 2015 Newly Exposed Residential and Noise-Sensitive Uses**

	<u>LA City</u>	<u>LA County</u>	<u>El Segundo</u>	<u>Inglewood</u>	<u>Hawthorne</u>	<u>Totals</u>
<b>Residential</b>						
<b>Single-Family</b>						
Units	60	20	0	390	0	470
Acres	7.24	3.17	0.00	76.65	0.00	87.06
Population	150	90	0	1,060	0	1,300
<b>Multi-Family</b>						
Units	30	190	0	920	0	1,140
Acres	0.88	5.49	0.00	41.31	0.00	47.68
Population	60	820	0	2,540	0	3,420
<b>Total Residential</b>						
Units	90	210	0	1,310	0	1,610
Acres	8.12	8.66	0.00	117.96	0.00	134.74
Population	210	910	0	3,600	0	4,720
<b>Noise-Sensitive Uses (Non-Residential)</b>						
<b>Schools</b>						
Number	0	0	0	7	0	7
Acres	0.00	0.00	0.00	33.21	0.00	33.21
<b>Churches</b>						
Number	0	0	0	7	0	7
Acres	0.00	0.00	0.00	4.21	0.00	4.21
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	1.67	0.00	1.67
<b>Parks</b>						
Number	1	0	0	0	0	1
Acres	34.50	0.00	0.00	0.00	0.00	34.50
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive</b>						
Number	1	0	0	16	0	17
Acres	34.50	0.00	0.00	39.09	0.00	73.59
<b>Other Compatible Uses</b>						
<b>(Acres)</b>	6.46	0.81	0.00	742.79	0.00	750.06
Total Acres Newly Exposed	49.08	9.47	0.00	899.84	0.00	958.39
Total Acres (on Airport)	(1.61)	(0.00)	(0.00)	(0.00)	(0.00)	(1.61)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Table 21.

Source: Landrum and Brown; Psomas; PCR, 2000.

Residential and other noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 compared to Year 2000 conditions are presented in Table S10, No Action/No Project Alternative 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to Year 2000 Conditions) of Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 1,300 dwelling units, 3,990 residents, and 12 non-residential noise-sensitive parcels would be newly exposed under this alternative. Dockweiler Beach State Park would experience an overall decrease in exposure to high noise levels since the contour to the south is narrower than Year 2000 conditions, as a result of the shifting of runway use patterns and the reduction of individual aircraft noise levels. However, some areas would be newly exposed to noise levels of 75 CNEL or greater, as listed in Table S12, No Action/No Project Alternative 2015 Listing of Parks Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions) in Technical Report S-1, *Supplemental Land Use Technical Report*. Even with portions of Dockweiler Beach State

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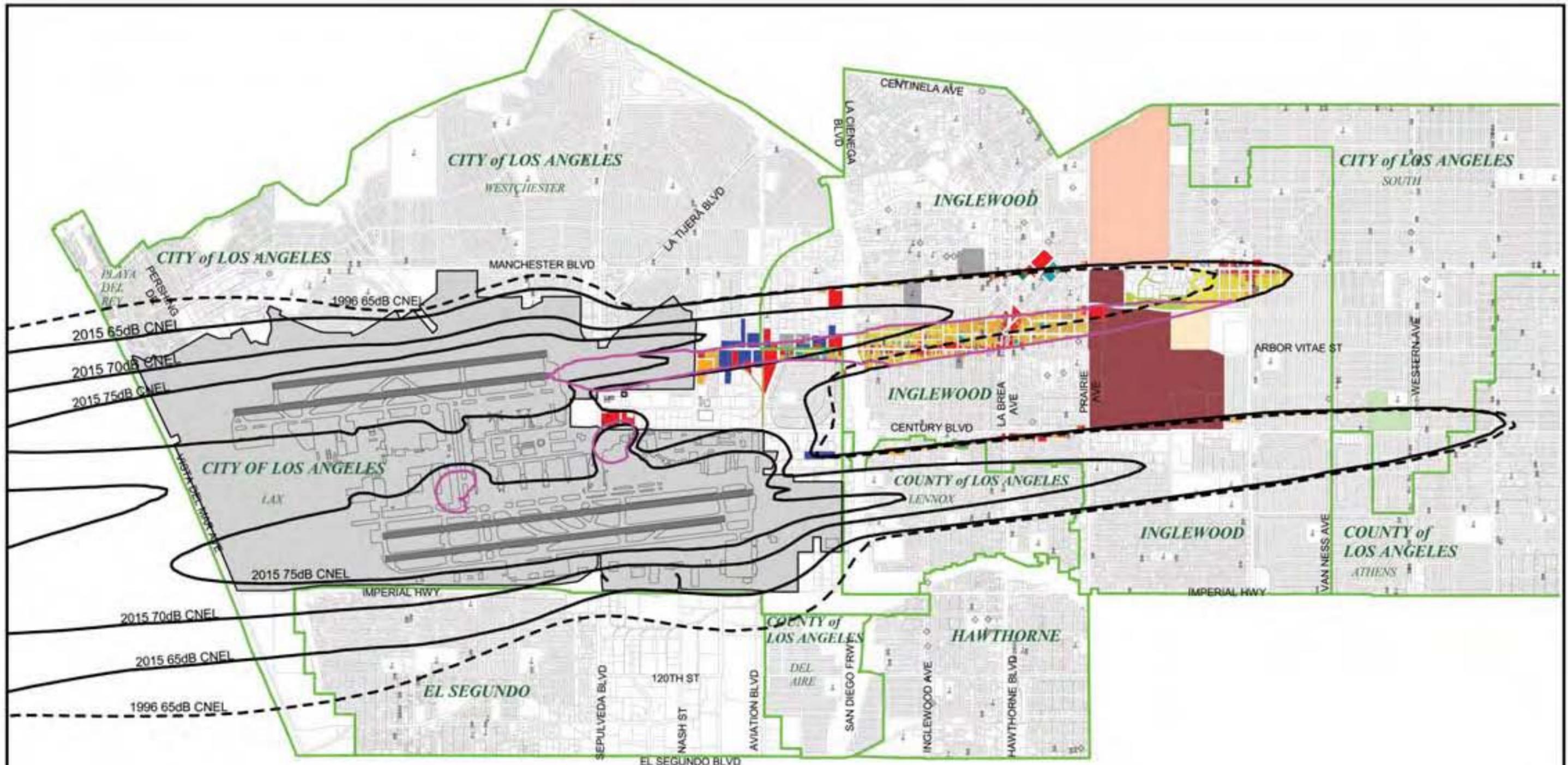
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Park newly exposed to noise levels of 75 CNEL or greater, the increase in noise would not substantially interfere with the normal use of this park, which has functioned over time while exposed to such noise levels. The number of noise-sensitive uses newly exposed to high noise levels identified under this Year 2000 evaluation are fewer than the number of noise-sensitive uses newly exposed identified under the 1996 baseline evaluation.

### **Increases in 1.5 CNEL**

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater in 2015. The number of residential units, population, and non-residential noise-sensitive parcels experiencing this level of noise increase within the 65 CNEL contour in 2015 compared to 1996 baseline conditions is presented in **Table F4.2-8, No Action/No Project Alternative 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)**. As shown in this table, 1,780 dwelling units, 5,130 residents, and 8 non-residential noise-sensitive parcels would experience substantial noise level increases in 2015. For these uses, impacts would be considered adverse. A listing of noise-sensitive receptors that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contour as a result of the No Action/No Project Alternative compared to 1996 baseline conditions is presented in Table 21, No Action/No Project Alternative (2005, 2015) Listing of Adversely Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, *Land Use Technical Report*.

The number of residential units, population, and noise-sensitive parcels experiencing a substantial noise increase within the 65 CNEL contour in 2015 compared to Year 2000 conditions is presented in Table S14, No Action/No Project Alternative 2015 1.5 CNEL Increase Compared to Year 2000 Conditions in Technical Report, S-1, *Supplemental Land Use Technical Report*. As shown in this table, 1,990 dwelling units, 5,660 residents, and 9 non-residential noise-sensitive parcels would experience substantial noise level increases in 2015. A listing of noise-sensitive receptors that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of the No Action/No Project Alternative compared to Year 2000 conditions is presented in Table S11, No Action/No Project Alternative 2015 Listing of Adversely Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to 1996 baseline conditions, the number of dwelling units, residents, and noise-sensitive parcels exposed to substantial noise level increases in 2015 would increase.



**LEGEND**

- |                           |                        |                       |                                        |
|---------------------------|------------------------|-----------------------|----------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                                |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                       |
| Mobile Home               | Park                   | Title 24 Compliant    | No Action/No Project 2015 CNEI Contour |
| School                    | Commercial             | Recreation            | 1996 65dB CNEI Contour                 |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                         |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary                  |

Source: Thomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000

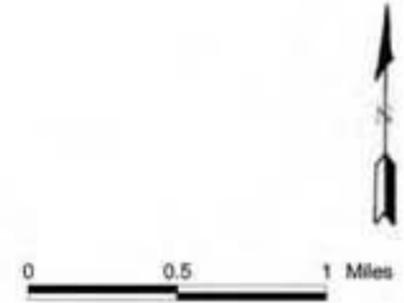




Table F4.2-8

**No Action/No Project Alternative 2015 1.5 CNEL Increase  
(Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>65 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	300	0	300
Acres	0.00	0.00	0.00	45.61	0.00	45.61
Population	0	0	0	930	0	930
<b>Multi-Family</b>						
Units	0	0	0	1,320	0	1,320
Acres	0.00	0.00	0.00	56.02	0.00	56.02
Population	0	0	0	3,590	0	3,590
<b>Total</b>						
Units	0	0	0	1,620	0	1,620
Acres	0.00	0.00	0.00	101.63	0.00	101.63
Population	0	0	0	4,520	0	4,520
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	3.19	0.00	3.19
<b>Churches</b>						
Number	0	0	0	4	0	4
Acres	0.00	0.00	0.00	2.07	0.00	2.07
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	6	0	6
Acres	0.00	0.00	0.00	5.26	0.00	5.26
<b>Total Area (Acres)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>106.89</b>	<b>0.00</b>	<b>106.89</b>
<b>70 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	130	0	130
Acres	0.41	0.00	0.00	14.81	0.00	15.22
Population	0	0	0	510	0	510
<b>Multi-Family</b>						
Units	0	0	0	30	0	30
Acres	0.00	0.00	0.00	2.05	0.00	2.05
Population	0	0	0	100	0	100
<b>Total</b>						
Units	0	0	0	160	0	160
Acres	0.41	0.00	0.00	16.86	0.00	17.27
Population	0	0	0	610	0	610
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	1	0	2
Acres	0.62	0.00	0.00	7.21	0.00	7.83

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Table F4.2-8

No Action/No Project Alternative 2015 1.5 CNEL Increase  
(Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	0	0	1	0	2
Acres	0.62	0.00	0.00	7.21	0.00	7.83
<b>Total Area (Acres)</b>	<b>1.03</b>	<b>0.00</b>	<b>0.00</b>	<b>24.07</b>	<b>0.00</b>	<b>25.10</b>
<b>75 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Total</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00

Table F4.2-8

**No Action/No Project Alternative 2015 1.5 CNEL Increase  
(Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Area (Acres)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Note: Some noise-sensitive parcels that would experience 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Table 21.

Source: Landrum and Brown; Psomas; PCR, 2000.

### **Increase In Noise Levels Below 65 CNEL**

Since 1.5 CNEL increases within the 65 CNEL noise contour under the No Action/No Project Alternative compared to 1996 baseline and Year 2000 conditions have been identified, Federal Interagency Committee on Noise (FICON) criteria require presentation of noise-sensitive uses experiencing an increase of 3 CNEL when exposed to 60-65 CNEL and increases of 5 CNEL within areas exposed to noise levels below 60 CNEL. Under the No Action/No Project Alternative, no sensitive uses would be exposed to increases of 3 CNEL between 60 and 65 CNEL or 5 CNEL below 60 CNEL.

### **Single Event Noise Levels**

#### **Nighttime Awakenings**

Under the No Action/No Project Alternative, some residential parcels would be exposed to single event noise levels that result in the awakening of 10 percent of the residents at least once every 10 days, as represented by the 94 dBA SEL noise contour. The noise contours depicting the shift in single event noise level exposure from 1996 baseline conditions are shown on **Figure F4.2-13**, No Action/No Project Alternative 2015 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. Compared to 1996 baseline conditions, the most substantial changes in 2015 are a decrease in the 94 dBA SEL contour in Westchester, El Segundo, and South Los Angeles and in the unincorporated communities of Del Aire and Athens. Notable increases are to the east in Inglewood, primarily east of the I-405 and north of Century Boulevard. These changes in the 94 dBA SEL contour, compared to 1996 baseline conditions are primarily attributed to the increase in easterly departures at night and because departing aircraft are expected to turn to the right after takeoff, as described in Section 4.1, *Noise* (subsection 4.1.6.1.1.3.1). Based on the information presented in Table S6, 1996 Baseline 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction and Table S15, No Action/No Project Alternative 2015 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, compared to 1996 baseline conditions the overall net change in the number of residential uses that would be exposed to the 94 dBA SEL contour would be a reduction by 450 dwelling units; however the overall number of residents exposed would increase by 3,470. This condition occurs because of a shift in the overall contour to more densely populated areas with a higher occupancy per dwelling unit.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.1.3.1), the shift of the 94 dBA SEL noise contours associated with the No Action/No Project Alternative in 2015, when compared to the 1996 baseline condition, would result in the removal of 6,500 dwelling units and 14,700 residents from within the area exposed to nighttime single event noise levels of 94 dBA SEL or greater.

Some residential parcels would be newly exposed to high single event noise levels (i.e., 94 dBA SEL or greater) in 2015, primarily in Inglewood. Residential parcels and population newly exposed to high single

## 4.2 Land Use

event noise levels compared to 1996 baseline conditions are listed in **Table F4.2-9**, No Action/No Project Alternative 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL). As shown on this table, 6,130 dwelling units and 18,110 residents would be newly exposed under this alternative.

**Table F4.2-9**

**No Action/No Project Alternative 2015 94 dBA SEL Noise Contour  
Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	180	0	0	1,690	0	1,870
Acres	24.80	0.76	0.00	247.78	0.00	273.34
Population <sup>2</sup>	360	20	0	5,670	0	6,050
Multi-Family						
Units	400	10	0	3,850	0	4,260
Acres	18.99	0.43	0.00	170.88	0.00	190.30
Population <sup>2</sup>	860	60	0	11,140	0	12,060
<b>Total Residential</b>						
Units	580	10	0	5,540	0	6,130
Acres <sup>3</sup>	43.79	1.19	0.00	418.66	0.00	463.64
Population	1,220	80	0	16,810	0	18,110
<b>Other Non-Residential Uses (acres)</b>	46.70	24.20	0.00	748.50	0.00	819.41
<b>Total Acres Newly Exposed</b>	90.49	25.39	0.00	1,167.16	0.00	1,283.05

<sup>1</sup> Dwelling units and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

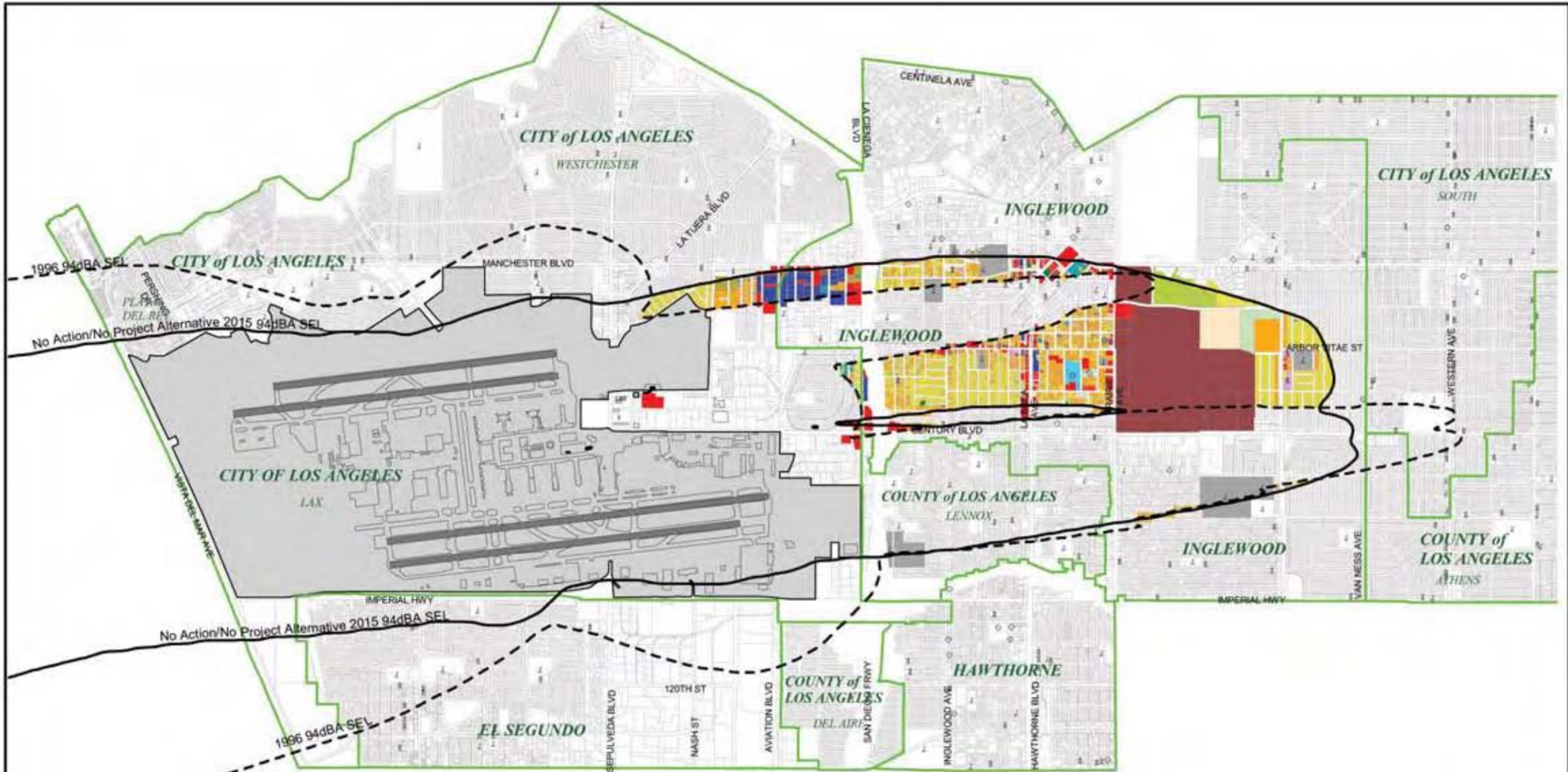
<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

The noise contours depicting the shift in single event noise level exposure from Year 2000 conditions are shown on Figure S3, No Action/No Project Alternative 2015 94 dBA SEL vs. 2000 94 dBA SEL Areas Newly Exposed in Technical Report S-1, *Supplemental Land Use Technical Report*. Similar to the 1996 baseline comparison, the most substantial changes from Year 2000 to 2015 are a decrease in the 94 dBA SEL contour in Westchester, El Segundo, and South Los Angeles, and the unincorporated communities of Lennox and Athens and increases to the east in Inglewood. Based on the information presented in Table S7, Year 2000 Conditions 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction and Table S15, in Technical Report S-1, *Supplemental Land Use Technical Report*, the overall net change in the number of residential parcels that would be exposed to the 94 dBA SEL contour in 2015 would be an increase by 2,890 dwelling units and 9,330 residents compared to Year 2000 conditions. This is a greater increase in the number of residents within the 94 dBA SEL compared to the increase identified under the 1996 baseline evaluation.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.1.3.1), the shift of the 94 dBA SEL noise contours associated with the No Action/No Project Alternative in 2015, when compared to Year 2000 conditions, would remove 3,300 dwelling units and 11,600 residents from within the area exposed to substantial nighttime single event noise levels.

In addition, some residential uses would be newly exposed to high noise levels compared to Year 2000 conditions. As shown on Table S17, No Action/No Project Alternative 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 2000 94 dBA SEL), in Technical Report S-1, *Supplemental Land Use Technical Report*, 6,230 dwelling units and 18,480 residents would be newly exposed compared to Year 2000 conditions.



**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	No Action/No Project Alternative 2015 94dBA SEL Contour
School	Commercial	Recreation	1996 94dBA SEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





### School Disruption

Under the No Action/No Project Alternative in 2015, some schools would experience high single event noise levels that could result in classroom disruption as described in Section 4.1, *Noise* (subsection 4.1.6.1.1.3.2).

The number of schools that would be exposed to high single event noise levels or newly exposed to high single event noise levels is shown in Table F4.1-14, Schools Exposed to Various Interior Single Event Noise Levels - No Action/No Project Alternative Compared to the 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.1.3.2). These same schools that would be newly exposed to high single event noise levels are listed below by name and jurisdiction in **Table F4.2-10**, No Action/No Project Alternative Listing of Schools Newly Exposed to High Single Event Noise Levels.

**Table F4.2-10**

**No Action/No Project Alternative Listing of Schools Newly Exposed to High Single Event Noise Levels**

Name	Location	Jurisdiction	55 dB L <sub>MAX</sub>	65 dB L <sub>MAX</sub>	35 dB (L <sub>eq(h)</sub> )	APN	Grid ID
<b>Compared To 1996 Baseline</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
Morningside High School	10500 Yukon Ave	City of Inglewood			X	4030033901	PBS140
<b>Subtotal: 2</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 6</b>							
<b>Total: 8</b>							
<b>Compared To Year 2000 Conditions</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
<b>Subtotal: 1</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 6</b>							
<b>Total: 7</b>							

Source: Landrum & Brown; Psomas; PCR, 2003.

### Road Traffic and Combined Noise

Road traffic noise and combined aircraft and road traffic noise under this alternative were determined not to be substantial as further described in Section 4.1, *Noise*.

### Noise Exposure Effects by Jurisdiction

Noise exposure effects for noise-sensitive uses exposed to the 65 CNEL noise contour, 1.5 CNEL increases above the 65 CNEL, the 75 CNEL, and high single event noise levels under the No Action/No

## 4.2 Land Use

Project Alternative are presented by jurisdiction in **Table F4.2-11**, No Action/No Project Alternative 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction (Compared to 1996 Baseline and Year 2000 Conditions).

**Table F4.2-11**

**No Action/No Project Alternative 2015 Residential and Noise-Sensitive Uses -  
Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline and Year 2000 Conditions)**

Impact Category	LA City		LA County		El Segundo		Inglewood		Hawthorne	
	1996 Base-line	Year 2000								
<b>65 CNEL</b>										
Change in Acres Exposed	-380	125	-44	50	-320	-523	225	260	0	0
Change in Units Exposed	-1,790	-350	-140	-490	-690	-790	310	-530	0	0
Change in Population Exposed	-3,160	-1,260	-460	-2,250	-1,390	-1,850	360	2,930	0	0
Overall Change Noise-Sensitive Uses	-5	0	-2	0	-8	-7	12	-4	0	0
Newly Exposed Units	90	160	210	220	0	0	1,310	1,100	0	0
Newly Exposed Population	210	340	910	860	0	0	3,600	2,900	0	0
Newly Exposed Noise-Sensitive Uses	1	5	0	0	0	0	16	17	0	0
<b>1.5 CNEL Increase above 65 CNEL</b>										
Units Exposed	0	850	0	0	0	0	1,780	1,140	0	0
Population Exposed	0	1,980	0	0	0	0	5,130	3,680	0	0
Noise-Sensitive Uses Exposed <sup>1</sup>	1	2	0	0	0	0	7	7	0	0
<b>75 CNEL</b>										
Newly Exposed Residential Acres	0	0	0	0	0	0	0	0	0	0
Newly Exposed Units	0	0	0	0	0	0	0	0	0	0
Newly Exposed Parks	0	1	0	0	0	0	0	0	0	0
Newly Exposed Schools	0	0	0	0	0	0	0	0	0	0
<b>94 dBA SEL</b>										
Change in Units Exposed	-3,020	700	-450	-520	-1,800	-1,250	4,820	3,980	0	0
Change in Population Exposed	-6,080	870	-1,430	-2,150	-3,620	-2,770	14,610	11,040	0	0
Newly Exposed Units	580	1,240	20	0	0	0	5,530	5,000	0	0
Newly Exposed Population	1,210	2,750	90	0	0	0	16,800	15,740	0	0
<b>Single Event Effects on Schools</b>										
Schools Newly Exposed <sup>2</sup>	0	0	0	0	0	0	8	7	0	0

<sup>1</sup> The number of noise-sensitive uses exposed to 1.5 CNEL increase above 65 CNEL is derived from Technical Report 1, *Land Use Technical Report*, Table 21, No Action/No Project 2015 Listing of Adversely Impacted Noise Sensitive Uses (Compared to 1996 Baseline) and Technical Report S-1, *Supplemental Land Use Technical Report*, Table S11, No Action/No Project 2015 Listing of Adversely Impacted Noise Sensitive Uses (Compared to Year 2000 Conditions).

<sup>2</sup> The number of schools newly exposed is based on Table F4.2-10, No Action/No Project Alternative Listing of Schools Newly Exposed to High Single Event Noise Levels.

Note: Dwelling units and population estimates have been rounded to nearest ten.

Source: PCR, 2003.

## Approved Development

### LAX Northside Development Project

Under the No Action/No Project Alternative, the 358-acre LAX Northside project would be developed with approximately 4.5 million square feet (MSF) of commercial and research/development uses, including approximately 750,000 square feet (SF) of airport-related uses. Approved land use, zoning, and other entitlements are described above under *On-Airport Land Uses and Plans*. Although this property is currently undeveloped, except for the Westchester Golf Course and Westchester Parkway, the proposed project would incorporate [Q] conditions under Ordinance 159,526 to regulate building height, setbacks,

and landscape buffer setbacks, and restrict project-generated traffic. These [Q] conditions would ensure compatibility with residential uses to the north.

### Continental City

Under the No Action/No Project Alternative, development of the 28.5-acre Continental City site would occur. This site has an executed Development Agreement and approved tract map to permit the development of 3 MSF of office and hotel space and 100,000 SF of retail space. A description of the proposed project including General Plan land use designation, zoning designation, and existing approvals is provided above under *On-Airport Land Uses and Plans*. The Final EIR prepared for the project did not identify any mitigation measures for land use, although it indicated that the proposed development would result in reduction of industrial land located near an airport that could be developed for industrial purposes.<sup>146</sup>

### Construction Impacts

There would be periodic construction activity through 2015 associated with new cargo facilities, taxiway improvements, a parking structure, the demolition of Manchester Square and Belford, and the development of the LAX Northside and Continental City sites.

Construction noise levels on noise-sensitive uses near Manchester Square, Belford, and Continental City were determined not to be perceptible above background noise levels due to either distance of construction activities or intervening structures. As further described in Section 4.20, *Construction Impacts*, construction effects associated with noise and air emissions and degraded views would adversely affect sensitive land uses along the northern boundary of the LAX Northside project. The most notable adverse effect on adjacent land uses would be construction noise. As further described in Section 4.1, *Noise* and shown in Figure F4.1-9, Potential Construction Noise Impacts - No Action/No Project Alternative and Alternatives A, B, and C, there would be adverse effects on noise-sensitive areas located within 600 feet of the LAX Northside project. These include approximately 970 dwelling units, 5 schools, and two churches, all within the City of Los Angeles. Affected schools include Paseo del Rey Magnet School, Visitation Elementary School, Westchester-Emerson Community Adult School, Westchester High School, and Saint Bernard High School. In addition, construction traffic resulting from development of the LAX Northside has the potential to temporarily compromise access to recreational areas, community services, residences, or businesses in portions of the Westchester community.

## 4.2.6.2 Alternative A - Added Runway North

### Changes In Development

Alternative A (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of land use. Some of these features are land acquisition and reuse; project entitlements; projected increase in aircraft and passenger activity; addition of north runway; development of passenger terminals, parking, cargo, and ancillary facilities; development of Westchester Southside; and off-airport development of the ring road and LAX Expressway. Figure F3-8, Alternative A - 2015, Added Runway North, shows the general uses proposed under Alternative A, which are summarized in **Table F4.2-6**. This table also presents a comparison between all alternatives and 1996 baseline conditions (and Year 2000 conditions, for informational purposes).

To accommodate airport operations and roadway improvements, this alternative would acquire approximately 273 acres. A comparison of acquisition areas for each of the build alternatives is presented in **Table F4.2-12**, Comparison of Acquisition Area Land Use - Build Alternatives. The locations of these acquisition areas are shown in Figure F3-9, Alternative A Proposed Property Acquisition Areas (represented as Areas A-I). Upon acquisition, Areas A, C, and D would be used primarily for right-of-way, open space, and berms associated with development of the ring road. Area B would be used primarily for employee parking and ground handling services. Area E would be used for maintenance, cargo areas, and employee parking. Area F would also be used for cargo areas as well as taxiway/aircraft aprons. Additional acquisition may be required to implement the realignment of State Route 1, as further

<sup>146</sup> City of Los Angeles Planning Department, Environmental Review Section, *Continental City Final Environmental Impact Report No. 407-82-SUB*, February 1985, p. F-vi.

## 4.2 Land Use

described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

**Table F4.2-12**

**Comparison of Acquisition Area Land Use - Build Alternatives**

	<b>Alternative A</b>	<b>Alternative B</b>	<b>Alternative C</b>	<b>Alternative D</b>
Single-Family Residential	57 Units	57 Units <sup>1</sup>	57 Units <sup>1</sup>	0 Units <sup>1,2</sup>
Multi-Family Residential	27 Units	27 Units <sup>1</sup>	27 Units <sup>1</sup>	0 Units <sup>1,2</sup>
Hotel Rooms	1,929 Rooms	2,083 Rooms	729 Rooms	154 Rooms
Institutional	LA Community College (Vacant) Westchester NB <sup>4</sup> School Westchester Library <sup>5</sup> Montessori School <sup>6</sup>	LA Community College (Vacant) Westchester NB School Westchester Library <sup>5</sup> Montessori School <sup>6</sup>	LA Community College (Vacant) Westchester NB School Westchester Library <sup>5</sup> Montessori School <sup>6</sup>	Hollywood CPR Training School <sup>3</sup> Westchester NB School
<b>Floor Area</b>				
Hotel	1,341,398 SF <sup>7</sup>	1,404,993 SF	374,653 SF	63,595 SF
Institutional	70,276 SF	70,276 SF	156,178 SF	53,288 SF
Light Industrial	2,592,748 SF	3,705,963 SF	1,581,355 SF	247,064 SF
Office	966,248 SF	1,108,312 SF	571,302 SF	207,311 SF
Retail	102,482 SF	87,988 SF	75,217 SF	34,655 SF
<b>Acres by Land Use</b>				
Residential	8.83 AC <sup>8</sup>	8.83 AC	8.83 AC	0.00 AC
Institutional	6.06 AC	6.06 AC	9.27 AC	5.89 AC
Hotel	17.69 AC	20.53 AC	6.48 AC	2.84 AC
Commercial/Light Industrial	221.95 AC	285.24 AC	170.13 AC	68.13 AC
Imperial Hwy./MTA ROW	18.64 AC	24.65 AC	24.65 AC	0.00 AC
<b>Acres by Jurisdiction</b>				
Los Angeles (Westchester)	268.87 AC	334.72 AC	203.65 AC	76.86 AC
Unincorporated County	0.00 AC	5.17 AC	0.00 AC	0.00 AC
Inglewood	4.30 AC	5.42 AC	12.87 AC	0.00 AC
<b>Total Acreage<sup>9</sup></b>	<b>273.17 AC</b>	<b>345.31 AC</b>	<b>216.52 AC</b>	<b>76.86 AC</b>

<sup>1</sup> Should ANMP land acquisition for Manchester Square and Belford not be completed by the time the Master Plan is approved, the City of Los Angeles will use the most appropriate and practical means available (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan.

<sup>2</sup> No acquisition of residential units is proposed under Alternative D; however, should implementation of Mitigation Measure MM-ST-13, Create A New Interchange at I-405 and Lennox Boulevard (Alternative D), recommending the construction of a new interchange at I-405 and Lennox Boulevard occur, acquisition of 9-12 dwelling units may be required as part of that mitigation measure.

<sup>3</sup> The Hollywood CPR Training School was formerly listed as LA Community College. Although this facility was previously noted as vacant, the 30,000 SF office was included in all acquisition area totals for Acquisition Area B4, as referenced in the Draft LAX Master Plan, Appendix P.

<sup>4</sup> NB = Neighborhood.

<sup>5</sup> The Westchester Library closed on March 29, 2003 has been relocated to the new Westchester - Loyola Village Branch Library, which is now open.

<sup>6</sup> Only 0.06 acre (or approximately 4.54%) of the 1.32 acre Montessori School (Escuela de Montessori) property would be acquired under Alternatives A, B, and C. The school building would not be acquired and thus would not need to be relocated.

<sup>7</sup> SF = square feet.

<sup>8</sup> AC = acres.

<sup>9</sup> It is possible that minor changes to acquisition area acreage may be required to implement the realignment of State Route 1 proposed under Alternatives A, B, and C, as further described in Appendix K, *Supplemental Environmental Evaluation of LAX Expressway and State Route 1 Improvements*.

Source: Psomas, PCR, 2003.

## **Changes to General Plan and Zoning**

Under Alternative A, the Los Angeles International Airport Master Plan would be the guiding document for the preparation of the new Los Angeles International Airport Plan (LAX Plan). The LAX Plan would

replace the Los Angeles International Airport Interim Plan as the Community Plan of the City of Los Angeles General Plan Land Use Element. An amendment to the Westchester-Playa del Rey Community Plan map and text would be required to reflect the acquisition areas to allow for the development of airport-related uses within the LAX Plan and corresponding LAX Zone/LAX Specific Plan. This change would represent a removal of residential and commercial uses from the Westchester-Playa del Rey Community Plan. There would also be other amendments required to the Framework and Circulation elements for consistency. The LAX Plan would include goals, objectives, and policies to guide development of LAX. The LAX Plan would also include the following land use designations: Airport Airside, Airport Landside, Airport Buffer, Open Space, Medium Multiple Family, and Regional Center Commercial. These land uses are shown on **Figure F4.2-14**, Alternative A 2015 LAX Plan Proposed Land Use, and are described below.

**Airport Airside.** The Airport Airside allows uses associated with aircraft operating under power and support services. The primary activities for this area encompass all functions typical of airfield operations, which include, but are not limited to: aircraft maneuvering, landing, and takeoff; security screening; passenger terminals for embarking and disembarking aircraft; servicing of aircraft; passenger ticketing; baggage handling; ancillary airport facilities (i.e., aircraft maintenance shops, fueling facilities, fuel storage, navigation aids); cargo terminals; storage; airport support services; employee parking; and concessions (i.e., restaurants, bars, retail stores). Aircraft are permitted under power in this area.

**Airport Landside.** The Airport Landside allows uses associated with the operation and support of an airport and its patrons. The primary activities for this area include, but are not limited to: short-term, long-term, and employee parking; rent-a-car facilities; commercial vehicle holding area; airport operations offices and control towers; and cargo and ancillary airport facilities. Aircraft are not permitted under power in this area. Open space is provided, where possible, around the perimeter of the airport to the north, extending east along Arbor Vitae Street. The public and private open spaces will serve as buffer zones and will be landscaped with berms, walls and vegetation compatible with aircraft use in close proximity.

**Airport Buffer.** The Airport Buffer land use allows for a variety of open space and built uses arranged to provide a transition to and buffer between the airport uses and the existing Westchester residential community. The primary activities for this area include, but are not limited to: office, retail, restaurant, hotel, golf course, parks, and a research and development business park. Located north of Westchester Parkway, features of the Westchester Southside project that impose use restrictions, building height limits, setback requirements, and landscape buffers would provide a transition zone between residential uses to the north and the airport. Aircraft are not permitted under power in this area. All of this area is also designated as Airport Buffer Area in the Interim Plan and encompasses the Westchester Southside project.

**Open Space.** No change of land use or zoning designation is proposed for the area designated as open space. This area comprises the Los Angeles Airport/El Segundo Dunes Specific Plan (Ordinance 167,940), which is a part of the Westchester - Playa del Rey Community Plan and LAX Interim Plan. This area would be removed from the Westchester - Playa del Rey Community Plan, and incorporated into the LAX Plan.

Alternative A also includes the existing land use designations of Medium Multiple Family and Regional Center Commercial for the Manchester Square area, as described below. Although this area would be removed from the Westchester - Playa del Rey Community Plan boundaries, no change is proposed to the land use designations and no development is proposed for Manchester Square under this alternative. Therefore, this area is designated as a Special Study Area and further evaluation would be required prior to development.

- ◆ **Medium Multiple Family.** The Medium Multiple Family residential use allows multi-family dwelling units at 30-55 dwelling units per net acre, and supporting uses.
- ◆ **Regional Center Commercial.** The Regional Center Commercial use allows offices, retail (including shopping malls), professional services, restaurants, and mixed use facilities (including multi-family residential).

Corresponding with the LAX Plan land use designations, the LAX Zone/LAX Specific Plan would provide additional development and performance standards, defined by sub areas, which will incorporate the requirements of existing [T] and [Q] conditions to the extent feasible.

## 4.2 Land Use

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A zone change would be processed to bring the zoning into conformity with the new Master Plan and its boundaries. Proposed entitlements may include, but not be limited to the following:

- ◆ General plan amendment for the establishment of the LAX Plan
- ◆ Creation of an LAX Zone/LAX Specific Plan, including development and performance standards by sub area (which will incorporate the requirements of existing [T] and [Q] conditions to the extent feasible)
- ◆ Zoning code text and land use map amendments
- ◆ Incorporation of the LAX Northside Development Ordinance into the LAX Zone/LAX Specific Plan with a reduced vehicle trip cap
- ◆ Circulation plans and maps, including street vacations and dedications
- ◆ Master Conditional Use Permit for future alcoholic beverage sales
- ◆ Process for monitoring and updating the Master Plan and zoning
- ◆ Tract maps for merger and resubdivision
- ◆ Review by Airport Land Use Commission

For the approximately four acres proposed for acquisition in the City of Inglewood, a general plan amendment, zone change, and other approvals may be required by Inglewood, although the use would remain compatible with surrounding industrial uses.

In addition, an amendment to the City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulations, and the District Plan Map would be required to show revised clear zones, height restrictions, and other related development limitations resulting from this alternative. These proposed changes to the runways and planning boundary are required by state law to be incorporated into the Los Angeles County Airport Comprehensive Land Use Plan (CLUP), currently under revision by the County of Los Angeles. The Los Angeles County Planning Commission, functioning as the Airport Land Use Commission (ALUC), reviews changes to the CLUP.

These changes would be in contrast to the No Action/No Project Alternative where no changes to existing General Plan and zoning designations are proposed.

### Acquisition Areas

Of the approximately 273 acres to be acquired, 250 net acres (which excludes Areas G, I, and other streets, easements, and right-of-ways) are located within the Westchester-Playa del Rey Community Plan area as shown in **Table F4.2-13**, Acquisition Areas Westchester-Playa del Rey Community Plan Alternative A. Most of this acreage (157 net acres) is designated as Light Industrial in the Community Plan. As summarized in the Community Plan, currently about 250 net acres are designated Light Industrial, so the acquisition areas represent approximately 62 percent of the total Light Industrial designation in the Community Planning Area. In addition, 4 acres (in Area D, Parcel 4) are located in Inglewood and designated in the Inglewood General Plan as Industrial. The acquisition represents about 2 percent of the 235 acres of Industrial land use designated in the Inglewood General Plan. This parcel would be used for an open space/landscape buffer associated with the ring road and LAX Expressway.





Table F4.2-13

## Acquisition Areas Westchester-Playa del Rey Community Plan Alternative A

Area	High Medium Density Residential	Regional Center Commercial	Community Commercial	Highway Oriented Commercial	Light Industrial	Limited Industrial	Total
A Sepulveda	8.83		16.03				24.86
B 98th Street		17.17			51.83		69.00
C LAX East		7.53			8.18	32.56	48.27
D Manchester Square				2.68			2.68
E South of Century (No.)			6.06		56.20		62.26
F South of Century (So.)					40.41		43.16 <sup>2</sup>
<b>Total Net Acres<sup>1</sup></b>	<b>8.83</b>	<b>24.70</b>	<b>22.09</b>	<b>2.68</b>	<b>156.62</b>	<b>32.56</b>	<b>250.23</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

<sup>2</sup> 2.75 acres (Parcel 1) was not shown on the Westchester-Playa del Rey Community Plan.

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; PCR, 2000.

A composite zoning map of the acquisition areas for all of the build alternatives is shown in **Figure F4.2-15**, Composite Acquisition Area Zoning Map. The specific parcels and acreage varies according to the alternative; however, no alternative would acquire all of the parcels. The zoning designation and corresponding acreage for Alternative A is presented in **Table F4.2-14**, Alternative A Generalized Zoning for Acquisition Areas, which includes the 4-acre Inglewood parcel zoned M1. The majority of acreage to be acquired is zoned M2 (112 acres) and C2 (52 acres). Additional land acquisition may also be required to implement the realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1*.

## 4.2 Land Use

Table F4.2-14

Alternative A Generalized Zoning for Acquisition Areas

Area	R1	R3	R4	R5	PF	C1	C2	C4	I	M1	M2	Un-known	Total
A Sepulveda	8.39		0.44			3.00	12.22				6.93	0.81	31.79
B 98th Street	0.59						30.45	2.55				28.48	62.07
C LAX East				2.61			6.31			12.79	8.18	18.38	48.27
D Manchester Square							2.68					4.30	6.98
E South of Century (No.)											60.86	1.40	62.26
F South of Century (So.)											35.94	7.22	43.16
<b>Total Net Acres<sup>1</sup></b>	<b>8.98</b>	<b>0.00</b>	<b>0.44</b>	<b>2.61</b>	<b>0.00</b>	<b>3.00</b>	<b>51.66</b>	<b>2.55</b>	<b>0.00</b>	<b>12.79</b>	<b>111.91</b>	<b>60.59</b>	<b>254.53</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

R1 = Single-Family Residential.

R3 = Multi-Family Residential (Medium Density).

R4/R5 = Multi-Family Residential (High Density).

PF = Public Facilities.

C1 = Light Commercial.

C2 = General Commercial.

C4 = Heavy Commercial.

I = Institutional.

M1 = Light Manufacturing.

M2 = Heavy Manufacturing.

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; Psomas; PCR, 2000.

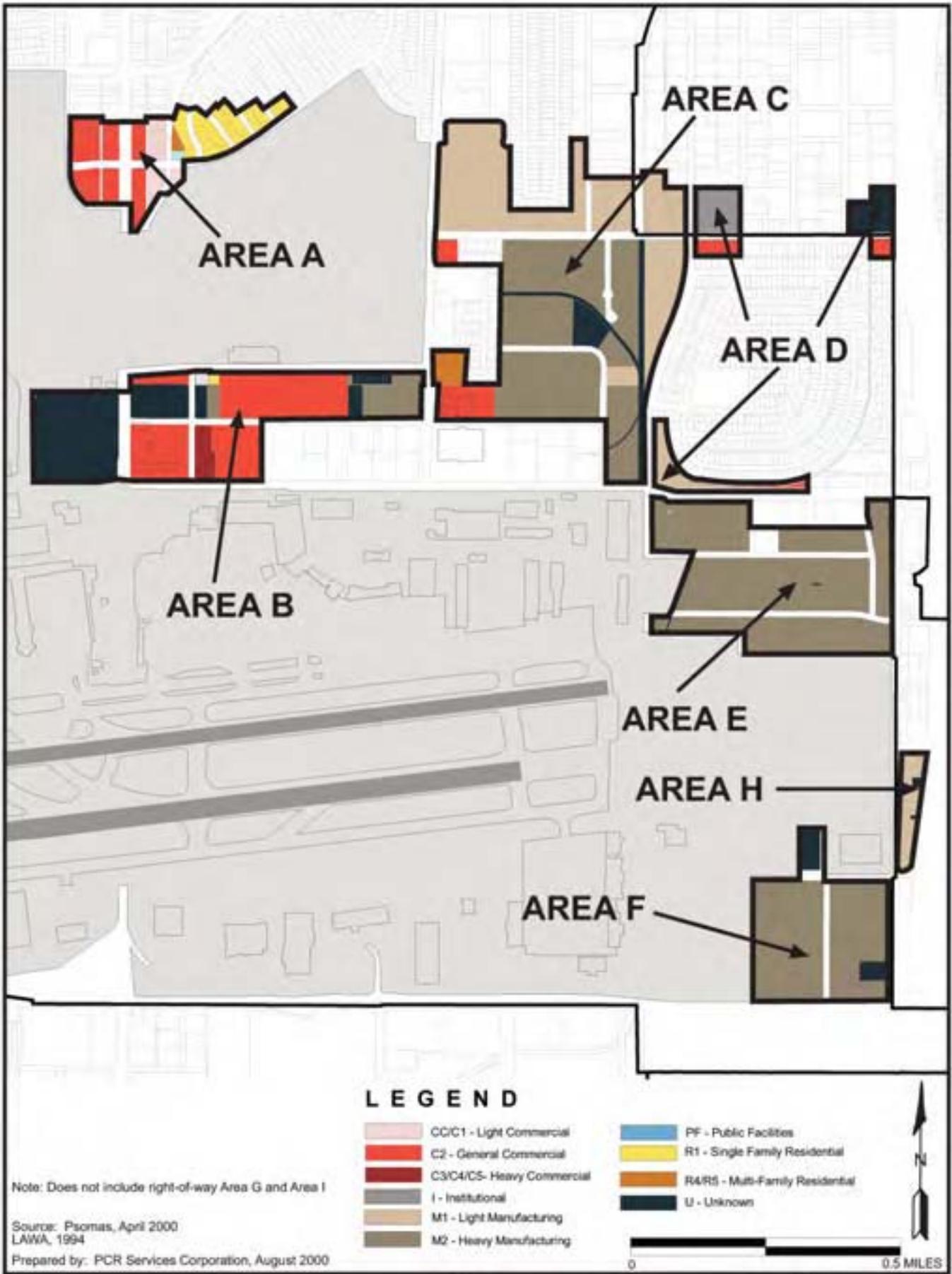
### **Westchester Business District**

Additional information is presented here to provide more focused discussion of acquisition and changes to general plan and zoning designations with emphasis on potential impacts to the Westchester Business District.

Implementation of Alternative A would require the acquisition of various existing land uses, as shown in **Table F4.2-12**. A portion of acquisition that would occur under Alternative A is located within the Westchester Business District (shown as Area A, on **Figure F4.2-15**). The Westchester Business District is generally referred to by the local community as the area bounded by Manchester Avenue to the north, Sepulveda Westway to the west, Sepulveda Eastway/La Tijera Boulevard to the east, and Lincoln Boulevard to the south. The approximately 50-acre Westchester Business District comprises approximately one-third of the 150 acres of Community Commercial land use within the Westchester - Playa del Rey Community Plan.

Uses within the Westchester Business District include office, retail, and airport related uses. The most notable upgrade to development in the District consists of a shopping center anchored by a Ralph's supermarket that is located on the west side of Sepulveda Boulevard, south of 89<sup>th</sup> Street. Much of the remaining development along Sepulveda Boulevard is aging and there are a number of vacant spaces within the Westchester Business District, particularly along Sepulveda Boulevard north of 88th Street.

As shown on Table S18, Acquisition Within Westchester Business District (Acreage Comparison), in Technical Report S-1, *Supplemental Land Use Technical Report*, Alternative A would result in the acquisition of 16.03 acres within the Westchester Business District. This area represents approximately 31 percent (or one-third) of the Westchester Business District and 11 percent of Community Commercial uses within the Westchester - Playa del Rey Community Plan. Of the 16.03 acres acquired in the district under Alternative A, the majority supports airport related uses such as rental car offices, airport parking, and public parking. Community serving retail or office uses constitute 6.74 acres of what would be acquired in the District under Alternative A.





Acquisition would generally occur south of 89th Street and north of Lincoln Boulevard. Acquired businesses include a variety of office and retail uses. Alternative A would acquire 124 businesses (including 88,565 SF of retail use and 237,719 SF of office use), as presented in Table S19, Westchester Business District Alternative A, in Technical Report S-1, *Supplemental Land Use Technical Report*. Alternative A would acquire recently renovated structures within the Westchester Business District, including Longs Drugstore and Office Depot.

As described in Section 4.4.2, *Relocation of Residences or Businesses*, compatible uses acquired under Alternatives A, B, and C would be eligible for relocation within Westchester Southside. By the time Phase I of development under Alternative A, B, or C is completed, Westchester Southside would provide 250,000 SF of office space and 70,000 SF of retail space with a priority set to accommodate businesses displaced by acquisition. This could accommodate all of the space acquired within Westchester Business District but 18,565 SF of retail use. Based on current vacancies it is expected that this unaccommodated retail space could be absorbed in the immediate area or by the regional market.

The loss of community serving uses in the area south of 89th Street and east of Sepulveda Boulevard may cause some residents within the Kittyhawk Avenue neighborhood to drive, instead of walk, to similar services. However, the majority of the uses that would be acquired in this area are not considered community serving uses (i.e., rental car offices, a freight forwarding office, a tire store); and those that are (such as a bank, an office supply store, a bar, and a beauty shop), would still be available in close proximity within the Westchester Business District. Many of the same community serving uses are located on the east side of Sepulveda Boulevard in the block to the north, including an office supply store, a bank, and a beauty shop. To the extent some residents east of Sepulveda Boulevard might be inconvenienced by having to walk or travel further for certain community serving uses, others west of Sepulveda would have improved access with the shift of acquired community serving uses to Westchester Southside.

Since the acquired Community Commercial uses represent a small percentage of this use within the Westchester - Playa del Rey Community Plan, and the majority of the acquired Community Commercial uses would be relocated within Westchester Southside or within the Westchester - Playa del Rey Community Plan area, the impact on land use associated with acquisition of these uses is considered to be less than significant.

### **Consistency with Land Use Plans**

This subsection lists and discusses land use plans that contain policies or other provisions that are relevant to Alternative A, noting conflicts or inconsistencies that relate to land use. A more comprehensive discussion is provided in Technical Report 1, *Land Use Technical Report*, and Technical Report S-1, *Supplemental Land Use Technical Report*.

### **SCAG Regional Comprehensive Plan and Guide**

Under Alternative A, additional job opportunities, infrastructure growth, and indirect housing demand would occur, consistent with SCAG's forecasts as further addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and its accompanying Technical Report 5, *Economic Impacts Technical Report*. This alternative would facilitate growth management policies to enhance and redevelop underutilized parcels to support regional transit and to encourage the use of alternative transportation by extending the existing MTA Green Line to the airport. Other policy-related issues addressing air quality, water quality, cultural and archaeological resources, wetlands, and geological hazards are presented throughout Chapter 4, *Affected Environment, Consequences and Mitigation Measures*, under their respective environmental topics. With the incorporation of Master Plan commitments and mitigation measures identified throughout this chapter, potential conflicts with RCPG policies would be avoided.

Compared to the No Action/No Project Alternative, Alternative A would provide greater fulfillment of policies included in the Growth Management Chapter of the RCPG, since development of the LAX Expressway and extension of the MTA Green Line to serve LAX would not occur under the No Action/No Project Alternative.

## 4.2 Land Use

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### SCAG 2001 Regional Transportation Plan/Regional Aviation Plan

Alternative A would not be consistent with the policy framework of the Regional Aviation Plan, which calls for no expansion of LAX. This inconsistency could lead to traffic and air quality impacts that might not occur if demand was distributed more evenly among airports regionally. Therefore, this plan inconsistency would be considered significant.

However, this alternative would be consistent with other policies of the 2001 RTP by providing additional ground transportation improvements.

SCAG is currently preparing the 2004 RTP that will include updates to passenger and cargo forecasts to account for the 30 MAP previously planned for the Orange County International Airport (formerly Marine Corps Air Station El Toro).

Compared to the No Action/No Project Alternative, Alternative A would provide additional facilities to accommodate an increase passenger and air cargo capacity, and therefore would be in conflict with the policy framework of the Regional Aviation Plan. However, Alternative A would provide additional ground transportation improvements that would not occur under the No Action/No Project Alternative.

### Caltrans Airport Land Use Planning Handbook

Under Alternative A, incompatible land uses would be reduced by continuing to provide residential sound insulation and acquire incompatible uses under the ANMP. Consistent with the recommendations of the 2002 Caltrans Handbook, additional analysis for Alternative A was conducted to identify impacts on residential uses and schools from single event noise levels. Mitigation measures addressing these effects are listed in Section 4.1, *Noise* (subsection 4.1.8.1), and subsection 4.2.8, *Mitigation Measures*, below. A detailed discussion of compatibility criteria is presented in **Table F4.2-2**, Caltrans Handbook Suggested Land Use Compatibility Criteria.

### Los Angeles County Airport Land Use Plan

The ALUP provides policies to promote land use compatibility and limit noise and safety conflicts in areas surrounding airports. The improvements to the airport being proposed under Alternative A, including addition of the north runway and development of new uses within acquisition areas, would require changes to the airport planning boundary and existing RPZs, as defined in the current ALUP for LAX. Prior to adoption of the proposed Master Plan, documents outlining changes to physical and operating conditions at the airport would be submitted to the ALUC for an amendment to and determination of consistency with the ALUP. The ALUC actions would be undertaken at a noticed public hearing. The improvements to the airport proposed under the Alternative A have been designed in conformance with FAA safety requirements set forth by FAR Part 77, and are also in accord with ALUP policies that address RPZs and limit uses within these zones. Therefore, the uses proposed under the Master Plan would not conflict with ALUP safety policies. These issues are further discussed in Section 4.24.3, *Safety*. The CLUP for LAX is anticipated to be prepared subsequent to review and approval of the LAX Master Plan by the ALUC. Therefore, the preparation of the CLUP would be contingent upon and consistent with LAX Master Plan that would eventually be adopted by the BOAC. In addition, the LAX Master Plan would incorporate recommendations of the BOAC and ALUC as part of the LAX Master Plan entitlement process. With implementation of mitigation measures, the proposed Master Plan would not conflict with the general and noise related policies contained in the ALUP. These policies generally focus on ensuring that new development in areas surrounding the airport is compatible with airport operations, encouraging the recycling of incompatible land uses, and, encouraging local agencies to inform prospective property owners of aircraft noise exposure in areas where high noise levels exist or are anticipated. As further described below under mitigation measures, and in compliance with ALUP policy, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards, and would take steps to accelerate the Aircraft Noise Mitigation Program to achieve full compatibility of all eligible land uses affected by aircraft noise.

In contrast with the No Action/No Project Alternative, Alternative A would require an amendment to the ALUP to address runway and boundary changes and other improvements to the airport. Both alternatives would support consistency with the policies of the ALUP.

## Los Angeles International Airport Interim Plan

The LAX Plan would fulfill and supersede the purpose of the Interim Plan by addressing major policy issues regarding capacity, roadway access, land use compatibility, and measures to reduce other environmental impacts. The LAX Plan would establish land use designations, goals, objectives, and policies that would supersede those contained in the Interim Plan. A proposed land use map for Alternative A is shown on **Figure F4.2-14**. Similar to the Interim Plan, the proposed land uses for Alternative A include an Airport Buffer designation that provides a separation of airport uses from residential areas to the north. Allowed uses within the Airport Buffer include office, research and development, retail, and parks. Other land use designations shown on the Interim Plan would be replaced with Airport Airside and Airport Landside designations, as previously described. No changes are proposed within the Open Space land use designation for the Los Angeles/El Segundo Dunes. Similarly, no changes are proposed to the land use designations of Manchester Square, although this area would be removed from the Westchester-Playa del Rey Community Plan. This would be in contrast to the No Action/No Project Alternative, which would not fulfill these policy goals. A detailed discussion of existing policies is presented in Technical Report 1, *Land Use Technical Report*.

The LAX Plan would encompass a larger area than currently shown on the Interim Plan due to the incorporation of acquisition areas and other recent purchases. Circulation patterns have also changed since the development of the Interim Plan. Traffic associated with the development of the approved 4.5 MSF LAX Northside project would be reduced through the development of the reduced-density Westchester Southside project. Under Westchester Southside, 2.62 MSF of mixed use, business park/light industrial, and hotel/recreation use is proposed. An LAX Zone/LAX Specific Plan that includes Westchester Southside would incorporate, to the extent feasible, development and performance standards, included as specific zoning [Q] conditions adopted under Ordinance 159,526, to regulate types of uses, building setbacks, building height, and landscape buffers. Incorporation of the requirements of these [Q] conditions would ensure compatibility with adjacent residential uses to the north.

## Los Angeles Airport/El Segundo Dunes Specific Plan

Under Alternative A, removal and installation of replacement navigational aids would occur within the Specific Plan area, including a portion of the 203 acre El Segundo Blue Butterfly Habitat Restoration Area (HRA). Permitted uses within the HRA include existing airport navigational and safety facilities. Development of additional navigational and safety facilities are required by Ordinance 167,940 to be compatible with the preservation of habitat values. As stated in Section 4.10, *Biotic Communities*, the installation of replacement navigational aids and associated service roads would disturb 58,476 SF (1.34 acres) of state-designated sensitive habitat within the Los Angeles/El Segundo Dunes, including 30,261 SF (0.70 acre) within the HRA. Within the HRA, 8,514 SF (0.20 acre) of habitat occupied by the El Segundo blue butterfly would be affected. Although this conversion is considered to be a significant impact, Mitigation Measures MM-BC-10, Replacement of State-Designated Sensitive Habitat (Alternative A) and MM-ET-2, El Segundo Blue Butterfly Conservation: Habitat Restoration (Alternatives A and B) would preserve habitat values by providing for the replacement of El Segundo blue butterfly habitat. Therefore, with additional navigational aids and associated service roads permitted within the Specific Plan area (including the HRA) and with mitigation fully offsetting the loss of occupied habitat, there would be no conflict with the Specific Plan. The placement and relocation of navigational and safety facilities would require that the Coastal Commission issue a determination of consistency with the California Coastal Act.<sup>147</sup> The California Coastal Commission would require detailed maps of existing and proposed navigational and safety facilities and a construction plan to ensure that no sensitive species would be impacted.

These effects within the Specific Plan area under Alternative A would be in contrast to the No Action/No Project Alternative, which would not affect the Los Angeles/El Segundo Dunes, including the HRA.

<sup>147</sup> Based on the California Court of Appeal's decision in *Marine Forests Society v. California Coastal Commission*, 104 Cal. App. 4<sup>th</sup> 1232 (Cal. Ct. App. 2002), request for review granted, 65 P.3d 1285 (Cal. 2003), the structure of the California Coastal Commission was found to violate the "separation of powers" clause of the California Constitution, since the California Coastal Commission serves both an executive and legislative function. On February 20, 2003, Governor Davis approved legislation fixing the terms of Coastal Commissioners and removing the ability of appointing authorities to remove commissioners "at will."

## 4.2 Land Use

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### Los Angeles County General Plan Elements

Although development of Alternative A would result in an overall decrease in the 65 CNEL and greater contour area within unincorporated areas of Los Angeles County, some residential and noise-sensitive parcels would be newly exposed to significant noise levels (primarily in the Lennox community). Introduction of these new areas of noise exposure would conflict with policies contained in the County Noise Element regarding land use compatibility. Since this conflict would result in a physical impact on these uses, it would be considered to be significant.

### Los Angeles Citywide General Plan Framework Element

Development of the LAX Master Plan and provision of additional passenger, cargo, and ground access capacity would implement Policies 7.3.4 and 8.5.4 of the Economic Development Chapter (which support expansion of LAX and completion of the LAX Master Plan, respectively) and Policies P6 and P40 (to provide for adequate capacity at LAX, and facilitate LAX operations, respectively). Amendments to the Westchester-Playa del Rey Community Plan and Framework Element to resolve inconsistencies with the LAX Master Plan would occur as recommended under Implementing Program Policies P1 and P5. The open space area shown along Vista del Mar and Pershing Drive would be maintained. However, no development of active or passive recreational uses within these areas is proposed. With other Master Plan provisions for increases in recreational use, this inconsistency is not considered to be significant. The Century Boulevard Regional Center, as generally designated in the Community Plan, would be reduced in area by approximately 57 acres through the acquisition of Area B (Parcels 2-19) and Area C (Parcels 31 and 32). The reduction of this area would not create a physical impact and this change would be offset, in part, by implementation of the Community Centers designation and associated retail, office, and entertainment uses for the Westchester Southside project, as further discussed below. Therefore this plan inconsistency is not considered to be significant. Consistency with the Regional Center designation of the Continental City site is also discussed below.

The lack of adverse effects of Alternative A on the Framework Element would be in contrast to the No Action/No Project Alternative, in which policies of the Framework Element that support LAX expansion would not be implemented. However, the No Action/No Project Alternative would not require an amendment to the Framework Element, nor reduce the Century Boulevard Regional Center area through land acquisition. In addition, development of Continental City with airport uses under Alternative A, which would be inconsistent with the Regional Center designation of this site, would not occur under the No Action/No Project Alternative.

### City of Los Angeles Transportation Element and Bicycle Plan

Changes would be made to the existing circulation system under Alternative A in order to develop the ring road and the LAX Expressway. These changes to the State Route 1 portion of the ring road and LAX Expressway are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. These roadway realignments, changes, and additions, once approved, would require an amendment to the Transportation Element. Development of the LAX Master Plan and associated access and cargo improvements would be consistent with Policy 5.3 (to support transportation projects within industrial areas), Policy 5.4 (to establish a Master Plan for LAX), and Policy 5.5 (to support the expansion of regional airports) of the Transportation Element. Under the No Action/No Project Alternative, these policies would not be fulfilled as these roadway, access, and cargo improvements would not occur.

At this stage of design, Alternative A does not incorporate development of bicycle circulation along Vista del Mar or Pershing Drive (identified as Priority 1 bikeways) or along other roadways at the periphery of LAX (Priority 2), with the exception of a bike lane included as part of the Westchester Southside development (described below). Alternative A also does not incorporate bicycle access to the new transit center, located at the west terminal, or provide for development of a bike lane at Aviation Boulevard or World Way West, as recommended in the Bicycle Plan. Proposed circulation improvements would tunnel Aviation Boulevard underground, potentially compromising its suitability for a bike lane. The development of the ring road would eliminate the existing bike lane and bike path along Imperial Highway. These current plans associated with Alternative A, if implemented as shown, would be in conflict with Policies 1.1.4 (refrain from removing existing Class II Citywide Bikeway lanes), 1.1.7 (priority for developing bike lanes), and 1.2.2 (provide bike lanes transit centers).

To ensure the continuation of existing bicycle facilities, Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), would support bicycle access in the vicinity of LAX, support bicycle access to LAX transit centers and parking lots, and provide a bicycle lane along Imperial Highway. Lockers and showers would also be provided, where feasible, to encourage commuting by bicycle. With the incorporation of this Master Plan commitment, no conflicts with the Bicycle Plan would occur and significant impacts on bicycle facilities would be avoided. Bicycle parking would be provided per LAMC 12.21-A. 16(a) and (b).

Compared to the No Action/No Project Alternative, Alternative A would result in a greater level of plan consistency with implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C).

### **City of Los Angeles Noise Element**

Development of Alternative A would result in a slight decrease in the 65 CNEL contour area in the City of Los Angeles compared to 1996 baseline conditions. Under Alternative A, residential and noise-sensitive parcels would be newly exposed to 65 CNEL or greater noise levels. This would conflict with policies contained in the Noise Element and result in physical impacts on these uses.

Proposed acquisition under Alternative A (including 84 residential units and 2 schools) would reduce incompatible uses in conformance with applicable policies and programs stated in the Noise Element. Compared to the No Action/No Project Alternative, Alternative A would have similar inconsistencies associated with the exposure of noise-sensitive uses to high noise levels.

### **Westchester-Playa del Rey Community Plan**

As stated previously, the inclusion of Acquisition Areas A-F into the airport boundaries would remove 250 acres from the Westchester-Playa del Rey Community Plan (269 acres with the inclusion of Acquisition Areas G and I). Of this total, 157 acres are Light Industrial. The Community Plan recommends that ways be explored to determine if owners of properties to be acquired for expansion of the airport may be encouraged to participate in development programs and any revenue derived therefrom. As further described in Section 4.4.2, *Relocation of Residences or Businesses*, opportunities for relocation of businesses within the Westchester Southside project and other areas on the airport would be provided by LAWA. Although this acreage would be removed from the Community Plan, it would stay within the City of Los Angeles and the use of the land would remain industrial. Additional land acquisition may also be required to implement the realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1*.

Development of the ring road, intersection improvements, the LAX Expressway, and extension of the MTA Green Line would fulfill the objective of the Community Plan by providing adequate access to LAX while diverting traffic to the extent possible from that portion of the community north of Westchester Parkway. Circulation patterns are further described under Section 4.3, *Surface Transportation* and Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*, for the State Route 1 portion of the ring road and LAX Expressway. Consistent with the Community Plan objective to provide adequate buffers and transitional uses between the airport and the rest of the community, these features are incorporated as part of the Westchester Southside project, described below.

Under Alternative A, no future development of bicycle routes designated in the Community Plan (i.e., Vista del Mar, Manchester Avenue, Airport Boulevard, Aviation Boulevard) is proposed, although under the Westchester Southside development (described below), the existing bicycle lane (Class II) along Westchester Parkway would be replaced with a bicycle path (Class I). In addition, the development of the ring road would eliminate the existing bike lane and bike path along Imperial Highway. Implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), would promote bikeways in the vicinity of LAX (including the provision of a bike lane along Imperial Highway), and would provide additional bicycle access and facilities on LAX to encourage employee bicycle use. With implementation of this Master Plan commitment and associated revisions to the Community Plan, changes to proposed bicycle routes would be consistent with the Community Plan and development of bicycle facilities within the Community Plan area would be accelerated.

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The Airport Center boundaries, as referenced in the Community Plan, would be reduced by approximately 57 acres through the acquisition of Area B (Parcels 2-19) and Area C (Parcels 31 and 32). The reduction of this area would not create a physical impact and commercial-office uses would be provided as part of the Westchester Southside project, described below. Therefore, this plan change is not considered to be significant.

Compared to Alternative A, the No Action/No Project Alternative would require fewer plan changes; however, the fulfillment of policies applicable to LAX regarding traffic improvements and development of bicycle routes would not occur under the No Action/No Project Alternative.

### South Los Angeles Community Plan

Alternative A would be inconsistent with policies of this plan to reduce incompatible uses, since noise-sensitive parcels would be newly exposed to 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL contours compared to both 1996 baseline conditions and the No Action/No Project Alternative. This is further described under *Incompatible Land Uses* below. Since a physical impact on these uses would result, this plan inconsistency would be considered to be significant.

### El Segundo General Plan

No construction or development associated with this alternative would occur within the City of El Segundo. Development of Alternative A would result in an overall decrease in the 65 CNEL contour area of 320 acres compared to 1996 baseline conditions. Therefore, this alternative would not conflict with policies of the Noise and Housing Elements, which focus on reducing incompatible uses exposed to noise. In addition, no new noise-sensitive uses would be exposed to noise levels of 65 CNEL or greater. This is further quantified below under *Incompatible Land Uses*.

Alternative A would result in additional residential and noise-sensitive parcels exposed to 65 CNEL compared to the No Action/No Project Alternative and would, therefore, be incompatible with policies of the Noise and Housing Elements. Since this plan inconsistency also would result in a physical effect, this inconsistency would be considered to be significant. Development of the ring road, as currently designed, would eliminate the existing bike lane and bike path along Imperial Highway which connects to existing bicycle facilities in El Segundo and is shown in the City Circulation Element. Implementation of Master Plan Commitment LU-3, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C), would ensure that bicycle facilities along Imperial Highway are retained and would provide for consistency with the Circulation Element. The ring road would not have an effect on the Imperial Strip (designated as a passive open-space corridor in the Open Space and Recreation Element).

### Hawthorne General Plan

Consistent with the City's Noise Element, Alternative A would not result in noise levels of 65 CNEL or greater extending into Hawthorne from LAX operations, as further described below under *Incompatible Land Uses*. Therefore, this alternative would not pose any inconsistencies with the Noise Element.

### Inglewood General Plan and Zoning

This alternative would acquire 4.3 acres of land within Area D (parcel 4) from Inglewood. This parcel has a General Plan designation of Industrial, is zoned M1 (Light Manufacturing), and is developed with an 83,000 SF warehouse. The removal of this Industrial-designated land use would represent approximately 2 percent of total industrial use within the City of Inglewood. No physical impacts associated with this plan change would occur, as the land use would remain industrial. Alternative A would be inconsistent with goals of the Noise Element and Objective 7 of the Housing Element to reduce community noise impacts, since there would be an increase of incompatible land uses compared to 1996 baseline conditions and the No Action/No Project Alternative, as further described under *Incompatible Land Uses*, below. Since a physical effect on these uses would result, inconsistency with the Noise Element and Housing Element would be considered to be significant. However, under the City of Inglewood's Redevelopment Plan, some residential parcels located within areas newly exposed to high noise levels would be acquired and redeveloped with a more compatible use.

## **Incompatible Land Uses**

### **Noise (Compared to 1996 Baseline and Year 2000 Conditions)**

The environmental impacts of high noise levels on noise-sensitive uses under Alternative A are described here, first in comparison to baseline conditions, and following that, under a separate heading, in comparison to No Action/No Project Alternative conditions. This analysis identifies those noise-sensitive uses newly exposed to noise levels 65 CNEL or greater, increases of 1.5 CNEL or greater within the 65 CNEL, and increases in noise levels below 65 CNEL compared to 1996 baseline conditions, along with equivalent analysis compared to Year 2000 conditions (for comparative purposes). It should be noted that CEQA conclusions regarding the significance of impacts for each of the build alternatives are still based upon the comparison to the 1996 baseline conditions. In addition, analysis is presented below to identify the effects of high single event noise levels on residential and school uses compared to both 1996 baseline and Year 2000 conditions.

The acreage and number of residential and other noise-sensitive parcels that would be exposed to 65, 70, and 75 CNEL Noise Contours are presented in Table F4.1-15, Noise Exposure Effects - 2015 Alternative A with Comparisons to 1996 Baseline, Year 2000 Conditions, and 2015 No Action/No Project Alternative Conditions, in Section 4.1, *Noise*. Areas exposed to these high noise levels under Alternative A are also presented by jurisdiction and 65, 70, and 75 CNEL noise contours in Table 25, Alternative A CNEL Noise Contours Total Area Within Each Jurisdiction and Table 26, Alternative A CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction in Technical Report 1, *Land Use Technical Report*. These tables, in addition to Tables 12 and 13 in Technical Report 1, *Land Use Technical Report*, provide the basis for comparison with the 1996 baseline.

In addition, a comparison of Alternative A against Year 2000 conditions is presented for informational purposes to reflect updated conditions. Areas exposed to the 65, 70, and 75 CNEL by jurisdiction for Year 2000 conditions are included in Tables S2 and S3, in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **Changes in Overall Noise Exposure**

Shifts in the noise contours depicting changes in noise exposure from 1996 baseline conditions to 2015 are shown on **Figure F4.2-16**, Alternative A 2015 vs. 1996 Baseline - Areas Newly Exposed. Compared to 1996 baseline conditions, the most notable changes in noise exposure are decreases in the 65 CNEL noise contour in the City of El Segundo and the unincorporated community of Del Aire to the south, and increases to the east within the City of Inglewood, extending to the South Los Angeles community in the City of Los Angeles. As shown on Table F4.1-15, under Alternative A, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would be reduced by 127 acres compared to 1996 baseline conditions. Compared to 1996 baseline conditions, the overall number of incompatible land uses would be reduced by 2,210 units and 4,620 residents, and increase by 5 non-residential noise-sensitive parcels, by 2015. As presented in Table F4.1-39, the shift of the noise contours associated with Alternative A in 2015, when compared to the 1996 baseline conditions would result in the removal of 6140 dwelling units, 14,930 residents, and 28 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours. Shifts in the noise contours that depict changes in noise exposure from Year 2000 conditions to 2015 are shown on Figure S4, Alternative A 2015 vs. Year 2000 Conditions Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. The most notable change is an increase in the 65 CNEL contour area and those areas within the 65 CNEL that would experience a 1.5 CNEL increase to the east in the City of Inglewood and the South Los Angeles Community within the City of Los Angeles. Under Alternative A, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would be reduced by 81 acres compared to Year 2000 conditions. The overall number of incompatible land uses in 2015 would be reduced by 2,110 units, 5,920 residents, and 4 non-residential noise-sensitive parcels compared to Year 2000 conditions. As noted in Section 4.1, *Noise* (subsection 4.1.6.1.2.2), the shift of the noise contours associated with Alternative A in 2015, when compared to Year 2000 conditions, would result in the removal of 5,410 dwelling units, 15,020 residents, and 26 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

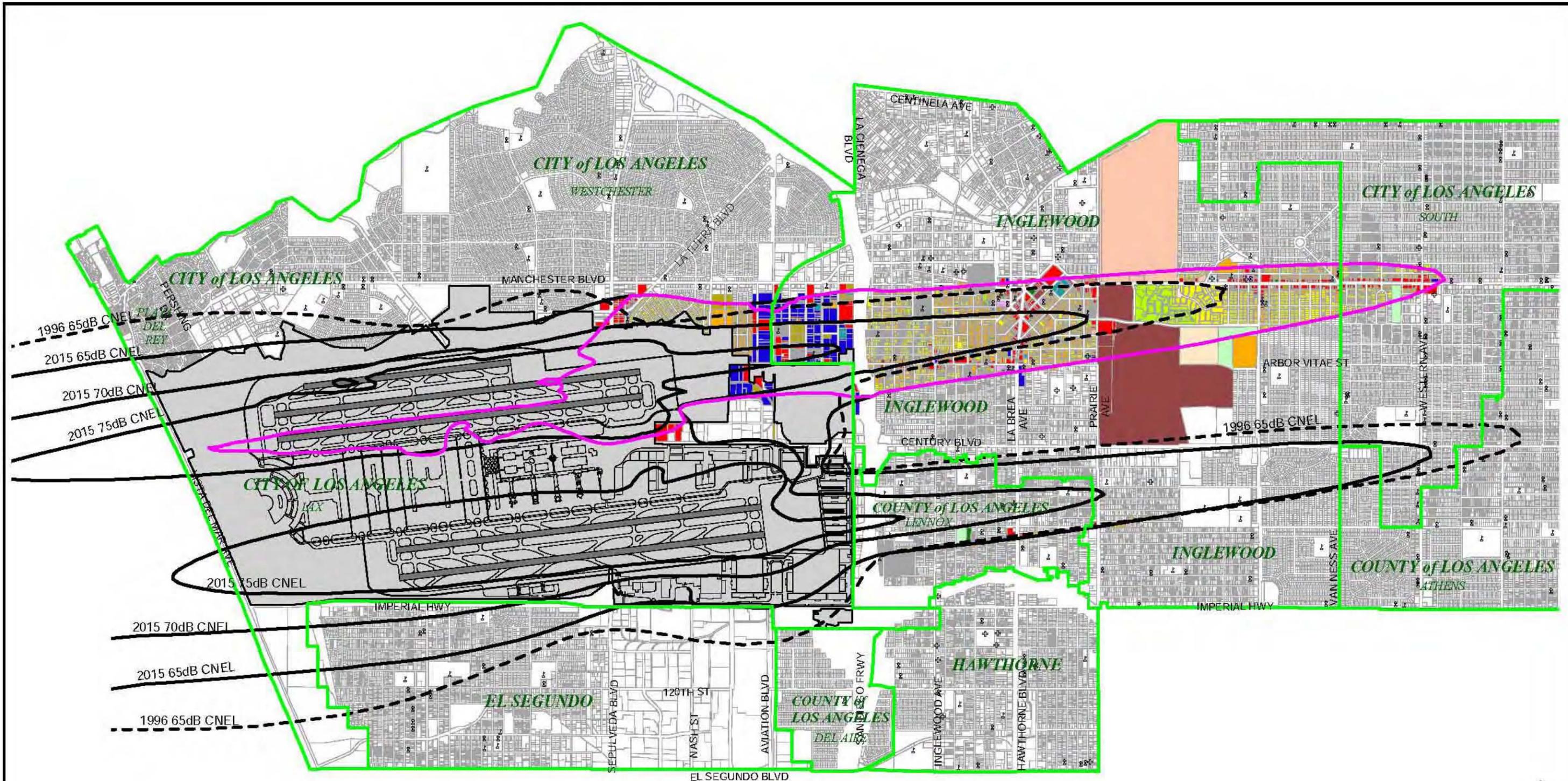
### **Newly Exposed Areas**

Under Alternative A, some areas would be newly exposed to 65 CNEL or greater noise levels in 2015 compared to 1996 baseline conditions. Residential and noise-sensitive uses newly exposed to 65 CNEL

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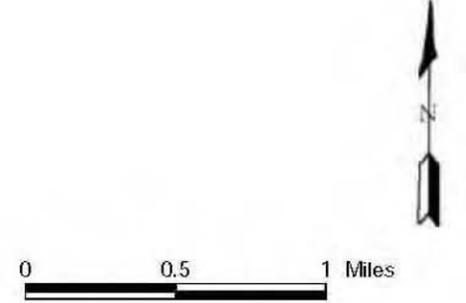
noise levels are presented in **Table F4.2-15**, Alternative A 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to 1996 Baseline Conditions). As shown in this table, 3,930 dwelling units, 10,310 residents, and 33 non-residential noise-sensitive parcels would be newly exposed in 2015 compared to 1996 baseline conditions. Impacts on noise-sensitive parcels within areas newly exposed are considered to be potentially significant under Title 21. Also considered to be incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or greater (even if interior noise levels are reduced to 45 CNEL). This outdoor noise standard is also referenced in a more limited fashion under the 14 CFR Part 150 Land Use Compatibility Guidelines. As stated in Part 150, certain outdoor land uses, such as parks, that are exposed to noise levels above 75 CNEL may be considered incompatible. These standards recognize that high noise levels have the potential to affect outdoor speech and the quality of outdoor activities. Under this alternative, 3.24 acres of residential uses (2.71 acres in the City of Los Angeles and 0.53 acres in Los Angeles County), and one school (University of West Los Angeles) would be newly exposed to noise levels of 75 CNEL or greater compared to 1996 baseline conditions. This information is also presented in Attachment C of Technical Report 1, *Land Use Technical Report*. Impacts on outdoor activities in residential areas would be considered to be significant. However, impacts on the University of West Los Angeles would not be considered significant since there are no outdoor activities associated with this use. Although exposure of noise-sensitive uses to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities.



**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative A 2015 CNEL Contour
School	Commercial	Recreation	1996 65dB CNEL Contour
Church	Industrial	Vacant	1.5dB Increase
Hospital	Government	Other, Assumed Vacant	Jurisdiction Boundary

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000



1996\_base.apr



Table F4.2-15

**Alternative A 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to 1996 Baseline Conditions)**

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	540	40	0	830	0	1,410
Acres	72.70	5.58	0.00	139.79	0.00	218.07
Population	1,390	150	0	2,220	0	3,760
<b>Multi-Family</b>						
Units	390	110	0	2,020	0	2,520
Acres	17.05	8.36	0.00	98.52	0.00	123.93
Population	910	450	0	5,180	0	6,540
<b>Total Residential</b>						
Units	930	150	0	2,850	0	3,930
Acres	89.74	13.94	0.00	238.31	0.00	342.00
Population	2,310	600	0	7,400	0	10,310
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	1	0	9	0	11
Acres	1.32	23.74	0.00	35.73	0.00	60.59
<b>Churches</b>						
Number	2	0	0	10	0	12
Acres	1.78	0.00	0.00	5.41	0.00	7.19
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	1.67	0.00	1.67
<b>Parks</b>						
Number	2	1	0	3	0	6
Acres	16.97	3.79	0.00	21.01	0.00	41.77
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	5	2	0	26	0	33
Acres	20.07	27.53	0.00	64.18	0.00	111.78
<b>Other Compatible Uses (Acres)</b>						
	48.76	5.47	0.00	737.60	0.00	791.82
Total Acres Newly Exposed	158.57	46.94	0.00	1,040.09	0.00	1,245.60
Total Acres (on Airport)	(4.61)	(0.00)	(0.00)	(0.00)	(0.00)	(4.61)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 30 and 31.

Source: Landrum and Brown; Psomas; PCR, 2000.

Residential and other noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 compared to Year 2000 conditions are presented in Table S20, Alternative A 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to Year 2000 Conditions) in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 3,290 dwelling units, 9,090 residents, and 21 non-residential noise-sensitive parcels would be newly exposed to 65 CNEL noise levels in 2015. Under this alternative, 2.56 acres of residential use and one park (Dockweiler Beach State Park in the City of Los Angeles), and one school (University of West Los Angeles, located in the City of Inglewood) would be newly exposed to noise levels of 75 CNEL or greater compared to Year 2000 conditions. This information

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is presented in Table S22, Alternative A 2015 Listing of Schools and Parks Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions) and Table S23, Alternative A 2015 Total Residential Acres Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions) in Technical Report S-1, *Supplemental Land Use Technical Report*. Although portions of Dockweiler Beach State Park would be newly exposed to noise levels of 75 CNEL or greater, overall exposure to high noise levels would be reduced compared to Year 2000 conditions. Any increase in noise levels at portions of Dockweiler Beach State Park would not substantially interfere with the normal use of this park, which has functioned over time while exposed to high noise levels. The number of noise-sensitive uses newly exposed to high noise levels identified under this Year 2000 evaluation is fewer than the number of newly exposed noise-sensitive uses identified under 1996 baseline conditions.

### Increases in 1.5 CNEL

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater in 2015. The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to 1996 baseline conditions is presented in **Table F4.2-16**, Alternative A 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions). As shown in this table, 6,880 dwelling units, 18,300 residents, and 45 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. For these uses, impacts would be considered potentially significant. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative A compared to 1996 baseline conditions is presented in Table 31, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, *Land Use Technical Report*.

**Table F4.2-16**

**Alternative A 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>65 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	530	0	0	1,000	0	1,530
Acres	71.22	0.00	0.00	163.57	0.00	234.79
Population	1,370	0	0	2,660	0	4,030
<b>Multi-Family</b>						
Units	450	0	0	2,760	0	3,210
Acres	19.88	0.00	0.00	117.54	0.00	137.42
Population	1,050	0	0	7,080	0	8,130
<b>Total</b>						
Units	980	0	0	3,760	0	4,740
Acres	91.10	0.00	0.00	281.11	0.00	372.21
Population	2,420	0	0	9,740	0	12,160
<b>Noise-Sensitive Uses</b>						
<b>(Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	14	0	15
Acres	1.32	0.00	0.00	44.03	0.00	45.36
<b>Churches</b>						
Number	2	0	0	16	0	18
Acres	1.78	0.00	0.00	9.26	0.00	11.04
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	1.67	0.00	1.67
<b>Parks</b>						
Number	1	0	0	3	0	4
Acres	8.74	0.00	0.00	21.01	0.00	29.75
<b>Libraries</b>						
Number	0	0	0	1	0	1

Table F4.2-16

## Alternative A 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	4	0	0	36	0	41
Acres	11.84	0.00	0.00	76.54	0.00	88.38
<b>Total Area (Acres)</b>	<b>102.94</b>	<b>0.00</b>	<b>0.00</b>	<b>357.65</b>	<b>0.00</b>	<b>460.59</b>
<b>70 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	10	0	0	460	0	470
Acres	1.16	0.00	0.00	57.43	0.00	58.59
Population	10	0	0	1,640	0	1,650
<b>Multi-Family</b>						
Units	170	0	0	1,440	0	1,610
Acres	7.58	0.00	0.00	55.08	0.00	62.66
Population	390	0	0	3,960	0	4,350
<b>Total</b>						
Units	180	0	0	1,900	0	2,080
Acres	8.74	0.00	0.00	112.51	0.00	121.25
Population	400	0	0	5,600	0	6,000
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	4	0	5
Acres	1.32	0.00	0.00	28.87	0.00	30.19
<b>Churches</b>						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	0.59	0.00	0.59
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	0	0	7	0	8
Acres	1.32	0.00	0.00	29.46	0.00	30.78
<b>Total Area (Acres)</b>	<b>10.06</b>	<b>0.00</b>	<b>0.00</b>	<b>141.97</b>	<b>0.00</b>	<b>152.03</b>
<b>75 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	60	0	0	0	0	60
Acres	2.71	0.00	0.00	0.00	0.00	2.71
Population	140	0	0	0	0	140
<b>Total</b>						
Units	60	0	0	0	0	60
Acres	2.71	0.00	0.00	0.00	0.00	2.71
Population	140	0	0	0	0	140

## 4.2 Land Use

Table F4.2-16

Alternative A 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	7.21	0.00	7.21
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	7.21	0.00	7.21
<b>Total Area (Acres)</b>	<b>2.71</b>	<b>0.00</b>	<b>0.00</b>	<b>7.21</b>	<b>0.00</b>	<b>9.92</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 30 and 31.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to Year 2000 conditions is presented in Table S25, Alternative A 1.5 CNEL Increase Compared to Year 2000 Conditions, in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 4,720 dwelling units, 13,380 residents, and 27 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative A compared to Year 2000 conditions is presented in Table S21, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to the 1996 baseline conditions, the number of dwelling units and residents exposed to significant noise level increases in 2015 would be reduced.

### **Increase In Noise Levels Below 65 CNEL**

Since 1.5 CNEL increases within the 65 CNEL noise contour under Alternative A in 2015 compared to 1996 baseline conditions and Year 2000 Conditions have been identified, FICON criteria require presentation of noise-sensitive parcels experiencing an increase of 3 CNEL when exposed to 60-65 CNEL or an increase of 5 CNEL below 60 CNEL.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.2.1), under Alternative A compared to 1996 baseline, 19 noise-sensitive parcels would be exposed to an increase of 3 CNEL, between 60 and 65 CNEL. These parcels are located primarily northeast of LAX along Manchester Avenue (between the 405 and

110 freeways) and include six churches, one hospital, three schools, and one park in the City of Los Angeles; two hospitals, three schools, and one park in the City of Inglewood; and one hospital and one school in unincorporated Los Angeles County. In addition, 16 noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL, generally located east of the 110 Freeway and south of Imperial Highway. These include nine churches and three schools located in the City of Los Angeles; and two churches, one hospital, and one school located in Los Angeles County.

As presented in Table S20, LAX Master Plan Supplement to the Draft EIS/EIR Grid Points within Future Alternatives that Experience Significant or Other Reportable Increases in CNEL - Comparison of Future Alternatives to 1996 Baseline, Year 2000 Conditions, and 2015 No Action/No Project Alternative, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative A would expose 11 noise-sensitive parcels to increases of more than 3 CNEL between 60 and 65 CNEL in 2015 compared to Year 2000 conditions. These parcels include five churches, one hospital, four schools, and one park, which are generally located in the vicinity of La Tijera Boulevard/Sepulveda Boulevard (in Westchester) and along Arbor Vitae, east of the I-405 (in Inglewood). No noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL.

### **Single Event Noise Levels**

#### **Nighttime Awakenings**

Under Alternative A in 2015, some residential parcels would be exposed to single event noise levels that result in the awakening of 10 percent of the residents at least once every 10 days, as represented by the 94 dBA SEL noise contour. The noise contour depicting the shift in single event noise level exposure from 1996 baseline conditions is shown on **Figure F4.2-17**, Alternative A 2015 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. Compared to 1996 baseline conditions, the most substantial changes in 2015 are a decrease in the 94 dBA SEL contour in El Segundo and South Los Angeles and in the unincorporated communities of Del Aire and Athens. Notable increases are to the north in Westchester, and to the east in Inglewood. Based on the information presented in Tables S6 and S26, Alternative A 2015 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, compared to 1996 baseline conditions, the overall net change in the number of residential uses that would be exposed to the 94 dBA SEL contour would be a reduction by 1,480 dwelling units; however, the number of residents exposed would increase by 4,050. This condition occurs because of a shift in the overall contour to more densely populated areas with a higher occupancy per dwelling unit.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.2.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative A in 2015, when compared to the 1996 baseline condition, would result in the removal of 8,300 dwelling units and 17,900 residents from within the area exposed to significant nighttime single event noise levels.

Some residential parcels would be newly exposed to significantly high single event noise levels in 2015, primarily in Inglewood. Residential parcels and population newly exposed to high single event noise levels compared to 1996 baseline conditions are listed in **Table F4.2-17**, Alternative A 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL). As shown on this table, 6,780 dwelling units and 21,900 residents would be newly exposed under this alternative.

## 4.2 Land Use

Table F4.2-17

**Alternative A 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed  
(Compared to 1996 94 dBA SEL)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	130	190	0	2,180	0	2,500
Acres	18.02	24.99	0.00	313.98	0.41	357.39
Population <sup>2</sup>	260	760	0	7,320	20	8,360
Multi-Family						
Units	320	450	0	3,510	0	4,280
Acres	15.51	22.36	0.00	194.86	0.14	232.87
Population <sup>2</sup>	710	1,840	0	10,980	10	13,540
<b>Total Residential</b>						
Units	450	640	0	5,690	0 <sup>4</sup>	6,780
Acres <sup>3</sup>	33.53	47.34	0.00	508.84	0.55	590.26
Population	970	2,600	0	18,300	30 <sup>4</sup>	21,900
<b>Other Non-Residential Uses (acres)</b>	32.17	44.72	0.00	709.05	0.00	776.95
<b>Total Acres Newly Exposed</b>	65.70	92.06	0.00	1,217.89	0.55	1,376.21

<sup>1</sup> Dwelling units and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

<sup>4</sup> As shown in Table S27, Alternative A 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL) in Technical Report S-1, *Supplemental Land Use Technical Report*, four single-family units and two multi-family units, for a total of 6 residential units in the City of Hawthorne would be newly exposed to the 94 dBA noise contour. These totals are not included within the rounded totals presented in this table.

Source: Landrum & Brown; PCR, 2003.

The noise contours depicting overall changes in single event noise level exposure from Year 2000 conditions are shown on Figure S5, Alternative A 2015 94 dBA SEL vs. 2000 94 dBA SEL Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. The most substantial changes from Year 2000 to 2015 are a decrease in the 94 dBA SEL contour in El Segundo, South Los Angeles, and the unincorporated community of Athens and increases to the east in Inglewood. Based on the information presented in Tables S7 and S26, in Technical Report S-1, *Supplemental Land Use Technical Report*, the overall net change in the number of residential parcels that would be exposed to the 94 dBA SEL contour in 2015 would increase by 1,870 dwelling units and 10,250 residents compared to Year 2000 conditions.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.2.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative A in 2015, when compared to Year 2000 conditions, would result in the removal of 4,200 dwelling units and 13,300 residents from within the contour. The number of residential uses newly exposed to high single event noise levels identified under this Year 2000 evaluation represents a substantial increase from the number of residential uses newly exposed compared to the evaluation of 1996 baseline conditions.

In addition, compared to Year 2000, some residential parcels would be newly exposed to the 94 dBA SEL in 2015, primarily in Inglewood. Residential parcels and population newly exposed compared to 2000 94 dBA SEL are presented in Table S28, Alternative A 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 2000 94 dBA SEL) in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this table, 6,050 dwelling units and 20,770 residents would be newly exposed under this alternative. The number of dwelling units and residents that would be newly exposed to the 94 dBA SEL contour compared to Year 2000 conditions are slightly reduced compared to the evaluation of 1996 baseline conditions.



**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative A 2015 94dBA SEL Contour
School	Commercial	Recreation	1996 94dBA SEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





### School Disruption

Under Alternative A in 2015, some schools would experience high single event noise levels that could result in classroom disruption as described in Section 4.1, *Noise* (subsection 4.1.6.1.2.4.2).

The number of schools that would be exposed to high single event noise levels or newly exposed to high single event noise levels is shown in Table F4.1-20, Schools Exposed to Significant Interior Single Event Noise Levels - Alternative A Compared to the 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.2.4.2). These same schools that would be newly exposed to high single event noise levels are listed below by name and jurisdiction in **Table F4.2-18**, Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels.

**Table F4.2-18**

**Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels**

Name	Location	Jurisdiction	55 dB L <sub>max</sub>	65 dB L <sub>max</sub>	35 dB (L <sub>eq(h)</sub> )	APN	Grid ID
<b>Compared to Year 1996 Baseline</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X		X	4023039901	PBS017
Crozier Middle School	151 N. Grevillea Ave	City of Inglewood	X			4020023900	PBS028
Hudnall Elementary School	331 W. Olive St	City of Inglewood	X			4020009900	PBS048
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Moffett Elementary School	11050 Larch Ave	City of Inglewood	X			4035008902	PBS102
Morningside High School	10500 Yukon Ave	City of Inglewood			X	4030033901	PBS140
Worthington Elementary School	11101 S. Yukon Ave	City of Inglewood	X			4033013900	PBS127
<b>Subtotal: 7</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood	X		X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
First Steps to Learning Christian Academy	426 W Manchester Blvd	City of Inglewood	X			4020001008	PVS069
Learning Christian Academy	421 W Manchester Blvd	City of Inglewood	X			4020002020	PVS064
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood			X	4011026022	PVS074
Inglewood Avenue Preschool	215 S Inglewood Ave	City of Inglewood	X			4020001003	PVS044
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood	X		X	4026001022	PVS073
University of West Los Angeles	750 Isis Ave	City of Inglewood		X		4126016020	PBS114
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 10</b>							
<b>Total: 17</b>							
<b>Compared to Year 2000 Conditions</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X		X	4023039901	PBS017
Crozier Middle School	151 N. Grevillea Ave	City of Inglewood	X			4020023900	PBS028
Hudnall Elementary School	331 W. Olive St	City of Inglewood	X			4020009900	PBS048
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Moffett Elementary School	11050 Larch Ave	City of Inglewood	X			4035008902	PBS102
Worthington Elementary School	11101 S. Yukon Ave	City of Inglewood	X			4033013900	PBS127
<b>Subtotal: 6</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Escuela de Montessori	8740 La Tijera Blvd	City of Los Angeles	X			4123006025	PVS107
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
First Steps to Learning Christian Academy	426 W Manchester Blvd	City of Inglewood	X			4020001008	PVS069

## 4.2 Land Use

Table F4.2-18

### Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels

Name	Location	Jurisdiction	55 dB	65 dB	35 dB	APN	Grid ID
			L <sub>max</sub>	L <sub>max</sub>	(L <sub>eq(h)</sub> )		
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood			X	4011026022	PVS074
Inglewood Avenue Preschool	215 S Inglewood Ave	City of Inglewood	X			4020001003	PVS044
Learning Christian Academy	421 W Manchester Blvd	City of Inglewood	X			4020002020	PVS064
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood	X		X	4026001022	PVS073
University of West Los Angeles	750 Isis Ave	City of Inglewood		X		4126016020	PBS114
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 11</b>							
<b>Total: 17</b>							

Source: Landrum & Brown; Psomas; PCR, 2003.

### Road Traffic and Combined Noise

Road traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

### Noise Exposure Effects by Jurisdiction

A summary of noise exposure effects for noise-sensitive uses exposed to the 65 CNEL noise contour, 1.5 CNEL increase above the 65 CNEL, the 75 CNEL, and high single event noise levels under Alternative A is presented by jurisdiction in **Table F4.2-19**, Alternative A 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction (Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative).

### **Noise (Compared to No Action/No Project Alternative)**

#### Changes in Overall Noise Exposure

The noise contours depicting differences in noise exposure when comparing the No Action/No Project Alternative to Alternative A are shown on **Figure F4.2-18**, Alternative A 2015 vs. No Action/No Project Alternative - Areas Newly Exposed. Compared to the No Action/No Project Alternative, the area exposed to the 65 CNEL noise contour would increase as would areas within the 65 CNEL contour that experience a 1.5 CNEL increase, within the City of Inglewood and the South Los Angeles community. Under Alternative A, as shown in Table F4.1-15, the total area exposed to 65 CNEL or greater noise levels in 2015 would increase by 192 acres compared to the No Action/No Project Alternative. The overall number of incompatible land uses in 2015 would increase by 30 units, 50 residents, and 8 noise-sensitive parcels compared to the No Action/No Project Alternative. As shown in Table F4.1-39, the shift of the noise contours associated with Alternative A 2015, when compared to the No Action/No Project Alternative would result in the removal of 3,490 dwelling units, 9,320 residents, and 22 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours. Comparisons of Alternative A against the No Action/No Project Alternative are based on Technical Report 1, *Land Use Technical Report*, Tables 16, 17, 25, and 26.

#### Newly Exposed Areas

Some residential and other noise-sensitive parcels would be newly exposed to 65 CNEL noise levels compared to the No Action/No Project Alternative. As shown in **Table F4.2-20**, Alternative A 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to No Action/No Project Alternative), for Alternative A there would be 3,520 dwelling units, 9,370 residents, and 30 non-residential noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 when compared to the No Action/No Project Alternative.



**LEGEND**

- |                           |                        |                       |                                                         |
|---------------------------|------------------------|-----------------------|---------------------------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                                                 |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                                        |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative A 2015 CNEL Contour                         |
| School                    | Commercial             | Recreation            | No Action/No Project Alternative 2015 65dB CNEL Contour |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                                          |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary                                   |

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000





Table F4.2-19

**Alternative A 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>65 CNEL</b>															
Change in Acres Exposed	-351	154	29	-59	35	-14	-320	-188	-1	398	-84	172	0	0	0
Change in Units Exposed	-2,860	-1,420	-1,070	-460	-800	-320	-680	-750	-10	1,660	820	1,340	0	0	0
Change in Population Exposed	-5,160	-3,250	-2,000	-1,600	-3,390	-1,340	-1,370	-1,830	-20	3,500	210	3,140	0	0	0
Overall Change Noise-Sensitive Uses	-9	0	4	0	0	0	-9	0	0	23	6	11	0	0	0
Newly Exposed Units	930	900	1,060	150	140	260	0	0	70	2,850	2,250	2,130	0	0	0
Newly Exposed Population	2,310	2,270	2,560	600	580	1,070	0	0	120	7,400	6,250	5,620	0	0	0
Newly Exposed Noise-Sensitive Uses	5	4	7	2	2	2	0	0	0	26	14	21	0	0	0
<b>1.5 CNEL Increase above 65 CNEL</b>															
Units Exposed	1,220	720	2,010	5	0	0	0	0	0	5,660	3,960	4,150	0	0	0
Population Exposed	2,960	1,750	4,580	0	0	0	0	0	0	15,340	11,540	11,220	0	0	0
Noise-Sensitive Uses Exposed <sup>1</sup>	5	5	9	0	0	1	0	0	0	40	17	20	0	0	0
<b>75 CNEL</b>															
Newly Exposed Residential Acres	2.71	0	N/A <sup>2</sup>	0.53	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
Newly Exposed Units	60	0	N/A <sup>2</sup>	5	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
Newly Exposed Parks	0	1	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>									
Newly Exposed Schools	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	1 <sup>4</sup>	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
<b>94 dBA SEL</b>															
Change in Units Exposed	-4,460	-940	N/A <sup>3</sup>	220	150	N/A <sup>3</sup>	-2,000	-1,450	N/A <sup>3</sup>	4,950	4,110	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Change in Population Exposed	-9,250	-2,250	N/A <sup>3</sup>	1,270	830	N/A <sup>3</sup>	-4,040	-3,070	N/A <sup>3</sup>	16,040	14,720	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Units	450	470	N/A <sup>3</sup>	640	410	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	5,690	5,160	N/A <sup>3</sup>	6	6	N/A <sup>3</sup>
Newly Exposed Population	970	1,040	N/A <sup>3</sup>	2,600	1,690	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	18,300	18,010	N/A <sup>3</sup>	30	30	N/A <sup>3</sup>

## 4.2 Land Use

Table F4.2-19

**Alternative A 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>Single Event Effects on Schools</b>															
Schools Newly Exposed <sup>5</sup>	0	1	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	17	16	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>

<sup>1</sup> The number of noise-sensitive uses exposed to 1.5 CNEL increase above 65 CNEL is derived from Technical Report 1, *Land Use Technical Report*, Table 31, Alternative A 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to 1996 Baseline), and Technical Report S-1, *Supplemental Land Use Technical Report*, Table S21, Alternative A 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to Year 2000 Conditions).

<sup>2</sup> Comparisons of Alternative A against the No Action/No Project Alternative do not include an analysis of residential areas, parks, and schools newly exposed to the 75 CNEL since these were identified for CEQA purposes to determine if an impact was potentially significant. Parks exposed to high noise levels are also discussed in Section 4.8, *Department of Transportation, Section 4(f)*.

<sup>3</sup> Comparisons of Alternative A against the No Action/No Project Alternative do not include an evaluation of high single event noise levels, since this analysis was presented for CEQA purposes (i.e., compared to 1996 baseline and Year 2000).

<sup>4</sup> Although the University of West Los Angeles would be newly exposed to outdoor noise levels greater than 75 CNEL, this impact would not be considered significant since there are no outdoor activities or areas associated with this use.

<sup>5</sup> The number of schools newly exposed is based on **Table F4.2-18**, Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels.

Note: Dwelling unit and population estimates have been rounded to the nearest ten.

Source: PCR, 2003.

Table F4.2-20

**Alternative A 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	610	70	60	630	0	1,370
Acres	82.97	10.84	8.78	94.20	0.00	196.79
Population	1,530	310	110	1,730	0	3,680
<b>Multi-Family</b>						
Units	450	180	10	1,500	0	2,140
Acres	19.17	13.22	0.60	77.48	0.00	110.47
Population	1,030	760	10	3,890	0	5,680
<b>Total Residential</b>						
Units	1,060	260	70	2,130	0	3,520
Acres	102.14	24.06	9.38	171.68	0.00	307.26
Population	2,560	1,070	120	5,620	0	9,370
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	1	0	7	0	9
Acres	1.32	23.74	0.00	84.13	0.00	109.19
<b>Churches</b>						
Number	2	0	0	7	0	9
Acres	1.78	0.00	0.00	4.22	0.00	6.00
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	1.67	0.00	1.67
<b>Parks</b>						
Number	4	1	0	3	0	8
Acres	164.42	3.79	0.00	21.01	0.00	189.22
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	7	2	0	21	0	30
Acres	167.52	27.53	0.00	111.59	0.00	306.64
<b>Other Compatible Uses (Acres)</b>						
	346.54	7.76	20.85	638.86	0.00	1,058.01
Total Acres Newly Exposed	616.20	59.35	30.23	966.13	0.00	1,671.91
Total Acres (on Airport)	(40.17)	(0.00)	(0.00)	(0.00)	(0.00)	(40.17)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 35 and 36.

Source: Landrum and Brown; Psomas; PCR, 2000.

### **Increases in 1.5 CNEL**

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater.

The number of residential units, population, and noise-sensitive parcels experiencing a substantial noise increase within the 65 CNEL contour in 2015 compared to the No Action/No Project Alternative is presented in **Table F4.2-21**, Alternative A 2015 1.5 CNEL Increase (Compared to No Action/No Project

## 4.2 Land Use

Alternative). As shown in this table, 6,230 dwelling units, 16,040 residents, and 35 non-residential noise-sensitive parcels would experience substantial increases in noise levels in 2015 compared to the No Action/No Project Alternative. A listing of noise-sensitive parcels that would fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours compared to the No Action/No Project Alternative is presented in Table 36, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to No Action/No Project Alternative), in Technical Report 1, *Land Use Technical Report*.

**Table F4.2-21**

**Alternative A 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>65 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	610	0	0	730	0	1,340
Acres	82.06	0.00	0.00	134.41	0.00	216.47
Population	1,520	0	0	1,890	0	3,410
<b>Multi-Family</b>						
Units	590	0	0	1,780	0	2,370
Acres	24.68	0.00	0.00	81.87	0.00	106.55
Population	1,340	0	0	4,530	0	5,870
<b>Total</b>						
Units	1,200	0	0	2,510	0	3,710
Acres	106.74	0.00	0.00	216.28	0.00	323.02
Population	2,860	0	0	6,420	0	9,280
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	1	0	6	0	8
Acres	1.32	6.11	0.00	7.69	0.00	15.12
<b>Churches</b>						
Number	2	0	0	8	0	10
Acres	1.78	0.00	0.0	3.16	0.00	4.94
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	2	0	0	2	0	4
Acres	66.24	0.00	0.00	20.63	0.00	86.87
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	5	1	0	17	0	23
Acres	69.34	6.11	0.00	31.93	0.00	107.38
<b>Total Area (Acres)</b>	<b>176.08</b>	<b>6.11</b>	<b>0.00</b>	<b>248.18</b>	<b>0.00</b>	<b>430.40</b>
<b>70 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	20	10	0	380	0	410
Acres	3.49	0.87	0.00	47.09	0.00	51.45
Population	50	30	0	1,330	0	1,410
<b>Multi-Family</b>						
Units	610	60	0	1,260	0	1,930
Acres	19.30	2.36	0.00	52.15	0.00	73.81
Population	1,270	210	0	3,470	0	4,950

Table F4.2-21

## Alternative A 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Total</b>						
Units	630	70	0	1,640	0	2,340
Acres	22.79	3.23	0.00	99.24	0.00	125.26
Population	1,320	240	0	4,800	0	6,360
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	1	0	3	0	5
Acres	1.32	6.11	0.00	15.12	0.00	22.55
<b>Churches</b>						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	0.59	0.00	0.59
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	1	0	0	0	0	1
Acres	57.50	0.00	0.00	0.00	0.00	57.50
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	1	0	6	0	9
Acres	58.82	6.11	0.00	15.71	0.00	80.64
<b>Total Area (Acres)</b>	<b>81.61</b>	<b>9.34</b>	<b>0.00</b>	<b>114.95</b>	<b>0.00</b>	<b>205.90</b>
<b>75 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	180	0	0	0	0	180
Acres	4.34	0.00	0.00	0.00	0.00	4.34
Population	400	0	0	0	0	400
<b>Total</b>						
Units	180	0	0	0	0	180
Acres	4.34	0.00	0.00	0.00	0.00	4.34
Population	400	0	0	0	0	400
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	7.21	0.00	7.21
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	2	0	0	0	0	2
Acres	58.87	0.00	0.00	0.00	0.00	58.87

## 4.2 Land Use

Table F4.2-21

**Alternative A 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	0	0	1	0	3
Acres	58.87	0.00	0.00	7.21	0.00	66.08
<b>Total Area (Acres)</b>	<b>63.21</b>	<b>0.00</b>	<b>0.00</b>	<b>7.21</b>	<b>0.00</b>	<b>70.42</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 35 and 36.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

### **Increases In Noise Levels Below 65 CNEL**

Since 1.5 CNEL increases within the 65 CNEL noise contour compared to the No Action/No Project Alternative have been identified, FICON criteria require that noise-sensitive parcels exposed to an increase of 3 CNEL within the 60 and 65 CNEL and increases of 5 CNEL below the 60 CNEL be presented. As stated in Section 4.1, *Noise*, and as depicted in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative A would expose six noise-sensitive parcels to an increase of 3 CNEL between 60 and 65 CNEL compared to the No Action/No Project Alternative in 2015. These uses are generally located to the northeast along Manchester Avenue (between Sepulveda Boulevard and La Brea Avenue) and include two churches in the City of Los Angeles and two hospitals and two schools in the City of Inglewood. No noise-sensitive uses would be exposed to an increase of 5 CNEL below 60 CNEL.

### **Road Traffic and Combined Noise**

Road traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

### **Noise Exposure Effects by Jurisdiction**

Noise exposure effects of Alternative A compared to the No Action/No Project Alternative are presented by jurisdiction in **Table F4.2-19**.

### **Other Potential Land Use Incompatibilities**

The following discussion focuses on combined physical impacts from project components of this alternative that would have the potential to render existing or proposed uses incompatible.

#### **LAX Expressway**

Some portions of the LAX Expressway would be located adjacent to residential areas and other sensitive uses along the I-405 Freeway which could result in combined impacts from roadway noise, lighting, vibration, and views. The location of these sensitive uses and potential impacts are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. Construction of the LAX Expressway would result in lighting impacts which can be mitigated, as further discussed in Appendix K. As referenced in Section 4.20, *Construction Impacts*,

noise from construction equipment and activities would be significant and unavoidable even with the implementation of Mitigation Measures MM-N-7 through MM-N-10, discussed in Section 4.1, *Noise*. Noise levels associated with traffic noise and recommended noise barrier locations are identified in Appendix K. However, light and visual impacts associated with the LAX Expressway operations would be less than significant with the incorporation of Mitigation Measure MM-LI-1, LAX Expressway Lighting Assessment (Alternatives A, B, and C), provided in Section 4.18, *Light Emissions*, and Mitigation Measure MM-DA-2, LAX Expressway View Analysis (Alternatives A, B, and C), discussed in Section 4.21, *Design, Art and Architecture Application/Aesthetics*, and mitigation measures referenced in Appendix K. An analysis of regional and local plan consistency for the LAX Expressway is also provided in Appendix K. This discussion concludes that roadway noise levels for certain noise-sensitive areas would not be consistent with the goals of the City of Inglewood Noise Element. All potential impacts would be reduced below a level of significance with the exception of construction noise. These impacts would not occur under the No Action/No Project Alternative, as development of the LAX Expressway would not occur.

### **Land Acquisition**

Under Alternative A, land would be acquired to the north and east, as shown in Figure F3-9, Alternative A, Proposed Property Acquisition Areas. Residential and commercial properties would be acquired to the north for the development of the ring road. This would create new areas of interface between airport and residential uses. However, most of the area to the north, between the ring road and residential uses, is proposed for either open space/landscape buffer, berms, or recreation use. The width of these buffer areas would range from approximately 150 feet to 500 feet and, therefore, would provide adequate separation between residential and airport uses to support compatible land use. Commercial, hotel, and light industrial uses that would be acquired east of the current airport property would be developed primarily as cargo, parking facilities, and other ancillary uses. These uses would be compatible with adjacent commercial and industrial buildings. Alternative A would result in a greater area of acquisition and new areas of interface with residential uses compared to effects resulting from the acquisition of the Manchester Square and Belford areas under the No Action/No Project Alternative. Additional land acquisition may also occur from development of the LAX Expressway and realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

### **Westchester Southside Project**

#### **General Description**

The previously approved LAX Northside project, described under the No Action/No Project Alternative, would be reconfigured under Alternative A as the Westchester Southside project. Westchester Southside would provide 2.62 MSF of mixed use, business park/light industrial, and hotel/recreation use on 210 acres. The Westchester Southside project would include a pedestrian-oriented community commercial area to serve the residents of Westchester and would also provide relocation sites for a number of businesses displaced by land acquisition proposed under this alternative.

#### **Changes to General Plan, Zoning, and Existing Land Use**

Under Alternative A, development of Westchester Southside would be incorporated as part of the LAX Master Plan, LAX Plan, and LAX Zone/LAX Specific Plan. As shown on **Figure F4.2-14**, the land use designation of LAX Westchester Southside would be Airport Buffer. These entitlement actions would supersede previous tract map and zoning approvals, but the Airport Buffer land use designation and LAX Zone/LAX Specific Plan would incorporate, to the maximum extent feasible, the requirements of [Q] conditions included in Ordinance 159,526 that impose use restrictions, building height limits, building setbacks, and landscape buffers (adjacent to residential uses to the north); limit total daily traffic trips (to a greater extent than the currently entitled LAX Northside); and limits to floor area ratios per lot.

Land uses proposed under Westchester Southside are summarized in **Table F4.2-22**, Proposed Land Uses Westchester Southside. As shown in the table, proposed land use designations and locations are similar to those approved under LAX Northside with the Mixed Use and Commercial designations consolidated as Medium Density Commercial and the addition of an Open Space/Landscape Buffer category. The Westchester Southside project would maintain density objectives provided in the Design Plan and Development Guidelines by maintaining lower densities adjacent to residential neighborhoods.

## 4.2 Land Use

Table F4.2-22

Proposed Land Uses Westchester Southside

Lot No.	Land Use	Approximate Acreage
1	Medium Density Commercial (Hotel)	26.07
2	Open Space/Landscape Buffers	2.24
3	Open Space/Landscape Buffers	1.00
4	R&D/Business Park (incl. light industrial)	1.81
5	Open Space/Landscape Buffers	1.88
6	Golf Course/Recreation	8.61
7	R&D/Business Park (incl. light industrial)	28.95
8	Open Space/Landscape Buffers	5.17
9	R&D/Business Park ( incl. light industrial)	11.98
10	R&D/Business Park ( incl. light industrial)	12.08
11	Medium Density Commercial	1.28
12	Medium Density Commercial	3.90
13	Golf Course/Recreation	74.82
14	Open Space/Landscape Buffers	2.17
15	Medium Density Commercial	4.97
16	Medium Density Commercial	0.78
17	Medium Density Commercial (Low-Rise Offices)	5.72
18	Open Space/Landscape Buffers	1.06
19	Medium Density Commercial (Retail, Restaurant, Low-Rise Offices)	6.72
20	Medium Density Commercial (Retail, Restaurant, Low-Rise Offices)	8.29
21	Open Space/Landscape Buffers	0.15
22	Medium Density Mixed Use	0.04
<b>Total</b>		<b>209.69</b>

Note: All acreages approximate.

Source: LAWA, 2000.

The corresponding zoning and types of uses proposed are presented in **Table F4.2-23**, Proposed Westchester Southside Program and Zoning. As shown in this table, open space and peak-hour trip generation (outbound) are consistent with Ordinance 159,526. The floor area ratio is generally consistent with the provisions of the Design Plan and Development Guidelines and would be subject to further review once specific development plans are submitted. With the incorporation of [Q] conditions (previously approved as part of the LAX Northside development) as described in Master Plan Commitment LU-1, Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D), and with implementation of Master Plan Commitments LI-2, LI-3, and DA-1, compatibility between the Westchester Southside and residential uses to the north would be supported. Therefore, no significant land use impacts would result.

Table F4.2-23

## Proposed Westchester Southside Program and Zoning

Lot No.	Site Area Acres	Zoning	Open Space SF	Retail SF	Restaurants SF	Hotel SF	Low-Rise Offices SF	R&D/Business Park SF	Total SF	FAR	Max. Allow. FAR	Parking	PM Peak Out-bound
1	26.07	M2-1	0	0	0	600,000	0	0	600,000	0.53	0.50	333	204
2	2.24	OS	97,574										
3	1.00	OS-P	43,560										
4	1.81	M2-1	0	0	0	0	0	0	0	0.00	0.50	25	0
5	1.88	OS-P	81,893										
6	8.61	OS	375,052										
7	28.95	M2-1	0	0	0	0	0	685,000	685,000	0.54	0.50	1,395	952
8	5.17	OS	225,205										
9	11.98	M2-1	0	0	0	0	0	285,000	285,000	0.55	0.50	595	396
10	12.08	M2-1	0	0	10,000	250,000	0	0	260,000	0.49	0.50	193	126
11	1.28	C2-1	0	0	0	0	0	0	0	0.00	0.50	25	0
12	3.90	C2-1	0	0	0	0	0	0	0	0.00	0.50	25	0
13	74.82	OS	3,259,159										
14	2.17	OS-P	94,525										
15	4.97	C2-1	0	0	0	0	0	0	0	0.00	1.50	25	0
16	.78	C2-1	0	0	0	0	0	0	0	0.00	1.00	25	0
17	5.72	C2-1	0	0	0	0	250,000	0	250,000	1.00	1.50	525	350
18	1.06	OS	46,174										
19	6.72	C2-1	0	55,000	15,000	0	250,000	0	320,000	1.09	1.00	805	586
20	8.29	C2-1	0	55,000	15,000	0	150,000	0	220,000	0.61	1.00	605	446
21	0.15	OS	6,534										
22	0.04	C2-1	0	0	0	0	0	0	0	0.00	1.00	25	0
<b>Total</b>	<b>209.69</b>		<b>4,229,676</b>	<b>110,000</b>	<b>40,000</b>	<b>850,000</b>	<b>650,000</b>	<b>970,000</b>	<b>2,620,000</b>	<b>0.53</b>	<b>0.81</b>	<b>4,601</b>	<b>3,060</b>

FAR = Floor Area Ratio.

Source: LAWA, 2000.

The development of Westchester Southside under Alternative A would require a change to the existing General Plan and zoning designations, which would not be required under the No Action/No Project Alternative for the development of LAX Northside. However the development of Westchester Southside would result in a lower density of development (2.62 MSF) compared to the approved LAX Northside (4.5 MSF).

### Consistency with Plans

#### Los Angeles Citywide General Plan Framework Element

The Framework Element designates the Lincoln Boulevard/Manchester Boulevard area as a Community Center, which includes portions of the Westchester Southside project. This project would fulfill the objective of this designation by providing a broad range of retail, restaurant, hotel, and office uses in a pedestrian-oriented setting compatible with the adjacent Westchester community.<sup>148</sup> No inconsistencies with the Framework Element would occur with implementation of the Westchester Southside project. Consistency with this element is the same under the No Action/No Project Alternative.

#### City of Los Angeles Bicycle Plan

A Class II (Bike Lane) is located along Westchester Parkway and is shown on the Bicycle Plan Map. Development of the ring road would result in the temporary removal of this bike lane along Westchester Parkway. As stated in Section 4.14, *Coastal Zone Management and Coastal Barriers*, temporary detour and closure of this bike lane would occur during construction. Since alternative routes would be available to the north along Manchester Avenue and to the south along Grand Avenue, and disruption of this bike lane would be short term, this impact would be less than significant. As part of the Westchester

<sup>148</sup> LAWA, Los Angeles World Airports Relocation Plan Manchester Square and Airport/Belford Area Voluntary Acquisition Project, adopted by the Board of Airport Commissioners July 18, 2000, pp. 3-23 and 3-24.

## **4.2 Land Use**

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Southside development, this facility would be replaced with a Class I (Bike Path) extending from Sepulveda Boulevard to Pershing Drive. No effect on the existing bike lane on Westchester Parkway would occur under the No Action/No Project Alternative.

### **Westchester-Playa del Rey Community Plan**

The Westchester Southside project would fulfill the objective of this plan by providing an adequate buffer and transitional use between the airport and the community as previously discussed. With the implementation of Master Plan Commitment LU-1, Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D), into the Westchester Southside project and with appropriate amendments to the Community Plan, consistency would be achieved. In comparison to Alternative A, the No Action/No Project Alternative would not require an amendment to the Community Plan.

### **Continental City**

Under Alternative A, the 28.5-acre Continental City site (described under the No Action/No Project Alternative), would be developed as part of the right-of-way for the Aviation Boulevard realignment and as part of the Imperial Cargo Complex - East. This development, which would be included within the LAX Master Plan, is consistent with the existing M2-1 zoning designation. Impacts from the development of on-airport uses under Alternative A would be less than those associated with the development of office and retail uses under the No Action/No Project Alternative, since overall building area, grading requirements, and trip generation would be reduced. In addition, development under Alternative A would be confined within the airport property as an extension of existing airport use. However, the on-airport uses would not fulfill the objective of the Framework Element to develop a Regional Center at this location. This alternative would, however, meet the objectives of the Regional Center designation by providing retail, office, and entertainment uses and pedestrian-oriented development as part of Westchester Southside, and encouraging the development of multi-modal transit through the extension of the MTA Green Line. Since the basic objectives of the Regional Center designation would be met, this plan inconsistency would not be considered to be significant.

### **Construction Impacts**

Construction of the features of Alternative A would begin upon Master Plan approval and continue through 2015, with multiple projects at multiple locations occurring throughout the study area. Major components of the project under construction would include runway and airfield modifications, the new West Terminal Area, cargo facilities, the Westchester Southside project and a large number of roadway improvements including, but not limited to, the ring road, the Green Line extension and the LAX Expressway. A variety of activities would occur within these areas, including demolition, excavation and grading, utility installation, and construction of foundations, buildings and other facilities. The majority of construction activities are assumed to occur during daytime hours, with second and third shifts used for those work activities that cannot be accomplished on the daytime shift due to coordination or interference issues (i.e., airport operations, safety, delivery of materials and equipment). Nighttime construction is expected to occur on the airfield and for roadway projects. Construction haul routes would be located away from residential streets and noise-sensitive receptors, as provided for under Master Plan Commitment ST-16, Designated Haul Routes (Alternatives A, B, C, and D). Construction staging areas would be located away from residential areas, as stated in Section 4.1, *Noise*, Mitigation Measure MM-N-8, Construction Staging (Alternatives A, B, C, and D). Construction delivery hours would be limited to the times stated in Master Plan Commitment ST-12, Designated Truck Delivery Hours (Alternatives A, B, C, and D). Further details regarding the construction process are provided in Section 4.20, *Construction Impacts*.

As further described in Section 4.20, *Construction Impacts*, combined construction effects associated with noise, air emissions, degraded views, surface transportation disruption and other issues would impact land uses surrounding the Master Plan boundaries. The most notable impact affecting adjacent land uses would be construction noise. As further described in Section 4.1, *Noise*, even with the implementation of Mitigation Measures MM-N-7 through MM-N-10, there would be significant unavoidable impacts in noise-sensitive areas located within 600 feet of construction sites under all alternatives. Land uses potentially affected by significant construction noise levels of 5 dBA above the lowest ambient noise levels would be those primarily located to the south of the airport in El Segundo, to the north of the airport in Westchester, and along the LAX Expressway in Inglewood. These areas are shown in Figure F4.1-9.

Within El Segundo, these areas include approximately 510 dwelling units, one public school (the Imperial Avenue School Special Educational Facility), and one park. To the north of the airport in the City of Los Angeles, 1,600 dwelling units would have similar potential to be periodically exposed to significant construction noise levels. Within this area two churches and the following schools would also be affected: St. Bernard High School, Visitation Elementary School, Westchester High School, Westchester-Emerson Community Adult School, Paseo del Rey Magnet School, and Escuela de Montessori. In addition, approximately 470 residential uses located to the east of the LAX Expressway right-of-way, as shown in Figure F4.1-9, would be affected.

Although most construction impacts would be intermittent and temporary, and would be reduced to less than significant levels through mitigation measures presented throughout this EIS/EIR and summarized in Section 4.20, *Construction Impacts*, significant unavoidable impacts from construction noise and air quality would affect sensitive land uses and construction related traffic and lane closures would temporarily impact access to community services and other amenities from adjacent communities.

In addition to these mitigation measures, Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and Master Plan Commitments ST-9 through ST-19 would serve to address construction-related impacts on sensitive land uses through establishing a ground transportation/construction coordination office, managing construction traffic, developing a detour plan and designated truck routes, limiting short-term lane closures, and imposing closure restrictions on existing roadways.

Under the No Action/No Project Alternative, construction effects associated with the LAX Northside and Continental City development would be similar to those of Alternative A. No construction effects associated with development of the ring road or LAX Expressway would occur under the No Action/No Project Alternative and the extent of adverse effects would be reduced when compared to Alternative A, with less overall construction proposed.

### 4.2.6.3 Alternative B - Added Runway South

#### Changes in Development

Alternative B (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of land use impacts. Similar to those of Alternative A, these features include land acquisition and reuse; project entitlements; projected increase in aircraft and passenger activity; development of passenger terminals, parking, cargo, and ancillary facilities; development of Westchester Southside; and off-airport development of the ring road and LAX Expressway. Notable differences between Alternative A and Alternative B are the location of the new runway on the South Airfield instead of the North Airfield, the off-site fuel farm sites, and the alignment of LAX Expressway. Figure F3-10, Alternative B - 2015, Added Runway South, shows the general uses proposed under Alternative B. These are also summarized in **Table F4.2-6** and presented for comparison with all alternatives and with 1996 baseline and Year 2000 conditions.

As described under the No Action/No Project Alternative, Manchester Square and Belford would be acquired and cleared as a separate LAWA action. Under Alternative B these areas would be subsequently developed as on-airport uses (primarily cargo buildings, taxiways/aircraft aprons, and airport service pavement). Alternative B proposes the greatest amount of area to be acquired compared to the other build alternatives as shown in **Table F4.2-12**. Upon acquisition, total on-airport property would be 4,195 acres as summarized in **Table F4.2-6**. In addition to the Manchester Square and Belford areas approximately 345 acres (represented as Acquisition Areas A-I) would be acquired to accommodate airport operations and roadway improvements. The locations of these acquisition areas are shown in Figure F3-11, Alternative B Proposed Property Acquisition Areas. Upon acquisition, Area A, and portions of Areas C and D, would be used primarily for right-of-way, open space, and berms associated with development of the ring road. The remaining areas would be developed for a range of on-airport uses including cargo areas, taxiways, employee parking, and maintenance facilities. Additional acquisition may be required to implement the realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

## 4.2 Land Use

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### **Changes to General Plan and Zoning**

Changes to the Framework Element, Circulation Element, Los Angeles International Airport Interim Plan, Westchester-Playa del Rey Community Plan, and zoning designations would be required under this alternative as described for Alternative A.

In addition, the 143-acre Manchester Square and Belford areas would require a General Plan amendment and zone change to allow development as airport-related uses within the LAX Master Plan and corresponding zoning of M2 (including any corresponding conditions). An amendment removing these uses from the Westchester-Playa del Rey Community Plan would also be required. This change would represent a reduction of approximately 95 acres of Medium Density Residential and 48 acres of Low Density Residential land use with corresponding zoning of R3 and R1. Also under Alternative B, a General Plan amendment and zone change would be required for Acquisition Area H, located in unincorporated Los Angeles County. For the approximately five acres proposed for acquisition in the City of Inglewood, a general plan amendment, zone change, and other approvals may be required from Inglewood, although the use would remain compatible with surrounding industrial uses. Under Alternative B, the airport boundaries would be expanded by approximately 488 acres with the inclusion of Acquisition Areas A-I, Manchester Square, and Belford.

The LAX Plan for Alternative B would replace the land uses designated in the Interim Plan. These land uses are shown on **Figure F4.2-19**, Alternative B 2015 - LAX Plan Proposed Land Use. Land uses proposed for the Los Angeles International Airport Plan include Airport Airside, Airport Landside, Airport Buffer, and Open Space as described above for Alternative A. The Airport Buffer Area would generally include the Airport Buffer designation in the Interim Plan, including features of the Westchester Southside project. Additional landscape buffer areas are also proposed within the Airport Buffer Area under Alternative B. Corresponding with these LAX Plan land use designations, the LAX Zone/LAX Specific Plan would provide additional development and performance standards (defined by sub area), which will incorporate the requirements of existing [T] and [Q] conditions to the extent feasible.

As described under Alternative A, changes proposed under the LAX Master Plan would be incorporated by the ALUC into the CLUP, which is currently being revised.

### **Acquisition Areas**

Of the 345 acres that comprise the acquisition areas (as summarized in **Table F4.2-12**), 310 acres (excluding streets and right-of-way, which encompasses Areas G and I) are located within the Westchester-Playa del Rey Community Plan area as shown in **Table F4.2-24**, Acquisition Areas - Westchester-Playa del Rey Community Plan Alternative B. Of this total, the majority (216 net acres) is designated as Light Industrial in the Community Plan. As summarized in the Community Plan, currently 312 gross acres (approximately 250 net acres) are designated Light Industrial. Therefore, the acquisition areas represent approximately 86 percent of the total Light Industrial designation in the Community Planning Area. In addition, 5.4 acres (in Area C, Parcels 7, 8, 9, and 10) are located in Inglewood and are designated in the Inglewood General Plan as Industrial. Based on a total of 235 acres of Industrial designated land use in Inglewood, the acquisition represents approximately 2 percent of this use. Also outside of the Community Plan area are 5.2 acres in unincorporated Los Angeles County that are designated as Industrial use.

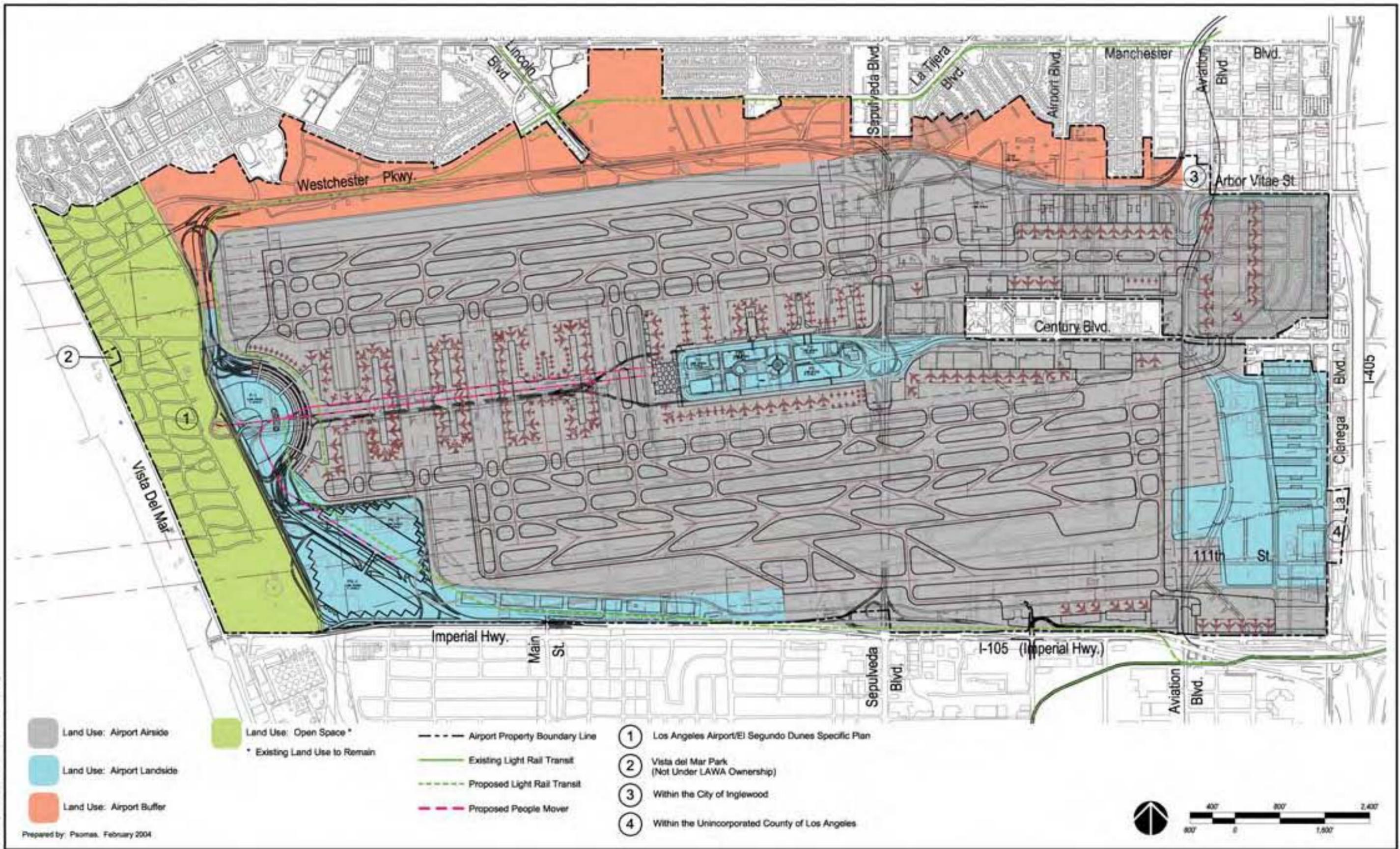




Table F4.2-24

## Acquisition Areas - Westchester-Playa del Rey Community Plan Alternative B

Area	High Medium Density Residential	Regional Center Commercial	Community Commercial	Highway Oriented Commercial	Light Industrial	Limited Industrial	Total
A Sepulveda	9.67		10.95				20.62
B 98th Street		17.17			51.83		69.00
C LAX East		7.53			67.20	33.51	108.24
D Manchester Square		4.10		2.69			6.79
E South of Century (No.)			6.06		56.20		62.26
F South of Century (So.)					40.41		43.16 <sup>2</sup>
<b>Total Net AC<sup>1</sup></b>	<b>9.67</b>	<b>28.80</b>	<b>17.01</b>	<b>2.69</b>	<b>215.64</b>	<b>33.51</b>	<b>310.07</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

<sup>2</sup> 2.75 acres (Parcel 1) was not shown on the Westchester-Playa del Rey Community Plan.

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; PCR, 2000.

The zoning designation and corresponding acreage for Alternative B are presented in **Table F4.2-25**, Alternative B Generalized Zoning for Acquisition Areas. The majority of the 345 acres to be acquired is zoned M2 (162 acres). Additional land acquisition may also be required to implement realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. These changes would be in contrast to the No Action/No Project Alternative, since no changes are proposed to existing General Plan and zoning designations.

## 4.2 Land Use

Table F4.2-25

Alternative B Generalized Zoning for Acquisition Areas

Area	R1	R3	R4	R5	PF	C1	C2	C4	I	M1	M2	Un-known	Total
A Sepulveda	8.39		0.44			2.09	8.93					0.77	20.62
B 98th Street	0.59						30.45	2.55			6.93	28.48	69.00
C LAX East				2.61			6.31			24.77	57.81	22.16	113.66
D Manchester Square							2.98			3.80		0.01	6.79
E South of Century (No.)											60.86	1.40	62.26
F South of Century (So.)											35.94	7.22	43.16
H La Cienega East										4.77		0.04	4.81
<b>Total Net AC<sup>1</sup></b>	<b>8.98</b>	<b>0.00</b>	<b>0.44</b>	<b>2.61</b>	<b>0.00</b>	<b>2.09</b>	<b>48.67</b>	<b>2.55</b>	<b>0.00</b>	<b>33.34</b>	<b>161.54</b>	<b>60.08</b>	<b>320.30</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

R1 = Single-Family Residential.  
R3 = Multi-Family Residential (Medium Density).  
R4/R5 = Multi-Family Residential (High Density).  
PF = Public Facilities.  
C1 = Light Commercial.  
C2 = General Commercial.  
C4 = Heavy Commercial.  
I = Institutional.  
M1 = Light Manufacturing.  
M2 = Heavy Manufacturing.

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; Psomas; PCR, 2000.

### Westchester Business District

Additional information is presented here to provide more focused discussion of acquisition and changes to general plan and zoning designations with emphasis on potential impacts to the Westchester Business District.

A portion of acquisition that would occur under Alternative B is located within the Westchester Business District (shown as Area A, on **Figure F4.2-15**). The characteristics of, and uses within, the Westchester Business District are summarized above in subsection 4.2.6.2.

As presented in Table S18, Acquisition Within Westchester Business District (Acreage Comparison), in Technical Report S-1, *Supplemental Land Use Technical Report*, Alternative B would result in the acquisition of 10.95 acres within the Westchester Business District. This area represents approximately 21 percent of the Westchester Business District and 8 percent of Community Commercial uses within the Westchester - Playa del Rey Community Plan. Of the 10.95 acres acquired in the District under Alternative B, the majority of the area supports airport related uses such as rental car offices, airport parking, and public parking. Community serving retail or office uses comprise 3.93 acres of what would be acquired in the District under Alternative B.

Acquisition would generally occur south of 89th Street and north of Lincoln Boulevard. Acquired businesses include a variety of office and retail uses. Alternative B would acquire 118 businesses (including 8,800 SF of retail use and 237,719 SF of office use), as shown in Table S29, Westchester Business District Alternative B, Technical Report S-1, *Supplemental Land Use Technical Report*. In contrast to Alternative A, recently renovated structures within the Westchester Business District, including Longs Drugstore and Office Depot would not be acquired under Alternative B.

As described in Section 4.4.2, *Relocation of Residences or Businesses*, compatible/uses acquired under Alternatives A, B, and C would be eligible for relocation within Westchester Southside. By the time Phase I of development under Alternative A, B, or C is completed, Westchester Southside would provide

250,000 SF of office space and 70,000 SF of retail space with a priority set to accommodate businesses displaced due to acquisition. This could accommodate all of the space acquired within Westchester Business District under Alternative B.

The impacts associated with the loss of community serving uses within the Westchester Business District due to Alternative B would be the same as described above for Alternative A. The impact associated with the loss of these uses is considered to be less than significant.

### **Consistency with Land Use Plans**

This subsection lists and discusses land use plans that contain policies or other provisions that are relevant to Alternative B, noting conflicts or inconsistencies that relate to land use. A more comprehensive discussion is provided in Technical Report 1, *Land Use Technical Report*, and Technical Report S-1, *Supplemental Land Use Technical Report*. The discussion provided below covers only those plans where Alternative B would have different implications on plan consistency than previously described for Alternative A.

#### **Los Angeles County Airport Land Use Plan**

The improvements to the airport being proposed under Alternative B, including addition of the south runway and development of new uses within acquisition areas, would require changes to the airport planning boundary and existing RPZs. Similar to Alternative A, prior to adoption of the proposed Master Plan, documents outlining changes to physical and operating conditions at the airport would be submitted to the ALUC for an amendment to and determination of consistency with the ALUP. The improvements to the airport proposed under the Master Plan have been designed in conformance with FAA safety requirements and are also in accord with ALUP policies. Therefore, the uses proposed under the Master Plan would not conflict with ALUP safety policies. These issues are further discussed in Section 4.24.3, *Safety*. Also, as described for Alternative A, the preparation of the CLUP would be contingent upon and consistent with the LAX Master Plan that would eventually be adopted by the BOAC.

With implementation of mitigation measures, the proposed Master Plan would not conflict with the general and noise related policies contained in the ALUP described under Alternative A. As further described below under Mitigation Measures, and in compliance with ALUP policy, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards, and would take steps to accelerate the Aircraft Noise Mitigation Program to achieve full compatibility of all land uses affected by aircraft noise.

In contrast with the No Action/No Project Alternative, Alternative B would require an amendment to the ALUP to address runway and boundary changes and other improvements to the airport. Both alternatives would support consistency with the policies of the ALUP.

#### **Los Angeles International Airport Interim Plan**

As described for Alternative A, the LAX Plan would fulfill and supersede the purpose of the Interim Plan by addressing major policy issues regarding capacity, roadway access, land use compatibility, and measures to reduce other environmental impacts. Similar to Alternative A, Alternative B would also expand the current Interim Plan boundaries and would reduce traffic generation under the Westchester Southside development. The LAX Plan would establish land use designations, goals, objectives, and policies that would supersede those contained in the Interim Plan. A proposed land use map for Alternative B is shown on **Figure F4.2-19**. No changes are proposed within the Open Space land use designation as described for Alternative A. In contrast to Alternative A, under Alternative B Manchester Square and Belford would be designated as Airport Airside and both areas would be removed from the Westchester-Playa del Rey Community Plan.

This would be in contrast to the No Action/No Project Alternative, which would not fulfill these policy goals. A detailed discussion of existing policies is presented in Technical Report 1, *Land Use Technical Report*.

#### **Los Angeles Airport/EI Segundo Dunes Specific Plan**

Similar to Alternative A, Alternative B would require the removal and installation of replacement navigational aids within the Specific Plan area, including a portion of the HRA. As stated in Section 4.10, *Biotic Communities*, the installation of replacement navigational aids and associated service roads would disturb 50,492 SF (1.16 acres) of state-designated sensitive habitat within the Los Angeles/EI Segundo

## **4.2 Land Use**

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Dunes including 16,811 SF (0.39 acre) within the HRA. Within the HRA, 2,316 SF (0.05 acre) of habitat occupied by the El Segundo blue butterfly would be affected. Although this conversion is considered to be a significant impact, Mitigation Measure MM-BC-11, Replacement of State-Designated Sensitive Habitat (Alternative B) and MM-ET-2, El Segundo Blue Butterfly Conservation : Habitat Restoration (Alternatives A and B), would preserve habitat values by providing for the replacement of EL Segundo blue butterfly habitat. Therefore, with additional navigational aids and associated service roads permitted within the Specific Plan area (including the HRA), and with mitigation fully offsetting the loss of occupied habitat, there would be no conflict with the Specific Plan. The placement and relocation of navigational aids would also require additional review and approval from the Coastal Commission as described under Alternative A.

### **County of Los Angeles General Plan Elements**

Similar to Alternative A, the introduction of new areas of noise exposure compared to 1996 baseline conditions would conflict with policies in the General Plan Noise Element that address land use compatibility. Under Alternative B, 5.2 acres (Acquisition Area H) would be acquired from unincorporated Los Angeles County, Lennox community. This area is currently developed with 138,915 SF of light industrial use. The acquisition of this area from unincorporated Los Angeles County would not be considered to be a significant plan inconsistency since industrial use of the property would be maintained, and no physical impacts associated with the change in plan jurisdiction would occur. Acquisition of property in unincorporated Los Angeles County would not occur under the No Action/No Project Alternative. Like the No Action/No Project Alternative, Alternative B would also result in plan inconsistencies due to areas of noise-sensitive uses being newly exposed to high noise levels.

### **Los Angeles Citywide General Plan Framework Element**

Consistency with this element is similar to that described under Alternative A. The Century Boulevard Regional Center, as generally designated in the Framework Element, would be reduced in area by approximately 22 acres through the acquisition of Area B (Parcels 2, 3, and 6-10) and Area C (Parcels 34-37). This change would be offset in part by implementation of the objectives of the Regional Center designation including the provision of pedestrian-oriented retail, office, and entertainment uses for the Westchester Southside project; and development of multi-modal transit through the extension of the MTA Green Line. This plan inconsistency would not be considered to be significant, as no physical impacts would occur and offsetting features would support the objectives of the Regional Center designation. In contrast to Alternative B, no changes to the Framework Element would occur under the No Action/No Project Alternative. In addition, the No Action/No Project Alternative would implement development of Continental City consistent with the Regional Center designation of that site.

### **City of Los Angeles Noise Element**

New areas of noise exposure compared to 1996 baseline conditions would conflict with policies and programs to reduce incompatible uses within the 65 CNEL noise contour. This conflict would be considered to be significant. Acquisition of residential and noise-sensitive uses for airport related uses (84 units and four noise-sensitive uses), and sound insulation for eligible residential properties would be in conformance with policies and programs stated in the Noise Element. Compared to the No Action/No Project Alternative, Alternative B would have similar inconsistencies associated with exposure of noise-sensitive uses to high noise levels.

### **Westchester-Playa del Rey Community Plan**

Consistency with this plan is similar to that described for Alternative A. Under Alternative B, Acquisition Areas A-F and the inclusion of Manchester Square and Belford in the Master Plan boundaries would remove 453 acres from the Westchester-Playa del Rey Community Plan (478 acres with the inclusion of Acquisition Areas G and I). Of this total, approximately 48 acres are Low Density Residential, 95 acres are Medium Density Residential, 10 acres are High Medium Density Residential, and 216 acres are Light Industrial. The Airport Center boundaries would be reduced by 22 acres through the acquisition of Area B (Parcels 2, 3, and 6-10) and Area C (Parcels 34-37). The removal of these land uses would not be considered to be a significant plan inconsistency since residential areas that are incompatible would be acquired, and light industrial use of the affected properties would be maintained within the City of Los Angeles. Additional land acquisition may also be required to implement the realignment of State Route 1

as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Compared to Alternative B, the No Action/No Project Alternative would not require changes to the Community Plan.

### **El Segundo General Plan and Zoning**

Alternative B would decrease the 65 CNEL contour area in the City of El Segundo by 2015 compared to both 1996 baseline conditions and the No Action/No Project Alternative primarily as a result of the northward relocation of the existing runways within the south runway complex. See also the discussion presented under *Incompatible Land Uses*, below. The use of the fuel farm at the oil refinery site, located south of the airport, would be consistent with the Heavy Industrial Land Use designation and corresponding M-2 (Heavy Industrial) zoning designation. In comparison to Alternative B, no development in El Segundo would occur under the No Action/No Project Alternative.

### **Inglewood General Plan and Zoning**

Consistency with this plan and zoning is similar to that described for Alternative A. Under Alternative B, 5.4 acres within Area C (Parcels 7, 8, 9, and 10) would be acquired from Inglewood. These parcels have a General Plan designation of Industrial and are zoned M1 (Light Manufacturing). These parcels are developed as primarily parking (4.72 acres), in addition to a car rental (7,200 SF), and a gas station (1,633 SF). The removal of this Industrial-designated land use represents approximately 2 percent of the total industrial use within the City of Inglewood. No physical impacts associated with this change in plan jurisdiction would occur since the zoning and General Plan land use designations would remain industrial within the City of Los Angeles. Under Alternative B, this area would be used for an open space/landscape buffer associated with the ring road and LAX Expressway. Impacts associated with these uses are analyzed throughout Chapter 4 and Appendix K of this Final EIS/EIR. No acquisition of parcels within Inglewood would occur under the No Action/No Project Alternative. Alternative B would be inconsistent with the City's Noise Element, since there would be an increase in incompatible residential and noise-sensitive uses exposed to high noise levels compared to 1996 baseline conditions and the No Action/No Project Alternative. This plan inconsistency would be considered to be significant. However, under the City of Inglewood's Redevelopment Plan, some residential parcels located within areas newly exposed to high noise levels would be acquired and redeveloped with a more compatible use.

### **Incompatible Land Uses**

#### **Noise (Compared to 1996 Baseline and Year 2000 Conditions)**

The environmental impacts of high noise levels on noise-sensitive uses under Alternative B are described here, first in comparison to baseline conditions and later, under a separate heading, in comparison to No Action/No Project Conditions. This analysis identifies those noise-sensitive uses newly exposed to noise levels 65 CNEL or greater, increases of 1.5 CNEL or greater within the 65 CNEL, and increases in noise levels below 65 CNEL compared to 1996 baseline conditions and compared to Year 2000 conditions (for comparative purposes). In addition, analysis is presented below to identify the effects of high single event noise levels on residential and school uses compared to both 1996 baseline and Year 2000 conditions.

The acreage and number of residential and noise-sensitive parcels that would be exposed to 65, 70, and 75 CNEL Noise Contours are presented in Section 4.1, *Noise*, Table F4.1-21, *Noise Exposure Effects - 2015 Alternative B with Comparisons to 1996 Baseline, Year 2000 Conditions, and 2015 No Action/No Project Alternative Conditions*. Areas exposed to these high noise levels under Alternative B are also presented by jurisdiction and 65, 70, and 75 CNEL noise contours in Table 41 *Alternative B CNEL Noise Contours Total Area Within Each Jurisdiction*, and Table 42, *Alternative B CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction*, Technical Report 1, *Land Use Technical Report*. These tables, in addition to Tables 12 and 13, in Technical Report 1, *Land Use Technical Report*, provide the basis for comparison with the 1996 baseline.

In addition, a comparison of Alternative B against Year 2000 conditions is presented for informational purposes to reflect updated conditions. Areas exposed to the 65, 70, and 75 CNEL by jurisdiction for Year 2000 conditions are included in Tables S2 and S3, Technical Report S-1, *Supplemental Land Use Technical Report*.

## 4.2 Land Use

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### Changes in Overall Noise Exposure

Shifts in the noise contours depicting changes in noise exposure from 1996 baseline conditions to 2015 are shown on **Figure F4.2-20**, Alternative B 2015 vs. 1996 Baseline - Areas Newly Exposed. Compared to 1996 baseline conditions, the most notable changes in noise exposure are increases in the 65 CNEL noise contour in Westchester to the north, an increase in exposure to the 65 CNEL noise contour and/or 1.5 CNEL increases to the east within the City of Inglewood extending to the South Los Angeles community in the City of Los Angeles, and a decrease in area within the 65 CNEL noise contour to the south in the City of El Segundo and in the Del Aire community in the County of Los Angeles. These changes in contour patterns are primarily due to proposed runway relocations and the phasing out of older and noisier aircraft, as described in Section 4.1, *Noise* (subsection 4.1.6.1.3.1). As shown on Table F4.1-21, under Alternative B, the total overall net change in area exposed to 65 CNEL or greater noise levels in 2015 would increase by 1,032 acres compared to 1996 baseline conditions. Compared to 1996 baseline conditions, the overall number of incompatible land uses would increase by 2,790 units, 11,830 residents, and 28 non-residential noise-sensitive uses by 2015. As presented in Table F4.1-39, in Section 4.1, *Noise*, the shift of the noise contours associated with Alternative B 2015, when compared to 1996 baseline conditions would result in the removal of 5,020 dwelling units, 12,540 residents, and 20 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours. Shifts in the noise contours that depict changes in noise exposure from Year 2000 conditions to 2015 are shown on Figure S6, Alternative B 2015 vs. Year 2000 Conditions Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to Year 2000 conditions, the area exposed to the 65 CNEL contour would increase as well as areas within the 65 CNEL contour that experience a 1.5 CNEL increase within the 65 CNEL contour, in the City of Inglewood and South Los Angeles. As shown on Table F4.1-21, under Alternative B, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would increase by 1,077 acres compared to Year 2000 conditions. The overall number of incompatible land uses in 2015 would increase by 2,890 units, 10,530 residents, and 18 non-residential noise-sensitive parcels compared to Year 2000 conditions. As noted in Section 4.1, *Noise* (subsection 4.1.6.1.3.2), the shift of the noise contours associated with Alternative B in 2015, when compared to Year 2000 conditions, would result in the removal of 5,110 dwelling units, 13,970 residents, and 27 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

### Newly Exposed Areas

Under Alternative B, some areas would be newly exposed to 65 CNEL or greater noise levels in 2015 compared to 1996 baseline conditions. Residential and noise-sensitive uses newly exposed to 65 CNEL noise levels are presented in **Table F4.2-26**, Alternative B 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to 1996 Baseline Conditions). As shown in this table, 7,810 dwelling units, 24,370 residents, and 48 non-residential noise-sensitive parcels would be newly exposed in 2015 compared to 1996 baseline conditions. Impacts on noise-sensitive parcels within areas newly exposed are considered to be potentially significant under Title 21. Also considered to be incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or greater (even if interior noise levels are reduced to 45 CNEL). Under this alternative, 9.73 acres of residential uses (2.39 acres in Los Angeles County and 7.34 acres in the City of Los Angeles, for a total of 385 dwelling units), and two schools (Felton Elementary School and University of West Los Angeles) would be newly exposed to noise levels of 75 CNEL or greater compared to 1996 baseline conditions. This information is also presented in Attachment C, Technical Report 1, *Land Use Technical Report*. Impacts on outdoor activities in residential areas would be considered significant. However, impacts on the University of West Los Angeles would not be considered significant since there are no outdoor activities associated with this use. Although exposure of noise-sensitive uses to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities.



**LEGEND**

- |                           |                        |                       |                                 |
|---------------------------|------------------------|-----------------------|---------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                         |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative B 2015 CNEI Contour |
| School                    | Commercial             | Recreation            | 1996 65dB CNEI Contour          |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                  |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary           |

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





Table F4.2-26

**Alternative B 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	910	410	0	1,690	10	3,020
Acres	126.30	57.99	0.00	268.88	0.41	453.59
Population	2,390	1,650	0	4,850	20	8,900
<b>Multi-Family</b>						
Units	610	1,300	0	2,880	0	4,790
Acres	29.82	63.90	0.00	147.19	0.14	241.05
Population	1,460	5,450	0	8,550	10	15,470
<b>Total Residential</b>						
Units	1,520	1,710	0	4,570	10	7,810
Acres	156.12	121.89	0.00	416.07	0.55	694.64
Population	3,850	7,100	0	13,400	20	24,370
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	4	2	0	13	0	19
Acres	15.33	32.77	0.00	104.46	0.00	152.56
<b>Churches</b>						
Number	5	2	0	10	0	17
Acres	3.47	0.87	0.00	4.71	0.00	9.05
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.81	0.00	0.81
<b>Hospitals, Convalescent</b>						
Number	0	0	0	4	0	4
Acres	0.00	0.00	0.00	3.25	0.00	3.25
<b>Parks</b>						
Number	3	1	0	2	0	6
Acres	69.17	3.79	0.00	1.21	0.00	74.17
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	12	5	0	31	0	48
Acres	87.97	37.43	0.00	114.56	0.00	239.96
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	328.02	183.18	0.00	1,374.42	0.55	1,886.17
Total Acres (on Airport)	(25.47)	(0.00)	(0.00)	(0.00)	(0.00)	(25.47)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 46 and 47.

Source: Landrum & Brown; Psomas; PCR, 2000.

Residential and other noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 compared to Year 2000 conditions are presented in Table S30, Alternative B 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 8,030 dwelling units, 24,520 residents, and 45 non-residential noise-sensitive parcels would be newly exposed to 65 CNEL noise levels in 2015. Under this alternative, 9.08 acres of residential use (6.70 acres and 154 dwelling units in the City of Los Angeles and 2.38 acres and 16 dwelling units in the County of Los Angeles, for a total of 170 dwelling units), one park

## 4.2 Land Use

(Dockweiler Beach State Park in the City of Los Angeles), and two schools (Felton Elementary School and University of West Los Angeles) would be newly exposed to noise levels of 75 CNEL or greater compared to Year 2000 conditions. This information is presented in Table S32, Alternative B 2015 Listing of Schools and Parks Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions) and Table S33, Alternative B 2015 Total Residential Acres Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. Even though portions of Dockweiler Beach State Park would be newly exposed to noise levels of 75 CNEL or greater, overall exposure to high noise levels would be reduced compared to Year 2000 conditions. Any increase in noise levels on portions of Dockweiler Beach State Park would not substantially interfere with the normal use of this park, which has functioned over time while exposed to high noise levels. The number of newly exposed noise-sensitive uses compared to this Year 2000 evaluation are slightly increased from the number of newly exposed noise-sensitive uses evaluated for 1996 baseline conditions.

### **Increase in 1.5 CNEL**

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater in 2015. The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to 1996 baseline conditions is presented in **Table F4.2-27**, Alternative B 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions). As shown in this table, 11,840 dwelling units, 37,310 residents, and 73 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. For these uses, impacts would be considered potentially significant. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative B compared to 1996 baseline conditions is presented in Table 47, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, *Land Use Technical Report*.

**Table F4.2-27**

**Alternative B 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b><u>65 CNEL Noise Contour</u></b>						
<b><u>Residential</u></b>						
<b>Single-Family</b>						
Units	660	320	0	1,850	0	2,830
Acres	88.51	43.96	0.00	293.82	0.00	426.29
Population	1,770	1,310	0	5,300	0	8,380
<b>Multi-Family</b>						
Units	450	990	0	3,950	0	5,390
Acres	22.32	46.43	0.00	167.62	0.00	236.37
Population	1,100	4,170	0	11,440	0	16,710
<b><u>Total</u></b>						
Units	1,110	1,310	0	5,800	0	8,220
Acres	110.83	90.39	0.00	461.44	0.00	662.66
Population	2,870	5,480	0	16,740	0	25,090
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	3	3	0	17	0	23
Acres	8.31	38.88	0.00	109.29	0.00	156.48
<b>Churches</b>						
Number	4	3	0	14	0	21
Acres	3.34	1.91	0.00	6.07	0.00	11.32
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.81	0.00	0.81
<b>Hospitals, Convalescent</b>						
Number	0	0	0	4	0	4
Acres	0.00	0.00	0.00	3.25	0.00	3.25
<b>Parks</b>						
Number	3	1	0	2	0	6

Table F4.2-27

## Alternative B 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
Acres	69.17	3.79	0.00	1.21	0.00	74.17
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	10	7	0	39	0	56
Acres	80.82	44.58	0.00	120.75	0.00	246.15
<b>Total Area (Acres)</b>	<b>191.65</b>	<b>134.97</b>	<b>0.00</b>	<b>582.19</b>	<b>0.00</b>	<b>908.81</b>
<b>70 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	80	340	0	490	0	910
Acres	12.00	47.81	0.00	62.67	0.00	122.48
Population	170	1,380	0	1,870	0	3,420
<b>Multi-Family</b>						
Units	270	880	0	1,370	0	2,520
Acres	12.52	35.99	0.00	57.57	0.00	106.08
Population	590	3,760	0	4,020	0	8,370
<b>Total</b>						
Units	350	1,220	0	1,860	0	3,430
Acres	24.52	83.80	0.00	120.24	0.00	228.56
Population	760	5,140	0	5,890	0	11,790
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	4	0	5	0	10
Acres	1.32	38.79	0.00	26.03	0.00	66.14
<b>Churches</b>						
Number	0	0	0	5	0	5
Acres	0.00	0.00	0.00	3.65	0.00	3.65
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	4	0	10	0	15
Acres	1.32	38.79	0.00	29.68	0.00	69.79
<b>Total Area (Acres)</b>	<b>25.84</b>	<b>122.59</b>	<b>0.00</b>	<b>149.92</b>	<b>0.00</b>	<b>298.35</b>
<b>75 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	0	10	0	0	0	10
Acres	0.00	0.42	0.00	0.00	0.00	0.42
Population	0	10	0	0	0	10
<b>Multi-Family</b>						
Units	170	10	0	0	0	180
Acres	7.33	1.02	0.00	0.00	0.00	8.35
Population	380	40	0	0	0	420

## 4.2 Land Use

Table F4.2-27

Alternative B 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Total</b>						
Units	170	20	0	0	0	190
Acres	7.33	1.44	0.00	0.00	0.00	8.77
Population	380	50	0	0	0	430
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	1	0	1	0	2
Acres	0.00	6.37	0.00	3.79	0.00	10.16
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	1	0	1	0	2
Acres	0.00	6.37	0.00	3.79	0.00	10.16
<b>Total Area (Acres)</b>	<b>7.33</b>	<b>7.81</b>	<b>0.00</b>	<b>3.79</b>	<b>0.00</b>	<b>18.93</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 46 and 47.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to Year 2000 conditions is presented in Table S35, Alternative B 2015 1.5 CNEL Increase Compared to Year 2000 Conditions, in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 10,610 dwelling units, 34,680 residents, and 72 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative B compared to Year 2000 conditions is presented in Table S31, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to the 1996 baseline evaluation, the number of dwelling units and residents exposed to significant noise level increases in 2015 would be reduced.

### **Increase in Noise Levels Below 65 CNEL**

Since 1.5 CNEL increases within the 65 CNEL noise contour under Alternative B in 2015 compared to 1996 baseline conditions, Year 2000 conditions, and No Action/No Project conditions have been identified, FICON criteria require presentation of noise-sensitive parcels experiencing an increase of 3 CNEL when exposed to 60-65 CNEL or an increase of 5 CNEL below 60 CNEL.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.3.1), under Alternative B compared to 1996 baseline, 15 noise-sensitive parcels would be exposed to an increase of 3 CNEL, between 60 and 65 CNEL. These parcels are generally located to the east between Century Boulevard and Imperial Highway and include one church and one school in the City of Los Angeles; four churches, two schools, and one park in the City of Inglewood; and five churches and one library in unincorporated Los Angeles County. In addition, 27 noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL, generally located east of the 110 Freeway and south of Imperial Highway. These noise-sensitive parcels include ten churches and three schools located in the City of Los Angeles; one church and one library in Inglewood; and five churches, three hospitals, and four schools located in Los Angeles County.

As presented in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative B would expose seven noise-sensitive parcels, which are generally located in the vicinity of La Tijera Boulevard/Sepulveda Boulevard (in Westchester) and along Arbor Vitae, east of the I-405 (in Inglewood), to increases of more than 3 CNEL between 60 and 65 CNEL in 2015 compared to Year 2000 conditions. These parcels include three churches and one school in the City of Los Angeles and one school and two churches in Inglewood. In addition, four noise-sensitive parcels (generally located near Imperial Highway and Prairie Avenue) would be exposed to an increase of 5 CNEL below 60 CNEL. These parcels include two churches, one school, and one park, located in Inglewood.

### **Single Event Noise Levels**

#### **Nighttime Awakenings**

Under Alternative B in 2015, some residential parcels would be exposed to single event noise levels that result in the awakening of 10 percent of the residents at least once every 10 days, as represented by the 94 dBA SEL noise contour. The noise contour depicting the shift in single event noise level exposure from 1996 baseline conditions is shown on **Figure F4.2-21**, Alternative B 2015 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. Compared to 1996 baseline conditions, the most substantial changes in 2015 are a decrease in the 94 dBA SEL contour in El Segundo and South Los Angeles and in the unincorporated communities of Del Aire and Athens. Notable increases are to the north in Westchester, and to the east in Inglewood. Based on the information presented in Table S6 and Table S36, Alternative B 2015 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, compared to 1996 baseline conditions the overall net change in the number of residential uses that would be exposed to the 94 dBA SEL contour would be reduced by 2,130 dwelling units and increased by 2,110 residents, due to a shift in the noise contours over more populated areas in Inglewood.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.3.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative B in 2015, when compared to the 1996 baseline condition, would result in the removal of 9,600 dwelling units and 21,800 residents from within the contour.

Some residential parcels would be newly exposed to significantly high single event noise levels in 2015, primarily in Inglewood. Residential parcels and population newly exposed to high single event noise levels compared to 1996 baseline conditions are presented in **Table F4.2-28**, Alternative B 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL). As shown on this table, 7,470 dwelling units and 23,860 residents would be newly exposed under this alternative.

## 4.2 Land Use

Table F4.2-28

**Alternative B 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed  
(Compared to 1996 94 dBA SEL)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	210	170	0	2,390	0	2,770
Acres	30.13	23.10	0.00	343.09	0.10	396.43
Population <sup>2</sup>	420	700	0	8,060	0	9,180
Multi-Family						
Units	410	440	0	3,850	0	4,700
Acres	19.45	21.38	0.00	206.11	0.00	246.95
Population <sup>2</sup>	900	1,790	0	11,990	0	14,680
<b>Total Residential</b>						
Units	620	610	0	6,240	0 <sup>4</sup>	7,470
Acres <sup>3</sup>	49.58	44.49	0.00	549.20	0.10	643.37
Population	1,320	2,490	0	20,050	0 <sup>4</sup>	23,860
<b>Other Non-Residential Uses (acres)</b>	39.42	43.47	0.00	747.55	0.00	830.44
<b>Total Acres Newly Exposed</b>	89.00	87.96	0.00	1,296.75	0.10	1,473.81

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

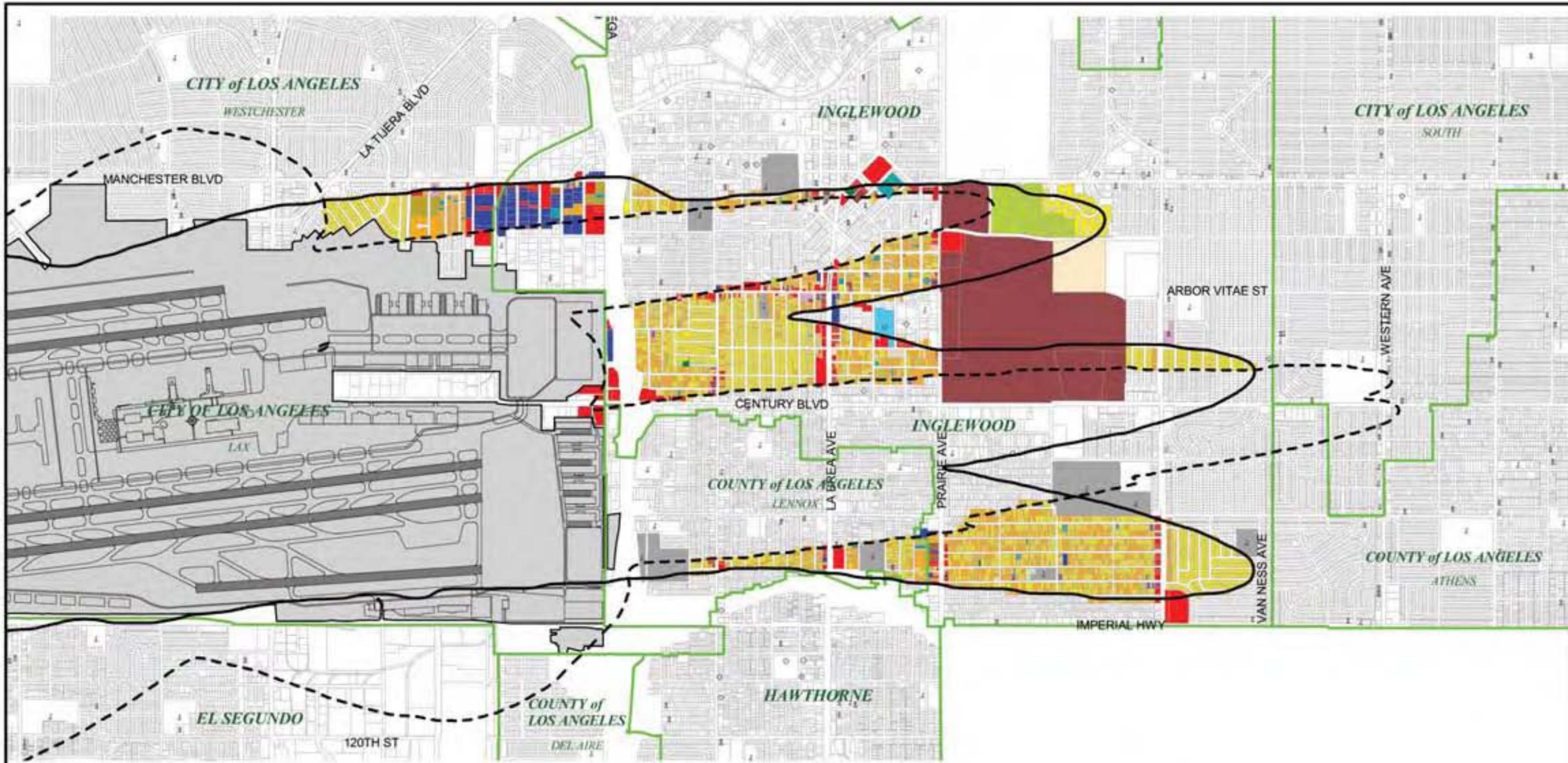
<sup>4</sup> As shown in Table S37, Alternative B 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL) in Technical Report S-1, *Supplemental Land Use Technical Report*, one single-family unit with a corresponding population of 4 is located in the City of Hawthorne. These totals are not included within the rounded totals presented in this table.

Source: Landrum & Brown; PCR, 2003.

The noise contours depicting changes in single event noise level exposure from Year 2000 conditions are shown on Figure S7, Alternative B 2015 94 dBA SEL vs. 2000 94 dBA SEL Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. The most substantial changes from Year 2000 to 2015 are a decrease in the 94 dBA SEL contour in El Segundo, South Los Angeles, and the unincorporated community of Athens and increases to the north in Westchester and to the east in Inglewood. Based on the information presented in Tables S7 and S36, in Technical Report S-1, *Supplemental Land Use Technical Report*, the number of residential parcels that would be exposed to the 94 dBA SEL contour in 2015 would increase by 1,220 dwelling units and 8,090 residents compared to Year 2000 conditions.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.3.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative B in 2015, when compared to Year 2000 conditions, would result in the removal of 5,200 dwelling units and 15,800 residents from within the contour. The increase in the number of dwelling units and residents that would be exposed to the 94 dBA SEL contour in this Year 2000 evaluation represents a substantial increase from the number of residential uses identified in the 1996 baseline evaluation.

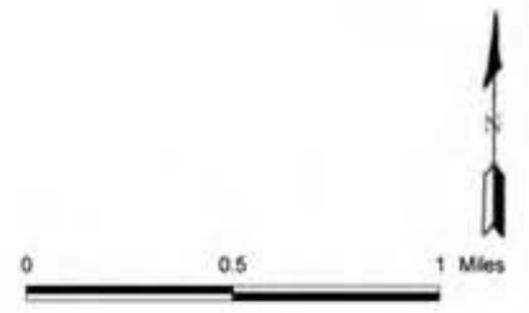
In addition, compared to Year 2000, some residential parcels would be newly exposed to the 94 dBA SEL in 2015, primarily in Inglewood. Residential parcels and population newly exposed compared to 2000 94 dBA SEL are presented in Table S38, Alternative B 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 2000 94 dBA SEL) in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this table, 6,420 dwelling units and 21,450 residents would be newly exposed under this alternative. The number of dwelling units and residents that would be newly exposed to the 94 dBA SEL contour in this Year 2000 evaluation are slightly reduced compared to the 1996 baseline evaluation.



**LEGEND**

- |                           |                        |                       |                                      |
|---------------------------|------------------------|-----------------------|--------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                              |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                     |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative B 2015 94dBA SEL Contour |
| School                    | Commercial             | Recreation            | 1996 94dBA SEL Contour               |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary                |
| Hospital                  | Government             | Other, Assumed Vacant |                                      |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





### School Disruption

Under Alternative B in 2015, some schools would experience high single event noise levels that could result in classroom disruption as described in Section 4.1, *Noise* (subsection 4.1.6.1.3.4.2).

The number of schools that would be exposed to high single event noise levels or newly exposed to high single event noise levels is shown in Table F4.1-26, Schools Exposed to Significant Interior Single Event Noise Levels - Alternative B Compared to the 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.3.4.2). These same schools that would be newly exposed to high single event noise levels are listed below by name and jurisdiction in **Table F4.2-29**, Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels.

**Table F4.2-29**

**Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels**

Name	Location	Jurisdiction	55 dB L <sub>max</sub>	65 dB L <sub>max</sub>	35 dB (L <sub>eq(h)</sub> )	APN	Grid ID
<b>Compared to 1996 Baseline</b>							
<b>Schools, Public</b>							
Century Park Elementary School	2301 Cullivan St	City of Inglewood	X			4029021900	PBS024
Crozier Middle School	151 N. Grevillea Ave	City of Inglewood	X			4020023900	PBS028
Hudnall Elementary School	331 W. Olive St	City of Inglewood	X			4020009900	PBS048
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Lennox Middle School	11033 Buford Ave	County of Los Angeles			X	4039009902	PBS091
Moffett Elementary School	11050 Larch Ave	City of Inglewood	X		X	4035008902	PBS102
Monroe Middle School	10711 10 <sup>th</sup> Ave	City of Inglewood			X	4030033902	PBS201
Morningside High School	10500 Yukon Ave	City of Inglewood			X	4030033901	PBS140
Worthington Elementary School	11101 S. Yukon Ave	City of Inglewood	X			4033013900	PBS127
<b>Subtotal: 9</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
First Steps to Learning Christian Academy	426 W Manchester Blvd	City of Inglewood	X			4020001008	PVS069
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood		X	X	4011026022	PVS074
Inglewood Avenue Preschool	215 S Inglewood Ave	City of Inglewood	X			4020001003	PVS044
K. Anthony Elementary School	8420 Crenshaw Blvd	City of Inglewood			X	4011027004	PVS029
Learning Christian Academy	421 W Manchester Blvd	City of Inglewood	X			4020002020	PVS064
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
University of West Los Angeles	750 Isis Ave	City of Inglewood		X		4126019009	PBS116
<b>Subtotal: 10</b>							
<b>Total: 19</b>							
<b>Compared to Year 2000 Conditions</b>							
<b>Schools, Public</b>							
Century Park Elementary School	2301 Cullivan St	City of Inglewood	X			4029021900	PBS024
Crozier Middle School	151 N. Grevillea Ave	City of Inglewood	X			4020023900	PBS028
Hudnall Elementary School	331 W. Olive St	City of Inglewood	X			4020009900	PBS048
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Lennox Middle School	11033 Buford Ave	County of Los Angeles			X	4039009902	PBS091
Moffett Elementary School	11050 Larch Ave	City of Inglewood	X		X	4035008902	PBS102
Monroe Middle School	10711 10 <sup>th</sup> Ave	City of Inglewood			X	4030033902	PBS201
Worthington Elementary School	11101 S. Yukon Ave	City of Inglewood	X			4033013900	PBS127
<b>Subtotal: 8</b>							
<b>Schools, Private</b>							

## 4.2 Land Use

Table F4.2-29

Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels

Name	Location	Jurisdiction	55 dB	65 dB	35 dB	APN	Grid ID
			L <sub>max</sub>	L <sub>max</sub>	(L <sub>eq(h)</sub> )		
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
First Steps to Learning Christian Academy	426 W Manchester Blvd	City of Inglewood	X			4020001008	PVS069
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood		X	X	4011026022	PVS074
Inglewood Avenue Preschool	215 S Inglewood Ave	City of Inglewood	X			4020001003	PVS044
K. Anthony Elementary School	930 S Osage Ave	City of Inglewood			X	4024008901	PVS109
Learning Christian Academy	421 W Manchester Blvd	City of Inglewood	X			4020002020	PVS064
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
University of West Los Angeles	8911 Aviation Blvd	City of Inglewood		X		4126019009	PBS116
<b>Subtotal: 10</b>							
<b>Total: 18</b>							

Source: Landrum & Brown; PCR, 2003.

### Road Traffic and Combined Noise

Road traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

### Noise Exposure Effects by Jurisdiction

A summary of noise exposure effects for noise-sensitive uses exposed to the 65 CNEL noise contour, 1.5 CNEL increase above the 65 CNEL, the 75 CNEL, and high single event noise levels under Alternative B is presented by jurisdiction in **Table F4.2-30**, Alternative B 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction (Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative).

### **Noise (Compared to No Action/No Project Alternative)**

#### Changes in Overall Noise Exposure

Changes in noise exposure of Alternative B over the No Action/No Project Alternative and related impacts by jurisdiction are discussed below. Tables 16, 17, and 42 in Technical Report 1, *Land Use Technical Report*, provide a basis for comparing Alternative B against the No Action/No Project Alternative.

Table F4.2-30

**Alternative B 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP	1996 Baseline	Year 2000	NA/NP	1996 Baseline	Year 2000	NA/NP	1996 Baseline	Year 2000	NA/NP	1996 Baseline	Year 2000	NA/NP
<b>65 CNEL</b>															
Change in Acres Exposed	97	602	477	166	259	210	-352	-229	-33	1,382	443	693	0	0	0
Change in Units Exposed	-1,190	240	600	1,160	810	1,300	-840	-900	-140	3,500	2,670	3,190	0	0	0
Change in Population Exposed	-1,580	320	1,580	5,180	3,360	5,610	-1,680	-2,140	-290	9,920	6,630	9,560	0	0	0
Overall Change Noise-Sensitive Uses	-6	8	8	1	1	0	-8	0	-3	33	16	21	0	0	0
Newly Exposed Units	1,520	2,300	2,370	1,710	1,710	1,720	0	0	0	4,570	4,010	3,650	6	6	6
Newly Exposed Population	3,850	5,250	5,280	7,100	6,870	7,130	0	0	0	13,400	12,370	10,930	24	24	24
Newly Exposed Noise-Sensitive Uses	12	18	15	5	5	5	0	0	0	31	29	22	0	0	0
<b>1.5 CNEL Increase above 65 CNEL</b>															
Units Exposed	1,630	720	2,830	2,550	2,780	2,860	0	0	0	7,660	5,750	5,780	0	0	0
Population Exposed	4,010	1,750	6,080	10,670	11,300	11,950	0	0	0	22,630	18,430	17,830	0	0	0
Noise-Sensitive Uses Exposed <sup>1</sup>	10	11	11	10	10	11	0	0	0	45	39	37	0	0	0
<b>75 CNEL</b>															
Newly Exposed Residential Acres	7.34	6.7	N/A <sup>2</sup>	2.39	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
Newly Exposed Units	169	154	N/A <sup>2</sup>	16	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
Newly Exposed Parks	0	1	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
Newly Exposed Schools	0	0	N/A <sup>2</sup>	1	0	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>
<b>94 dBA SEL</b>															
Change in Units Exposed	-4,260	-540	N/A <sup>3</sup>	190	120	N/A <sup>3</sup>	-2,520	-1,970	N/A <sup>3</sup>	4,450	3,610	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Change in Population Exposed	-8,740	-1,450	N/A <sup>3</sup>	1,160	710	N/A <sup>3</sup>	-5,090	-4,190	N/A <sup>3</sup>	14,500	13,020	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Units	620	780	N/A <sup>3</sup>	610	380	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	6,240	5,270	N/A <sup>3</sup>	1	1	N/A <sup>3</sup>
Newly Exposed Population	1,320	1,670	N/A <sup>3</sup>	2,490	1,550	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	20,050	18,230	N/A <sup>3</sup>	4	4	N/A <sup>3</sup>

## 4.2 Land Use

Table F4.2-30

**Alternative B 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>Single Event Effects on Schools</b>															
Schools Newly Exposed <sup>5</sup>	0	0	N/A <sup>3</sup>	1	1	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	18	17	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>

<sup>1</sup> The number of noise-sensitive uses exposed to 1.5 CNEL increase above 65 CNEL is derived from Technical Report 1, *Land Use Technical Report*, Table 47, Alternative B 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to 1996 Baseline), and Technical Report S-1, *Supplemental Land Use Technical Report*, Table S31, Alternative B 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to Year 2000 Conditions).

<sup>2</sup> Comparisons of Alternative B against the No Action/No Project Alternative do not include an analysis of residential areas, parks, and schools newly exposed to the 75 CNEL since these were identified for CEQA purposes to determine if an impact would be potentially significant. Parks exposed to high noise levels are also discussed in Section 4.8, *Department of Transportation, Section 4(f)*.

<sup>3</sup> Comparisons of Alternative B against the No Action/No Project Alternative do not include an evaluation of single event high noise levels, since this analysis was presented for CEQA purposes (i.e., compared to 1996 baseline and Year 2000).

<sup>4</sup> Although the University of West Los Angeles would be newly exposed to outdoor noise levels greater than 75 CNEL, this impact would not be considered significant since there are no outdoor activities or areas associated with this use.

<sup>5</sup> The number of schools newly exposed is based on **Table F4.2-29**, Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels.

Note: Dwelling unit and population estimates have been rounded to the nearest ten.

Source: PCR, 2003.

The noise contours depicting differences in noise exposure when comparing the No Action/No Project Alternative to Alternative B are shown on **Figure F4.2-22**, Alternative B 2015 vs. No Action/No Project Alternative - Areas Newly Exposed. The change in contour area compared to the No Action/No Project Alternative is primarily attributed to a larger proportion of heavy jets and increased operations on the north runway complex, and the addition of a third approach runway and the northward relocation of the existing runways on the south runway complex, as more fully described in Section 4.1, *Noise* (subsection 4.1.6.1.3.3). The areas exposed to the 65 CNEL noise or that would experience a 1.5 CNEL increase within the 65 CNEL, especially to the east within Inglewood, are greatly reduced compared to the 1996 baseline conditions. As shown on Table F4.1-21, under Alternative B, the total area exposed to 65 CNEL or greater noise levels in 2015 would increase by 1,351 acres compared to the No Action/No Project Alternative. The overall number of incompatible land uses in 2015 would increase by 5,030 units, 16,500 residents, and 31 non-residential noise-sensitive parcels compared to the No Action/No Project Alternative. As presented in Table F4.1-39, in Section 4.1, *Noise*, the shift of the noise contours associated with Alternative B 2015, when compared to the No Action/No Project Alternative would result in the removal of 2,720 dwelling units, 6,860 residents, and 12 noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

### **Newly Exposed Areas**

Some residential and other noise-sensitive parcels would be newly exposed to 65 CNEL noise levels compared to the No Action/No Project Alternative. As shown in **Table F4.2-31**, Alternative B 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to No Action/No Project Alternative), for Alternative B there would be 7,750 dwelling units, 23,360 residents, and 42 non-residential noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 when compared to the No Action/No Project Alternative.

## 4.2 Land Use

Table F4.2-31

**Alternative B 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	1,230	440	0	1,450	10	3,130
Acres	173.80	61.44	0.00	217.96	0.41	453.61
Population	3,000	1,760	0	4,260	10	9,030
<b>Multi-Family</b>						
Units	1,140	1,280	0	2,200	0	4,620
Acres	49.00	65.88	0.00	120.15	0.14	235.17
Population	2,280	5,370	0	6,670	10	14,330
<b>Total Residential</b>						
Units	2,370	1,720	0	3,650	10	7,750
Acres	222.80	127.32	0.00	338.11	0.55	688.78
Population	5,280	7,130	0	10,930	20	23,360
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	6	2	0	8	0	16
Acres	30.07	32.77	0.00	90.97	0.00	153.81
<b>Churches</b>						
Number	5	2	0	6	0	13
Acres	3.47	0.87	0.00	3.33	0.00	7.67
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.81	0.00	0.81
<b>Hospitals, Convalescent</b>						
Number	0	0	0	4	0	4
Acres	0.00	0.00	0.00	3.25	0.00	3.25
<b>Parks</b>						
Number	4	1	0	2	0	7
Acres	126.67	3.79	0.00	1.21	0.00	131.67
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	15	5	0	22	0	42
Acres	160.21	37.43	0.00	99.69	0.00	297.33
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	118.17	25.91	0.00	764.80	0.00	908.89
Total Acres (on Airport)	501.18 (89.02)	190.66 (1.20)	0.00 (0.00)	1,202.60 (0.00)	0.55 (0.00)	1,895.00 (90.22)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 51 and 52.

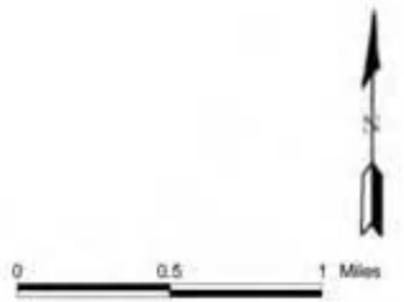
Source: Landrum & Brown; Psomas; PCR, 2000.



**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative B 2015 CNEL Contour
School	Commercial	Recreation	No Action/No Project Alternative 2015 65dB CNEL Contour
Church	Industrial	Vacant	1.5dB Increase
Hospital	Government	Other, Assumed Vacant	Jurisdiction Boundary

Source: Pomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000





**Increases In 1.5 CNEL**

In addition, certain noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater.

The number of residential units, population, and noise-sensitive parcels experiencing a substantial noise increase within the 65 CNEL (or greater) contour in 2015 compared to the No Action/No Project Alternative is presented in **Table F4.2-32**, Alternative B 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative). As shown in this table, 11,470 dwelling units, 35,870 residents, and 69 non-residential noise-sensitive parcels would experience substantial increases in noise levels in 2015 compared to the No Action/No Project Alternative. A listing of noise-sensitive parcels that would fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours compared to the No Action/No Project Alternative is presented in Table 52, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to No Action/No Project Alternative), in Technical Report 1, *Land Use Technical Report*.

**Table F4.2-32****Alternative B 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	<u>LA City</u>	<u>LA County</u>	<u>El Segundo</u>	<u>Inglewood</u>	<u>Hawthorne</u>	<u>Totals</u>
<b><u>65 CNEL Noise Contour</u></b>						
<b><u>Residential</u></b>						
<b>Single-Family</b>						
Units	1,140	390	0	1,470	10	3,010
Acres	159.52	54.25	0.00	234.48	0.41	448.66
Population	2,630	1,580	0	4,550	20	8,780
<b>Multi-Family</b>						
Units	1,200	1,200	0	3,010	0	5,410
Acres	51.82	63.06	0.00	154.00	0.14	269.02
Population	2,350	5,050	0	9,250	0	16,650
<b><u>Total</u></b>						
Units	2,340	1,590	0	4,490	10	8,420
Acres	211.34	117.31	0.00	388.48	0.55	717.68
Population	4,990	6,630	0	13,800	20	25,430
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	4	3	0	13	0	20
Acres	23.08	38.88	0.00	105.63	0.00	167.59
<b>Churches</b>						
Number	4	4	0	11	0	19
Acres	3.34	2.16	0.0	5.30	0.00	10.80
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.81	0.00	0.81
<b>Hospitals, Convalescent</b>						
Number	0	0	0	4	0	4
Acres	0.00	0.00	0.00	3.25	0.00	3.25
<b>Parks</b>						
Number	3	1	0	2	0	6
Acres	117.92	3.79	0.00	1.21	0.00	122.92
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b><u>Total Noise-Sensitive Uses (Non-residential)</u></b>						
Number	11	8	0	32	0	51
Acres	144.34	44.83	0.00	116.32	0.00	305.49
<b>Total Area (Acres)</b>	<b>355.68</b>	<b>162.14</b>	<b>0.00</b>	<b>504.80</b>	<b>0.55</b>	<b>1,023.17</b>

## 4.2 Land Use

Table F4.2-32

Alternative B 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>70 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	90	350	0	290	0	730
Acres	12.59	51.67	0.00	38.62	0.00	102.88
Population	180	1,470	0	1,070	0	2,720
<b>Multi-Family</b>						
Units	270	900	0	1,000	0	2,170
Acres	12.71	43.96	0.00	46.13	0.00	102.80
Population	610	3,800	0	2,960	0	7,370
<b>Total</b>						
Units	360	1,250	0	1,290	0	2,900
Acres	25.30	95.63	0.00	84.75	0.00	205.68
Population	790	5,270	0	4,030	0	10,090
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	4	0	4	0	9
Acres	1.32	38.79	0.00	18.82	0.00	58.93
<b>Churches</b>						
Number	0	0	0	5	0	5
Acres	0.00	0.00	0.00	3.65	0.00	3.65
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	1	0	0	0	0	1
Acres	57.50	0.00	0.00	0.00	0.00	57.50
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	4	0	9	0	15
Acres	58.82	38.79	0.00	22.47	0.00	120.08
<b>Total Area (Acres)</b>	<b>84.12</b>	<b>134.42</b>	<b>0.00</b>	<b>107.22</b>	<b>0.00</b>	<b>325.76</b>
<b>75 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	10	0	0	0	10
Acres	0.00	0.49	0.00	0.00	0.00	0.49
Population	0	10	0	0	0	10
<b>Multi-Family</b>						
Units	130	10	0	0	0	140
Acres	5.57	1.89	0.00	0.00	0.00	7.46
Population	300	40	0	0	0	340
<b>Total</b>						
Units	130	20	0	0	0	150
Acres	5.57	2.38	0.00	0.00	0.00	7.95
Population	300	50	0	0	0	350
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	1	0	1	0	2
Acres	0.00	6.37	0.00	3.79	0.00	10.16
<b>Churches</b>						
Number	0	0	0	0	0	0

Table F4.2-32

## Alternative B 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
Hospitals	0.00	0.00	0.00	0.00	0.00	0.00
Acres						
Hospitals	0	0	0	0	0	0
Number						
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Hospitals, Convalescent						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Parks						
Number	1	0	0	0	0	1
Acres	57.50	0.00	0.00	0.00	0.00	57.50
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	1	0	1	0	3
Acres	57.50	6.37	0.00	3.79	0.00	67.66
<b>Total Area (Acres)</b>	<b>63.07</b>	<b>8.75</b>	<b>0.00</b>	<b>3.79</b>	<b>0.00</b>	<b>75.61</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 51 and 52.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

### **Increases in Noise Levels Below 65 CNEL**

Given that the 1.5 CNEL increases within the 65 CNEL noise contour compared to the No Action/No Project Alternative have been identified, FICON requires that noise-sensitive parcels experiencing an increase of 3 CNEL within the 60 to 65 CNEL and an increase of 5 CNEL below the 60 CNEL be presented for informational purposes.

As depicted in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative B would expose 19 noise-sensitive parcels to an increase of 3 CNEL between 60 and 65 CNEL or to increases of 5 CNEL below 60 CNEL compared to the No Action/No Project Alternative in 2015. These uses are generally located south of Century Boulevard, with some churches located north of Manchester Boulevard. These noise-sensitive parcels include four churches and one school in the City of Los Angeles; four churches and two schools in the City of Inglewood; five churches, one library, and one school in Los Angeles County; and one hospital in Hawthorne. In addition, 18 noise-sensitive parcels (located primarily east of the 105 Freeway and south of Imperial Highway) would be exposed to an increase of 5 CNEL below the 60 CNEL in 2015. These include eight churches and two schools in the City of Los Angeles; two churches and one library in Inglewood; and two churches, one hospital, and two schools in Los Angeles County.

### **Road Traffic and Combined Noise**

Road Traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

### **Noise Exposure Effects by Jurisdiction**

Noise exposure effects of Alternative B compared to the No Action/No Project Alternative are presented in **Table F4.2-30**.

## 4.2 Land Use

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### Other Potential Land Use Incompatibilities

The following discussion focuses on combined physical impacts that have the potential to render existing or proposed uses incompatible.

#### Westchester Southside

For Westchester Southside, the project and its impacts are the same as discussed under Alternative A. Under Alternative B, development of Westchester Southside would be incorporated as part of the LAX Master Plan, LAX Plan, and LAX Zone/LAX Specific Plan. As shown on **Figure F4.2-19**, the land use designation of Westchester Southside would be Airport Buffer. These entitlement actions would supersede previous tract map and zoning approvals, but the Airport Buffer Land Use designation and LAX Zone/LAX Specific Plan would incorporate, to the maximum extent feasible, the requirements of [Q] conditions included in Ordinance 159,526 that impose use restrictions, building height limits, building setbacks, and landscape buffers (adjacent to residential uses to the north); limit total daily traffic trips (to a greater extent than the currently entitled LAX Northside); and limits to floor area ratios per lot.

#### Ring Road and Intersection Improvements

The alignment of the ring road under Alternative B has the potential to affect eight apartment buildings located on Morley Street. As shown in Figure F3-10, Alternative B - 2015, Added Runway South, no landscape buffer is proposed between these residential uses and the proposed roadway to the south. This has the potential to result in significant light emission and aesthetics impacts. In addition, this conflicts with the LAX Street Frontage and Landscape Development Plan to provide a minimum landscape setback of 20 feet. With the implementation of Master Plan Commitments LI-1, Ring Road Landscaping (Alternative B), and DA-2, Update and Integrate Design Plans and Guidelines (Alternatives A, B, C, and D), impacts from the ring road on these residential uses would be less than significant. The No Action/No Project Alternative, in comparison to Alternative B, would not include development of the ring road and the resulting impacts. Other potential effects resulting from the realignment of State Route 1 (a portion of the ring road) are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

#### LAX Expressway

The alignment of the LAX Expressway south of La Cienega would be along Florence Avenue under this alternative. Potential land use incompatibilities resulting from the LAX Expressway could occur for residents located on Thornburn Street (between La Tijera and La Cienega Boulevards). Also, under this alternative, the LAX Expressway would be visible from single-family homes on Midfield Avenue near the intersection of 82nd Street. As a result, Mitigation Measures MM-DA-2, LAX Expressway View Analysis (Alternatives A, B, and C), and MM-LI-1, LAX Expressway Lighting Assessment (Alternatives A, B, and C), are proposed to reduce potential visual and lighting impacts from the LAX Expressway to a less than significant level. South of La Cienega Boulevard under Alternative B, the alignment would be elevated above the MTA right-of-way along Florence Avenue. Since this is an industrialized area, no additional land use incompatibilities would result along this segment of the LAX Expressway. These impacts under Alternative B would not occur under the No Action/No Project Alternative, as there would be no development of the LAX Expressway.

#### Proposed Off-Site LAX Fuel Farm Sites

One proposed location of the off-site fuel farm under Alternative B is the Scattergood Generating Station south of Grand Avenue and west of Vista del Mar. As detailed under Section 4.21, *Design, Art and Architecture Application/Aesthetics*, the combined effects of greater tank visibility, substantial landform alteration, and construction of a retaining wall would have a significant effect on Vista del Mar Scenic Highway and four residential structures located on the west side of Loma Linda, south of Grand View. As a result, Mitigation Measures MM-DA-3(a), Scattergood Visual Effects (Alternative B), and MM-DA-3(b), Scattergood Visual Effect (Alternative B) are proposed to reduce any potential land use incompatibilities to a less than significant level.

Also considered as a site for the off-site fuel farm, the oil refinery located at the south side of El Segundo Boulevard across from Eucalyptus Drive and Arena Streets in El Segundo, is largely screened from adjacent roadways by berms, landscaping, and topographic features. The off-site fuel farm would be similar to existing on-site uses and located within a large industrialized property. These impacts under

Alternative B would not occur under the No Action/No Project Alternative, as no relocation of the existing fuel farm is proposed.

### **Construction Impacts**

Construction impacts under Alternative B would be similar to those described under Alternative A. One exception is that additional residential uses would be exposed to significant noise levels during construction of the off-site fuel farm at the Scattergood Facility, which would not occur under Alternative A.

## **4.2.6.4 Alternative C - No Additional Runway**

### **Changes in Development**

Alternative C (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of land use impacts. Similar to Alternative A, these features include land acquisition and reuse; project entitlements; projected increases in aircraft and passenger activity; development of Westchester Southside; development of passenger terminals, parking, cargo, and ancillary facilities; and off-airport development of the ring road and LAX Expressway. Under this alternative, the existing number of runways would be maintained, although improvements to these runways are proposed. Proposed development under this alternative is shown in Figure F3-12, Alternative C - 2015, No Additional Runway, and presented in **Table F4.2-6**. Manchester Square and Belford would be developed as on-airport uses (primarily cargo buildings and taxiways/aircraft aprons). Alternative C has less land acquisition than Alternatives A or B, as shown in **Table F4.2-12**. After acquisition, total on-airport property would be 4,056 acres, as summarized in **Table F4.2-6**.

Under Alternative C, approximately 216 acres would be acquired to accommodate airport operations and roadway improvements. The locations of these acquisition areas are shown in Figure F3-13, Alternative C Proposed Property Acquisition Areas (represented as Areas A-I). Area A and portions of Areas C and D would be used primarily for right-of-way, open space, and berms associated with development of the ring road and RPZ. The majority of Areas B and E would be developed as employee parking. Additional acquisition may be required to implement the realignment of State Route 1, as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

### **Changes to General Plan and Zoning**

Changes to the Framework Element, Circulation Element, Los Angeles International Airport Interim Plan, Westchester-Playa del Rey Community Plan, and zoning designations and other proposed entitlements would be required under this alternative as described for Alternative A. General Plan and zone change for Manchester Square and Belford are the same as described for Alternative B. Under Alternative C, the airport boundaries would be expanded by approximately 359 acres with the inclusion of Acquisition Areas A-I, Manchester Square, and Belford. For the approximately 13 acres proposed for acquisition in the City of Inglewood, a general plan amendment, zone change, and other approvals may be required from Inglewood, although the use would remain compatible with surrounding industrial uses.

The LAX Plan for Alternative C would replace the land uses designated in the Interim Plan. These land uses are shown on **Figure F4.2-23**, Alternative C 2015 - LAX Plan Proposed Land Use. Land uses proposed for the LAX Plan include Airport Airside, Airport Landside, Airport Buffer, and Open Space as described above for Alternative A. The Airport Buffer Area would generally include the Airport Buffer designation in the Interim Plan, including features of the Westchester Southside project. Additional landscape buffer areas are also proposed within the Airport Buffer Area under Alternative C.

Corresponding with these LAX Plan land use designations, the LAX Zone/LAX Specific Plan would provide additional development and performance standards (defined by sub area), which will incorporate the requirements of existing [T] and [Q] conditions to the extent feasible.

As described under Alternative A, changes proposed under the LAX Master Plan would be incorporated by the ALUC into the CLUP, which is currently being revised.

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### Acquisition Area

The majority of the 216 acres (179 acres excluding Areas G and I) to be acquired are located within the Westchester-Playa del Rey Community Plan area as shown in **Table F4.2-33**, Acquisition Areas Westchester-Playa del Rey Community Plan Alternative C. Of this, most of the area (98 net acres) is designated as Light Industrial in the Community Plan. As summarized in the Community Plan, 312 gross acres (approximately 250 net acres) are designated Light Industrial. The acquisition areas, therefore, represent approximately 40 percent of the total Light Industrial designation in the Community Planning Area. In addition, 13 acres (in Area C, Parcels 7, 8, 9, and 10 and Area D, Parcels 1 and 4) are located in Inglewood and are designated in the Inglewood General Plan as Industrial. Based on a total of 235 acres of Industrial designated land use in Inglewood, the acquisition represents approximately 5½ percent of this use.

**Table F4.2-33**

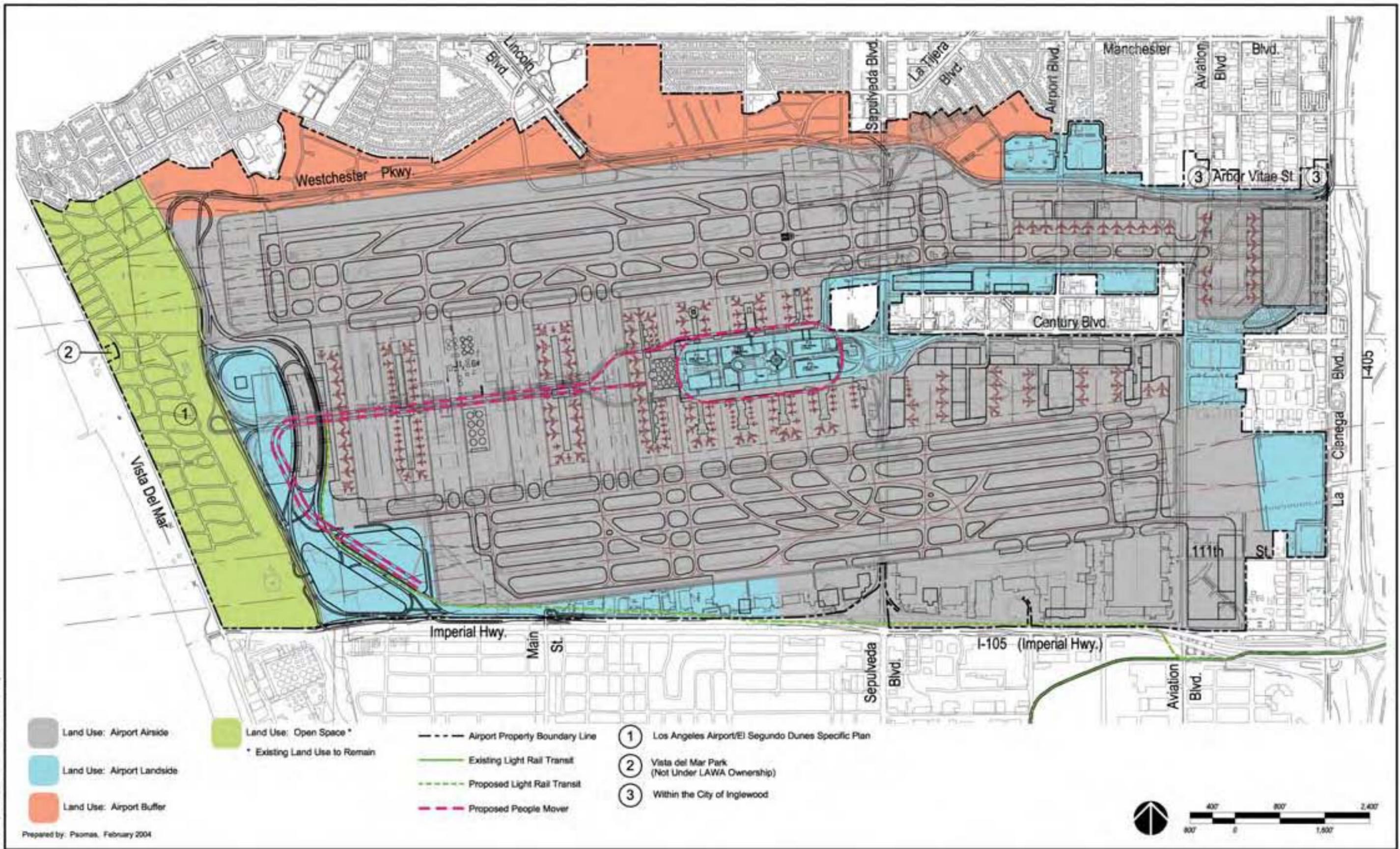
**Acquisition Areas Westchester-Playa del Rey Community Plan Alternative C**

<b>Area</b>	<b>High Medium Density Residential</b>	<b>Regional Center Commercial</b>	<b>Community Commercial</b>	<b>Highway Oriented Commercial</b>	<b>Light Industrial</b>	<b>Limited Industrial</b>	<b>Total</b>
A Sepulveda	9.04		13.35				22.39
B 98th Street					36.51		36.51
C LAX East	2.61				47.67	37.54	87.82
D Manchester Square		4.10		2.69			6.79
E South of Century (No.)			12.11		13.00		25.11
F South of Century (So.)					0.38		.38
<b>Total Net AC<sup>1</sup></b>	<b>11.65</b>	<b>4.10</b>	<b>25.46</b>	<b>2.69</b>	<b>97.56</b>	<b>37.54</b>	<b>179.00</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; PCR, 2000.





The zoning designation and corresponding acreage for Alternative C is presented in **Table F4.2-34**, Alternative C Generalized Zoning for Acquisition Areas, which includes 13 acres in Inglewood zoned M1. The majority of acreage to be acquired is zoned M2 (80 acres).

Table F4.2-34

## Alternative C Generalized Zoning for Acquisition Areas

Area	R1	R3	R4	R5	PF	C1	C2	C4	I	M1	M2	Un-known	Total
A Sepulveda	8.21		0.44			2.81	9.89					1.04	22.39
B 98th Street	0.59						16.50				7.18	12.24	36.51
C LAX East		1.88		2.61			1.39			22.94	49.09	22.84	100.75
D Manchester Square							10.43			3.80		0.01	14.24
E South of Century (No.)											23.43	1.68	25.11
F South of Century (So.)											0.38		0.38
<b>Total Net AC<sup>1</sup></b>	<b>8.80</b>	<b>1.88</b>	<b>0.44</b>	<b>2.61</b>	<b>0.00</b>	<b>2.81</b>	<b>38.21</b>	<b>0.00</b>	<b>0.00</b>	<b>26.74</b>	<b>80.08</b>	<b>37.81</b>	<b>199.38</b>

<sup>1</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way (including Area G and Area I).

R1 = Single-Family Residential.

R3 = Multi-Family Residential (Medium Density).

R4/R5 = Multi-Family Residential (High Density).

PF = Public Facilities.

C1 = Light Commercial.

C2 = General Commercial.

C4 = Heavy Commercial.

I = Institutional.

M1 = Light Manufacturing.

M2 = Heavy Manufacturing.

Note: Based on preliminary engineering plans proposed for improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

Source: Landrum & Brown; Psomas; PCR, 2000.

Additional land acquisition may also occur from development of the LAX Expressway and realignment of State Route 1 as further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1*.

### **Westchester Business District**

Additional information is presented here to provide more focused discussion of acquisition and changes to general plan and zoning designations with emphasis on potential impacts to the Westchester Business District.

A portion of acquisition that would occur under Alternative C is located within the Westchester Business District (shown as Area A, on **Figure F4.2-15**). The characteristics of, and uses within, the Westchester Business District are summarized above in subsection 4.2.6.2.

As shown on Table S18, Acquisition Within Westchester Business District (Acreage Comparison), in Technical Report S-1, *Supplemental Land Use Technical Report*, Alternative C would result in the acquisition of 13.35 acres within the Westchester Business District. This area represents approximately 26 percent of the Westchester Business District and 9 percent of Community Commercial uses within the Westchester - Playa del Rey Community Plan. Of the 13.35 acres acquired in the district under Alternative C, the majority supports airport related uses such as rental car offices, airport parking, and public parking. Community serving retail or office uses constitute 4.64 acres of what would be acquired in the District under Alternative C.

Acquisition would generally occur south of 89th Street and north of Lincoln Boulevard. Acquired businesses include a variety of office and retail uses. Alternative C would acquire 119 businesses

## 4.2 Land Use

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(including 33,924 SF of retail use and 237,719 SF of office use), as presented in Table S39, Westchester Business District Alternative C, in Technical Report S-1, *Supplemental Land Use Technical Report*. In contrast to Alternative A, recently renovated structures within the Westchester Business District, including Longs Drugstore and Office Depot would not be acquired under Alternative C.

As described in Section 4.4.2, *Relocation of Residences or Businesses*, compatible uses acquired under Alternatives A, B, and C would be eligible for relocation within Westchester Southside. By the time Phase I of development under Alternative A, B, or C would be completed, Westchester Southside would provide 250,000 SF of office space and 70,000 SF of retail space with a priority set to accommodate businesses displaced by acquisition. This could accommodate all of the space acquired within Westchester Business District.

The impacts associated with the loss of community serving uses within the Westchester Business District due to Alternative C would be the same as describe above for Alternative A. The impact on land use associated with the acquisition of these uses is considered less than significant.

### **Consistency with Land Use Plans**

This subsection lists and discusses land use plans that contain policies or other provisions that are relevant to Alternative C, noting conflicts or inconsistencies that relate to land use. A more comprehensive discussion is provided in Technical Report 1, *Land Use Technical Report*, and Technical Report S-1, *Supplemental Land Use Technical Report*. The discussion provided below covers only those plans where Alternative C would have different implications on plan consistency than previously described for Alternative A.

#### **Los Angeles County Airport Land Use Plan**

The improvements to the airport being proposed under Alternative C, including improvements to existing runways and development of new uses within acquisition areas, would require changes to the airport planning boundary and existing RPZs. Prior to adoption of the proposed Master Plan, documents outlining changes to physical and operating conditions at the airport would be submitted to the ALUC for an amendment to and determination of consistency with the ALUP. The improvements to the airport proposed under the Master Plan have been designed in conformance with FAA safety requirements, and are also in accord with ALUP policies that address RPZs and limit uses within these zones. Therefore, the uses proposed under the Master Plan would not conflict with ALUP safety policies. These issues are further discussed in Section 4.24.3, *Safety*. Also, as described for Alternative A, the preparation of the CLUP would be contingent upon and consistent with the LAX Master Plan that would eventually be adopted by the BOAC. With implementation of mitigation measures, the proposed Master Plan would not conflict with the general and noise related policies contained in the ALUP described under Alternative A. As further described below under Mitigation Measures, and in compliance with ALUP policy, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards, and would take steps to accelerate the Aircraft Noise Mitigation Program to achieve full compatibility of all land uses affected by aircraft noise.

In contrast with the No Action/No Project Alternative, Alternative C would require an amendment to the ALUP to address runway and boundary changes and other improvements to the airport. Both alternatives would support consistency with the policies of the ALUP.

#### **Los Angeles International Airport Interim Plan**

As described for Alternative A, the LAX Plan would fulfill and supersede the purpose of the Interim Plan by addressing major policy issues regarding capacity, roadway access, land use compatibility, and measures to reduce other environmental impacts. Similar to Alternative A, Alternative C would also expand the current Interim Plan boundaries and would reduce traffic generation under the Westchester Southside development. The LAX Plan would establish land use designations, goals, objectives, and policies that would supersede those contained in the Interim Plan. A proposed land use map for Alternative C is shown on **Figure F4.2-23**. No changes are proposed within the Open Space land use designation as described for Alternative A. In contrast to Alternative A, under Alternative C Manchester Square and Belford would be designated as Airport Airside and a portion of Manchester Square would also be designated as Airport Landside. Both of these areas would be removed from the Westchester-Playa del Rey Community Plan.

This would be in contrast to the No Action/No Project Alternative, which would not fulfill these policy goals. A detailed discussion of existing policies is presented in Technical Report 1, *Land Use Technical Report*.

### **Los Angeles Airport/El Segundo Dunes Specific Plan**

Under Alternative C, the removal and installation of replacement navigational aids and associated service roads would disturb 30,210 SF (0.69 acre) of state-designated sensitive habitat within the Los Angeles/El Segundo Dunes. Although conversion of state-designated sensitive habitat is considered to be a significant impact, Mitigation Measure MM-BC-12, Replacement of State-Designated of Sensitive Habitats (Alternative C), would provide for the replacement of this habitat and the net impact would be less than significant. Under Alternative C, there would be no impacts within the HRA, including occupied habitat of the El Segundo blue butterfly. The placement and relocation of navigational aids would also require additional review and approval from the California Coastal Commission as described under Alternative A.

### **Los Angeles County General Plan Elements**

Development of Alternative C, compared to 1996 baseline conditions and the No Action/No Project Alternative, would result in some residential and noise-sensitive parcels being newly exposed to significant noise levels. Introduction of these new areas of noise exposure would conflict with policies contained in the County Noise Element regarding land use compatibility and would be considered to be significant.

### **Los Angeles Citywide General Plan Framework Element**

Consistency with this element is similar to that described under Alternative A. The Century Boulevard Regional Center, as generally designated in the Framework Element, would not, however, be substantially reduced in area through acquisition proposed under Alternative C, and similar retail, office, and entertainment uses to those designated under Regional Center would be provided as part of the proposed Westchester Southside project. In addition, the extension of the MTA Green Line would be provided in fulfillment of Regional Center objectives. In comparison to Alternative C, under the No Action/No Project Alternative, policies of the Framework Element relevant to LAX would not be implemented with the exception of development of Continental City consistent with the Regional Center designation of the site.

### **City of Los Angeles Noise Element**

Under Alternative C, the total area and number of incompatible uses within the City of Los Angeles exposed to 65 CNEL or greater noise levels would decrease compared to 1996 baseline conditions. Even with this decrease, some areas in the city would be newly exposed to 65 CNEL noise levels, as further described below under *Incompatible Land Uses*. Similar to Alternative A, the introduction of new areas of noise exposure would conflict with policies and programs to reduce incompatible parcels within the 65 CNEL noise contour. This inconsistency with policies and programs would be considered to be significant. Acquisition of residential and noise-sensitive parcels for airport-related use and sound insulation for eligible residential properties would be in conformance with applicable policies and programs stated in the Noise Element.

Under Alternative C, compared to the No Action/No Project Alternative, the total area exposed to high noise levels would increase although the number of incompatible residential parcels would be reduced. Both alternatives would have some residential and noise-sensitive parcels newly exposed to high noise levels.

### **Westchester-Playa del Rey Community Plan**

Consistency with this plan is similar to that described for Alternative A. Under Alternative C, Acquisition Areas A-F and the General Plan Amendment required for inclusion of Manchester Square and Belford as airport-related uses would remove 322 acres from the Westchester-Playa del Rey Community Plan (347 acres with the inclusion of Acquisition Areas G and I). Of this total, 48 acres are Low Density Residential, 95 acres are Medium Density Residential, 12 acres are High Medium Density Residential, and 98 acres are Light Industrial. No substantial reduction to the Airport Center boundaries would occur through the acquisition proposed under this alternative. The removal of these land uses from this community planning area would not be considered a significant plan inconsistency, as no physical impacts would

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result, incompatible residential uses would be acquired, and light industrial uses would be retained within the City of Los Angeles. Compared to Alternative C, the No Action/No Project Alternative would not require a change to the Westchester-Playa del Rey Community Plan.

### **South Los Angeles Community Plan**

Consistency with this plan is similar to that described for Alternative A. However, under Alternative C the area of newly exposed residential and noise-sensitive parcels to the 65 CNEL noise contour compared to both 1996 baseline conditions and the No Action/No Project Alternative is minimal in the South Los Angeles Community, and no increases of 1.5 CNEL would occur within the 65 CNEL. However any newly exposed residential and noise-sensitive parcels would be considered to be significant and would conflict with plan policies.

### **EI Segundo General Plan**

No construction or development associated with this alternative would occur within EI Segundo. Alternative C would result in an overall decrease in the 65 CNEL contour area compared to both 1996 baseline conditions and the No Action/No Project Alternative, as further quantified below under *Incompatible Land Uses*. Additionally, Alternative C would not result in any residential and noise-sensitive parcels newly exposed to noise levels 65 CNEL or greater. As a result, no inconsistencies with the Noise and Housing Elements would occur.

### **Inglewood General Plan and Zoning**

Consistency with this plan and zoning are similar to that described for Alternative A. Under Alternative C, 13 acres within Area C (Parcels 7, 8, 9, and 10) and Area D (Parcels 1 and 4) would be acquired from Inglewood. These parcels have a General Plan designation of Industrial and are zoned M1 (Light Manufacturing). These parcels are developed as primarily parking (4.7 acres), in addition to a car rental business (7,200 SF), a gas station (1,633 SF), and a warehouse (83,329 SF). The removal of this Industrial-designated land use represents approximately 5½ percent of this total use within the city. No physical impacts associated with this plan change would occur, as the land use would remain industrial. Alternative C would be inconsistent with the City's Noise Element since there would be an increase in the number of residential and noise-sensitive parcels exposed to noise levels of 65 CNEL and receptors newly exposed to significant noise levels, compared to 1996 baseline conditions and the No Action/No Project Alternative. These are further quantified under *Incompatible Land Uses*. This plan inconsistency would be considered to be significant. However, under the City of Inglewood's Redevelopment Plan, some residential parcels located within areas newly exposed to high noise levels would be acquired and redeveloped with a more compatible use.

### **Incompatible Land Uses**

#### **Noise (Compared to 1996 Baseline and Year 2000 Conditions)**

The environmental impacts of high noise levels on noise-sensitive uses under Alternative C are described here, first in comparison to baseline conditions, and following that, under a separate heading, in comparison to No Action/No Project Alternative conditions. This analysis identifies those noise-sensitive uses newly exposed to noise levels 65 CNEL or greater, increases of 1.5 CNEL or greater within the 65 CNEL, and increases in noise levels below 65 CNEL compared to 1996 baseline conditions and compared to Year 2000 conditions (for comparative purposes). In addition, analysis is presented to identify the effects of high single event noise levels on residential and school uses compared to both 1996 baseline and Year 2000 conditions.

The acreage and number of residential and other noise-sensitive parcels that would be exposed to 65, 70, and 75 CNEL Noise Contours are presented in Table F4.1-27, Noise Exposure Effects - 2015 Alternative C with Comparisons to 1996 Baseline, Year 2000 Conditions and 2015 No Action/No Project Alternative Conditions, in Section 4.1, *Noise*. Areas exposed to these high noise levels under Alternative C are also presented by jurisdiction and 65, 70, and 75 CNEL noise contours in Table 55, Alternative C (2005, 2015) CNEL Noise Contours Total Area Within Each Jurisdiction, and Table 56, Alternative C CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction, in Technical Report 1, *Land Use Technical Report*. These tables, in addition to Tables 12 and 13, in Technical Report 1, *Land Use Technical Report*, provide the basis for comparison with the 1996 baseline.

In addition, a comparison of Alternative C against Year 2000 conditions is presented for informational purposes to reflect updated conditions. Areas exposed to the 65, 70, and 75 CNEL by jurisdiction for Year 2000 conditions are included in Tables S2 and S3, in Technical Report S-1, *Supplemental Land Use Technical Report*.

### **Changes in Overall Noise Exposure**

Shifts in the noise contours depicting changes in noise exposure from 1996 baseline conditions to 2015 are shown on **Figure F4.2-24**, Alternative C 2015 vs. 1996 Baseline - Areas Newly Exposed. Compared to 1996 baseline conditions, the most notable changes are decreases in noise exposure in the City of El Segundo and in the unincorporated community of Del Aire, and increases in the area exposed to the 65 CNEL noise contour and areas that would experience a 1.5 CNEL increase within the 65 CNEL to portions of the Westchester community and in Inglewood. As shown in Table F4.1-27, under Alternative C, the total overall net change in area exposed to 65 CNEL or greater noise levels in 2015 would increase by 53 acres compared to 1996 baseline conditions. Compared to 1996 baseline conditions, the overall number of incompatible land uses would be reduced by 2,260 units, 4,420 residents, and increase by 3 non-residential noise-sensitive parcels by 2015. As presented in Table F4.1-39, in Section 4.1, *Noise*, the shift of the noise contours associated with Alternative C 2015, when compared to the 1996 baseline conditions, would result in the removal of 4,880 dwelling units, 11,570 residents, and 20 noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

Shifts in the noise contours that depict changes in noise exposure from Year 2000 conditions to 2015 are shown on Figure S8, Alternative C 2015 vs. Year 2000 Conditions Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to Year 2000 conditions, the area exposed to the 65 CNEL would increase, as would areas within the 65 CNEL that experience a 1.5 CNEL increase, in portions of Westchester and Inglewood. As presented in Table F4.1-27, under Alternative C, the overall net change in the total area exposed to 65 CNEL or greater noise levels in 2015 would increase by 98 acres compared to Year 2000 conditions. The overall number of incompatible land uses in 2015 would be reduced by 2,160 units, 5,720 residents, and 7 non-residential noise-sensitive parcels compared to Year 2000 conditions. As noted in Section 4.1, *Noise* (subsection 4.1.6.1.4.2), the shift of the noise contours associated with Alternative C in 2015, when compared to Year 2000 conditions, would result in the removal of 3,860 dwelling units, 10,220 residents, and 24 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

### **Newly Exposed Areas**

Under Alternative C, some areas would be newly exposed to 65 CNEL or greater noise levels in 2015 compared to 1996 baseline conditions. Residential and other noise-sensitive uses newly exposed to 65 CNEL noise levels are presented in **Table F4.2-35**, Alternative C 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to 1996 Baseline Conditions). As shown in this table, 2,620 dwelling units, 7,150 residents, and 23 non-residential noise-sensitive parcels would be newly exposed in 2015 compared to 1996 baseline conditions. Impacts on noise-sensitive parcels within areas newly exposed are considered to be potentially significant under Title 21. Also considered to be incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or greater (even if interior noise levels are reduced to 45 CNEL). Under this alternative, no residential uses, schools, or parks would be newly exposed to noise levels of 75 CNEL or greater compared to 1996 baseline conditions. Although exposure of noise-sensitive uses to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities.

## 4.2 Land Use

Table F4.2-35

Alternative C 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to 1996 Baseline Conditions)

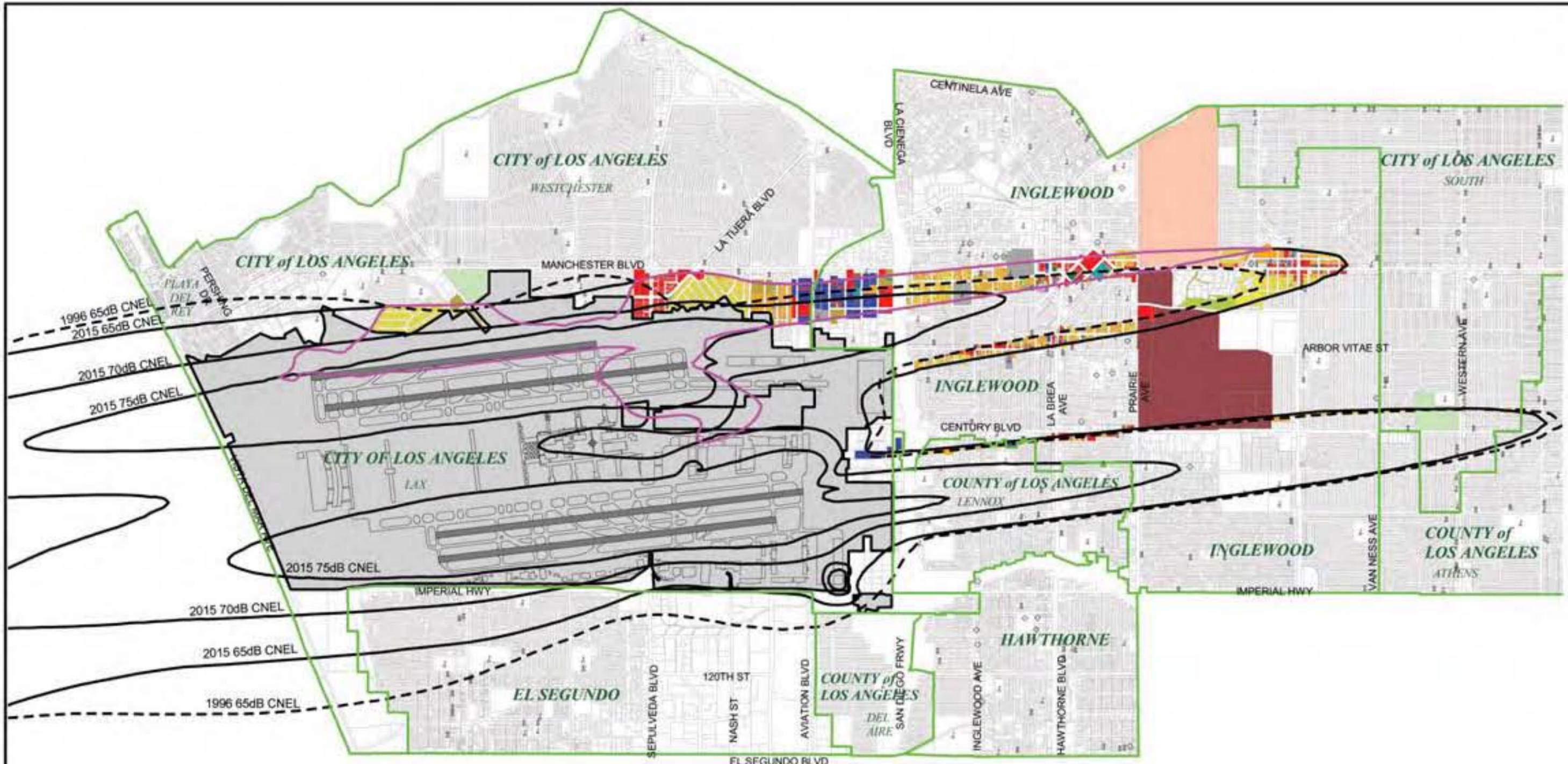
	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	340	30	0	470	0	840
Acres	49.15	4.10	0.00	86.66	0.00	139.91
Population	710	120	0	1,310	0	2,140
<b>Multi-Family</b>						
Units	280	190	0	1,310	0	1,780
Acres	13.74	5.62	0.00	61.07	0.00	80.43
Population	630	830	0	3,550	0	5,040
<b>Total Residential</b>						
Units	620	220	0	1,780	0	2,620
Acres	62.89	9.72	0.00	147.73	0.00	220.34
Population	1,340	950	0	4,860	0	7,150
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	7	0	8
Acres	1.32	0.00	0.00	34.70	0.00	36.02
<b>Churches</b>						
Number	0	0	0	7	0	7
Acres	0.00	0.00	0.00	3.64	0.00	3.64
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	3.06	0.00	3.06
<b>Parks</b>						
Number	2	0	0	2	0	4
Acres	60.42	0.00	0.00	1.21	0.00	61.63
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	3	0	0	20	0	23
Acres	61.74	0.00	0.00	42.73	0.00	104.47
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	183.83	12.55	0.00	940.61	0.00	1,136.99
<b>Total Acres (on Airport)</b>	<b>(17.60)</b>	<b>(0.00)</b>	<b>(0.00)</b>	<b>(0.00)</b>	<b>(0.00)</b>	<b>(17.60)</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 60 and 61.

Source: Landrum & Brown; Psomas; PCR, 2000.

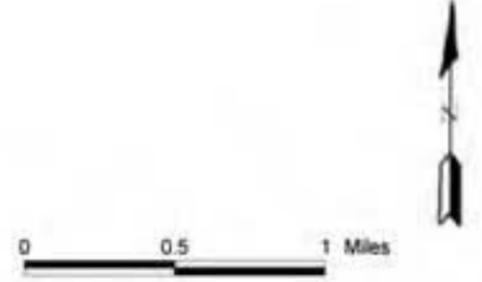
Residential and other noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 compared to Year 2000 conditions are presented in Table S40, Alternative C 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 2,610 dwelling units, 6,840 residents, and 17 non-residential noise-sensitive parcels would be newly exposed to 65 CNEL noise levels in 2015. Under this alternative, one park (Dockweiler Beach State Park in the City of Los Angeles) would be newly exposed to noise levels of 75 CNEL or greater compared to Year 2000 conditions. This information is presented in Table S42, Alternative C 2015 Listing of Parks Newly Exposed to 75 CNEL (Compared to Year 2000



**LEGEND**

- |                           |                        |                       |                                 |
|---------------------------|------------------------|-----------------------|---------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                         |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative C 2015 CNEL Contour |
| School                    | Commercial             | Recreation            | 1996 65dB CNEL Contour          |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                  |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary           |

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. Even though portions of Dockweiler Beach State Park would be newly exposed to noise levels of 75 CNEL or greater, overall exposure to high noise levels would be reduced compared to Year 2000 conditions. Any increase in noise levels on portions of Dockweiler Beach State Park would not substantially interfere with the normal use of this park, which has functioned over time while exposed to high noise levels. The number of newly exposed noise-sensitive uses from this Year 2000 conditions evaluation are fewer than the number of newly exposed noise-sensitive uses identified in the 1996 baseline evaluation.

### **Increases in 1.5 CNEL**

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater in 2015. The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to 1996 baseline conditions is presented in **Table F4.2-36**, Alternative C 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions). As shown in this table, 2,080 dwelling units, 5,100 residents, and 18 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. For these uses, impacts would be considered potentially significant. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative C compared to 1996 baseline conditions is presented in Table 61, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, *Land Use Technical Report*.

The number of residential units, population, and noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to Year 2000 conditions is presented in Table S44, Alternative C 2015 1.5 CNEL Increase Compared to Year 2000 Conditions, in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 2,450 dwelling units, 6,640 residents, and 18 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative C compared to Year 2000 conditions is presented in Table S41, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to the 1996 baseline evaluation, the number of dwelling units and residents exposed to significant noise level increases in 2015 would increase.

**Table F4.2-36**

**Alternative C 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b><u>65 CNEL Noise Contour</u></b>						
<b><u>Residential</u></b>						
<b>Single-Family</b>						
Units	410	0	0	210	0	620
Acres	61.64	0.00	0.00	29.28	0.00	90.92
Population	830	0	0	550	0	1,380
<b>Multi-Family</b>						
Units	160	0	0	750	0	910
Acres	8.31	0.00	0.00	34.17	0.00	42.48
Population	350	0	0	2,030	0	2,380
<b><u>Total Residential</u></b>						
Units	570	0	0	960	0	1,530
Acres	69.95	0.00	0.00	63.45	0.00	133.40
Population	1,180	0	0	2,580	0	3,760
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	1	0	0	4	0	5
Acres	1.32	0.00	0.00	29.51	0.00	30.83
<b>Churches</b>						
Number	0	0	0	6	0	6
Acres	0.00	0.00	0.00	4.03	0.00	4.03

## 4.2 Land Use

Table F4.2-36

Alternative C 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	1.39	0.00	1.39
<b>Parks</b>						
Number	1	0	0	2	0	3
Acres	25.93	0.00	0.00	1.22	0.00	27.15
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	0	0	13	0	15
Acres	27.25	0.00	0.00	36.15	0.00	63.40
<b>Total Area (Acres)</b>	<b>97.20</b>	<b>0.00</b>	<b>0.00</b>	<b>99.60</b>	<b>0.00</b>	<b>196.80</b>
<b>70 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	60	0	0	50	0	110
Acres	8.47	0.00	0.00	7.23	0.00	15.70
Population	120	0	0	170	0	290
<b>Multi-Family</b>						
Units	330	0	0	110	0	440
Acres	15.06	0.00	0.00	5.82	0.00	20.88
Population	730	0	0	320	0	1,050
<b>Total</b>						
Units	390	0	0	160	0	550
Acres	23.53	0.00	0.00	13.05	0.00	36.58
Population	850	0	0	490	0	1,340
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	2	0	3
Acres	1.32	0.00	0.00	13.74	0.00	15.06
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	0	0	2	0	3
Acres	1.32	0.00	0.00	13.74	0.00	15.06
<b>Total Area (Acres)</b>	<b>24.85</b>	<b>0.00</b>	<b>0.00</b>	<b>26.79</b>	<b>0.00</b>	<b>51.64</b>
<b>75 CNEL Noise Contour Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0

Table F4.2-36

## Alternative C 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Total</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Area (Acres)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 60 and 61.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

### Increase in Noise Levels Below 65 CNEL

Since 1.5 CNEL increases within the 65 CNEL noise contour under Alternative C in 2015 compared to 1996 baseline conditions, Year 2000 conditions, and No Action/No Project conditions have been identified, FICON criteria require presentation of noise-sensitive parcels experiencing an increase of 3 CNEL when exposed to 60-65 CNEL or an increase of 5 CNEL below 60 CNEL.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.4.1), under Alternative C compared to 1996 baseline, one noise-sensitive parcel (a church located southeast of the intersection of Manchester Avenue and La Tijera Boulevard in the City of Los Angeles) would be exposed to an increase of 3 CNEL between the 60 and 65 CNEL. No noise-sensitive parcels would be exposed to an increase of 5 CNEL below the 60 CNEL.

## 4.2 Land Use

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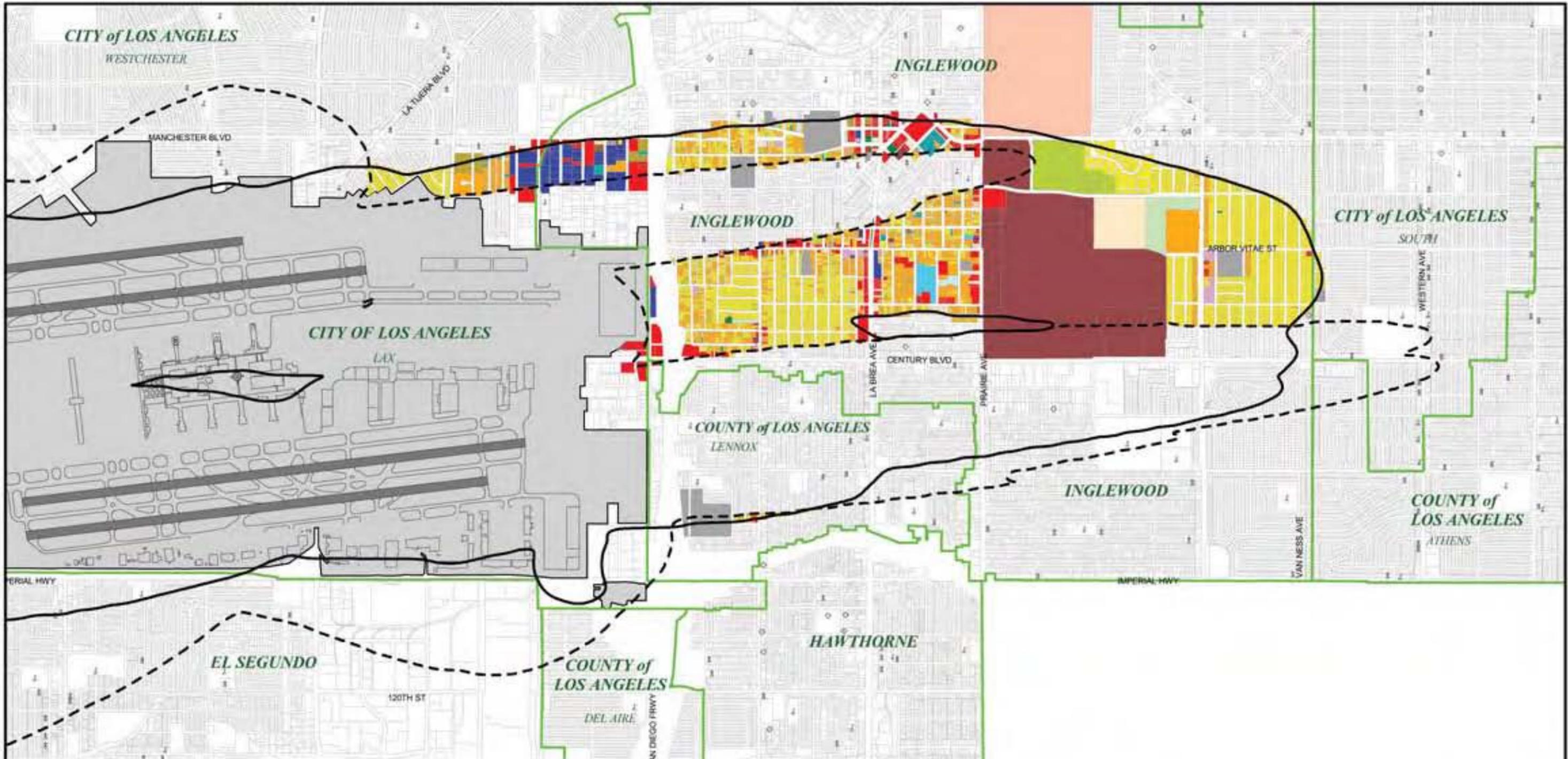
As presented in Table S20, in Appendix SC-1, *Supplemental Aircraft Noise Technical Report*, Alternative C would expose four noise-sensitive parcels to increases of more than 3 CNEL between 60 and 65 CNEL in 2015 compared to Year 2000 conditions. These parcels include three churches and one school, which are located in the vicinity of La Tijera Boulevard/Manchester Avenue and La Tijera Boulevard/Arbor Vitae, in the City of Los Angeles. No noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL.

### **Single Event Noise Levels**

#### **Nighttime Awakenings**

Under Alternative C in 2015, some residential parcels would be exposed to single event noise levels that result in the awakening of 10 percent of the residents at least once every 10 days, as represented by the 94 dBA SEL noise contour. The noise contours depicting the shift in single event noise level exposure from 1996 baseline conditions are shown on **Figure F4.2-25**, Alternative C 2015 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. Compared to 1996 baseline conditions, the most substantial changes in 2015 are a decrease in the 94 dBA SEL contour in El Segundo, and South Los Angeles and in the unincorporated community of Athens. Notable increases are in Westchester and in Inglewood (north of Century Boulevard). Based on the information presented in Table S6 and Table S45, Alternative C 2015 94 dBA SEL Noise Contour Total Area and Incompatible Residential Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, compared to 1996 baseline conditions, the overall net change in the number of residential uses that would be exposed to the 94 dBA SEL contour would be reduced by 1,900 dwelling units; however, the number of residents exposed would increase by 210. This condition occurs because of a shift in the overall contour to more densely populated areas with a higher occupancy per dwelling unit.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.4.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative C in 2015, when compared to the 1996 baseline condition, would result in the removal of 8,500 dwelling units and 19,000 residents from within the area exposed to significant nighttime single event noise levels.



**LEGEND**

- |                           |                        |                       |                                      |
|---------------------------|------------------------|-----------------------|--------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                              |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                     |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative C 2015 94dBA SEL Contour |
| School                    | Commercial             | Recreation            | 1996 94dBA SEL Contour               |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary                |
| Hospital                  | Government             | Other, Assumed Vacant |                                      |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





Some residential parcels would be newly exposed to significantly high single event noise levels in 2015, primarily in Inglewood. Residential parcels and population newly exposed to high single event noise levels compared to 1996 baseline conditions are listed in **Table F4.2-37**, Alternative C 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL). As shown on this table, 6,560 dwelling units and 19,230 residents would be newly exposed under this alternative.

Table F4.2-37

**Alternative C 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed  
(Compared to 1996 94 dBA SEL)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	140	30	0	2,240	0	2,410
Acres	20.36	3.49	0.00	356.13	0.00	379.97
Population <sup>2</sup>	310	100	0	7,140	0	7,550
Multi-Family						
Units	350	30	0	3,770	0	4,150
Acres	16.77	1.40	0.00	169.76	0.00	187.93
Population <sup>2</sup>	760	130	0	10,790	0	11,680
<b>Total Residential</b>						
Units	490	60	0	6,010	0	6,560
Acres <sup>3</sup>	37.12	4.90	0.00	525.88	0.00	567.90
Population	1,070	230	0	17,930	0	19,230
<b>Other Non-Residential Uses (acres)</b>	36.58	24.88	0.00	1,015.44	0.00	1,049.90
<b>Total Acres Newly Exposed</b>	73.70	29.78	0.00	1,541.32	0.00	1,617.80

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

The noise contour depicting changes in single event noise level exposure from Year 2000 conditions is shown on Figure S9, Alternative C 2015 94 dBA SEL vs. 2000 94 dBA SEL Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. The most substantial changes from Year 2000 to 2015 are a decrease in the 94 dBA SEL contour in El Segundo, South Los Angeles and the unincorporated community of Athens, and increases to the east in Inglewood. Based on the information presented in Table S7 and Table S45, in Technical Report S-1, *Supplemental Land Use Technical Report*, the overall net change in the number of residential parcels that would be exposed to the 94 dBA SEL contour in 2015 would increase by 1,450 dwelling units and 5,540 residents compared to Year 2000 conditions. As stated in Section 4.1, *Noise* (subsection 4.1.6.1.4.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative C in 2015, when compared to Year 2000 conditions, would result in the removal of 4,500 dwelling units and 14,000 residents from within the area exposed to significant nighttime noise levels. The overall increase in the number of dwelling units and residents that would be exposed to the 94 dBA SEL contour in this Year 2000 evaluation represents a substantial increase from the results of the 1996 baseline evaluation.

In addition, compared to Year 2000, some residential parcels would be newly exposed to the 94 dBA SEL in 2015, primarily in Inglewood. Residential parcels and population newly exposed compared to Year 2000 conditions are presented in Table S47, Alternative C 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 2000 94 dBA SEL), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this table, 5,910 dwelling units and 17,730 residents would be newly exposed under this alternative. The increase in the number of dwelling units and residents that would be newly exposed to the 94 dBA SEL contour in this Year 2000 evaluation is slightly less than the number newly exposed for the 1996 baseline evaluation.

## 4.2 Land Use

### School Disruption

Under Alternative C in 2015, some schools would experience high single event noise levels that would result in classroom disruption as described in Section 4.1, *Noise* (subsection 4.1.6.1.4.4.2).

The number of schools that would be exposed to high single event noise levels or newly exposed to high single event noise levels is shown in Table F4.1-32, Schools Exposed to Significant Interior Single Event Noise Levels - Alternative C Compared to the 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.4.4.2). These same schools that would be newly exposed are listed below by name and jurisdiction in **Table F4.2-38**, Alternative C Listing of Schools Newly Exposed to High Single Event Noise Levels.

**Table F4.2-38**

**Alternative C Listing of Schools Newly Exposed to High Single Event Noise Levels**

Name	Location	Jurisdiction	55 dB	65 dB	35 dB	APN	Grid ID
			L <sub>max</sub>	L <sub>max</sub>	(Leq(h))		
<b>Compared to Year 1996 Baseline</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
Inglewood High School	231 S. Grevillea Ave	City of Inglewood	X		X	4020016900	PBS050
Morningside High School	10500 Yukon Ave	City of Inglewood			X	4030033901	PBS140
Warren Lane Elementary School	9330 S. 8 <sup>th</sup> Ave	City of Inglewood	X			4027012900	PBS117
<b>Subtotal: 4</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood	X		X	4011026022	PVS074
K. Anthony Elementary School	930 S Osage Ave	City of Inglewood			X	4024008901	PVS109
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
University of West Los Angeles	8911 Aviation Blvd	City of Inglewood		X		4126019009	PBS116
<b>Subtotal: 8</b>							
<b>Total: 12</b>							
<b>Compared to Year 2000 Conditions</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Warren Lane Elementary School	9330 S. 8th Ave	City of Inglewood	X			4027012900	PBS117
<b>Subtotal: 3</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85 <sup>th</sup> St	City of Inglewood			X	4011024024	PVS108
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood			X	4011026022	PVS074
K. Anthony Elementary School	930 S Osage Ave	City of Inglewood			X	4024008901	PVS109
Morningside United Church of Christ School	8721 S 8 <sup>th</sup> Ave	City of Inglewood			X	4026001022	PVS073
University West Los Angeles	8911 Aviation Blvd.	City of Inglewood		X		4126019009	PBS116
<b>Subtotal: 8</b>							
<b>Total: 11</b>							

Source: Landrum & Brown; PCR, 2003.

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### **Road Traffic and Combined Noise**

Road traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

### **Noise Exposure Effects by Jurisdiction**

A summary of noise exposure effects for noise-sensitive uses exposed to the 65 CNEL noise contour, 1.5 CNEL increase above the 65 CNEL, the 75 CNEL, and high single event noise levels under Alternative C are presented by jurisdiction in **Table F4.2-39**, *Alternative C 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction (Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)*.

### **Noise (Compared to No Action/No Project Alternative)**

#### **Changes in Overall Noise Exposure**

The noise contours depicting differences in noise exposure when comparing the No Action/No Project Alternative to Alternative C are shown on **Figure F4.2-26**, *Alternative C 2015 vs. No Action/No Project Alternative - Areas Newly Exposed*. Compared to the No Action/No Project Alternative, the area exposed to the 65 CNEL noise contour would increase as would areas within the 65 CNEL contour that experience a 1.5 CNEL increase, within Westchester and Inglewood. As shown in Table F4.1-27, under Alternative C, the total area exposed to 65 CNEL or greater noise levels in 2015 would increase by 371 acres compared to the No Action/No Project Alternative. The overall number of incompatible land uses in 2015 would be reduced by 20 units and increase by 250 residents and 6 non-residential noise-sensitive parcels compared to the No Action/No Project Alternative. As presented in Table F4.1-39, in Section 4.1, *Noise*, the shift of the noise contours associated with Alternative C 2015, when compared to the No Action/No Project Alternative would result in the removal of 2,440 dwelling units, 5,750 residents, and 25 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours. Changes described below and the basis for comparing Alternative C against the No Action/No Project Alternative are based on Technical Report 1, *Land Use Technical Report*, Tables 16, 17, 55, and 56.

#### **Newly Exposed Areas**

Some residential and other noise-sensitive parcels would be newly exposed to 65 CNEL noise levels compared to the No Action/No Project Alternative. As shown in **Table F4.2-40**, *Alternative C 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to No Action/No Project Alternative)*, for Alternative C there would be 2,420 dwelling units, 6,000 residents, and 21 non-residential noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 when compared to the No Action/No Project Alternative.

## 4.2 Land Use

Table F4.2-39

Alternative C 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996 Baseline, Year 2000 Conditions, and No Action/No Project Alternative)

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>65 CNEL</b>															
Change in Acres Exposed	-138	367	242	-39	54	5	-335	-202	-16	365	-121	139	0	0	0
Change in Units Exposed	-2,260	-780	-430	-140	-480	10	-740	-810	-50	790	-50	470	0	0	0
Change in Population Exposed	-4,220	-2,220	-970	-380	-2,170	80	-1,490	-1,960	-100	-1,640	-1,650	1,280	0	0	0
Overall Change Noise-Sensitive Uses	-5	0	0	-5	-1	0	-9	0	-4	16	2	4	0	0	0
Newly Exposed Units	620	1,170	1,200	220	230	260	0	0	40	1,780	1,210	920	0	0	6
Newly Exposed Population	1,340	2,340	2,330	950	900	1,080	0	0	90	4,860	3,600	2,500	0	0	0
Newly Exposed Noise-Sensitive Uses	3	8	5	0	0	2	0	0	0	20	9	14	0	0	0
<b>1.5 CNEL Increase above 65 CNEL</b>															
Units Exposed	960	720	1,160	0	0	0	0	0	0	1,120	1,310	1,170	0	0	0
Population Exposed	2,030	1,750	2,510	0	0	0	0	0	0	3,070	4,140	2,100	0	0	0
Noise-Sensitive Uses Exposed <sup>1</sup>	2	4	2	0	0	0	0	0	0	14	12	14	0	0	0
<b>75 CNEL</b>															
Newly Exposed Residential Acres	0	0	N/A <sup>2</sup>												
Newly Exposed Units	0	0	N/A <sup>2</sup>												
Newly Exposed Parks	0	1	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>									
Newly Exposed Schools	0	0	N/A <sup>2</sup>												
<b>94 dBA SEL</b>															
Change in Units Exposed	-4,520	-800	N/A <sup>3</sup>	-600	-670	N/A <sup>3</sup>	-1,900	-1,350	N/A <sup>3</sup>	5,120	4,280	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Change in Population Exposed	-8,960	-1,960	N/A <sup>3</sup>	-2,080	-2,570	N/A <sup>3</sup>	-3,830	-2,840	N/A <sup>3</sup>	15,070	12,910	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Units	490	500	N/A <sup>3</sup>	60	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	6,010	5,400	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Population	1,070	1,130	N/A <sup>3</sup>	230	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	17,930	16,600	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
<b>Single Event Effects on Schools</b>															
Schools Newly Exposed <sup>4</sup>	0	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	12	11	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>

<sup>1</sup> The number of noise-sensitive uses exposed to 1.5 CNEL increase above 65 CNEL is derived from Technical Report 1, *Land Use Technical Report*, Table 61, Alternative C 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to 1996 Baseline), and Technical Report S-1, *Supplemental Land Use Technical Report*, Table S41, Alternative C 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to Year 2000 Conditions).

<sup>2</sup> Comparisons of Alternative C against the No Action/No Project Alternative do not include an analysis of residential areas, parks, and schools newly exposed to the 75 CNEL; since these were identified for CEQA purposes. Parks exposed to high noise levels are also discussed in Section 4.8, *Department of Transportation, Section 4(f)*.

<sup>3</sup> Comparisons of Alternative C against the No Action/No Project Alternative do not include an evaluation of single event high noise levels, since this analysis was presented for CEQA purposes (i.e., compared to 1996 baseline and Year 2000).

<sup>4</sup> The number of schools newly exposed is based on **Table F4.2-38**, Alternative C Listing of Schools Newly Exposed to High Single Event Noise Levels.

Note: Dwelling unit and population estimates have been rounded to the nearest ten.

Source: PCR, 2003.

Table F4.2-40

**Alternative C 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	580	60	40	270	0	950
Acres	84.85	7.81	6.28	41.29	0.00	140.23
Population	1,170	230	80	770	0	2,250
<b>Multi-Family</b>						
Units	620	200	0	650	0	1,470
Acres	28.41	10.87	0.43	35.78	0.00	75.49
Population	1,160	850	10	1,730	0	3,750
<b>Total Residential</b>						
Units	1,200	260	40	920	0	2,420
Acres	113.26	18.68	6.71	77.07	0.00	215.72
Population	2,330	1,080	90	2,500	0	6,000
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	3	1	0	5	0	9
Acres	16.06	23.74	0.00	80.45	0.00	120.25
<b>Churches</b>						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	2.27	0.00	2.27
<b>Hospitals</b>						
Number	0	0	0	0	0	0.
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	3.06	0.00	3.06
<b>Parks</b>						
Number	2	1	0	2	0	5
Acres	83.43	3.79	0.00	1.21	0.00	88.43
<b>Libraries</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.12	0.00	0.12
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	5	2	0	14	0	21
Acres	99.49	27.53	0.00	87.11	0.00	214.13
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	224.48	8.74	13.03	628.58	0.00	874.83
Total Acres (on Airport)	437.23	54.95	19.74	792.76	0.00	1,304.68
	(32.59)	(0.00)	(0.00)	(0.00)	(0.00)	(32.59)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 65 and 66.

Source: Landrum & Brown; Psomas; PCR, 2000.

### **Increases in 1.5 CNEL**

In addition, certain noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would experience increases in noise levels of 1.5 CNEL or greater. The number of residential units, population, and noise-sensitive parcels experiencing a substantial noise increase within the 65 CNEL contour in 2015 compared to the No Action/No Project Alternative is presented in **Table F4.2-41**, Alternative C 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative). As shown in this table, 2,330 dwelling units, 4,610 residents, and 18 non-residential noise-sensitive parcels would experience

## 4.2 Land Use

substantial increases in noise levels in 2015 compared to the No Action/No Project Alternative. A listing of noise-sensitive parcels that would fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours compared to the No Action/No Project Alternative is presented in Table 66, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to No Action/No Project Alternative), in Technical Report 1, *Land Use Technical Report*.

**Table F4.2-41**

**Alternative C 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>65 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	440	0	0	220	0	660
Acres	65.66	0.00	0.00	31.77	0.00	97.43
Population	890	0	0	600	0	1,490
<b>Multi-Family</b>						
Units	330	0	0	790	0	1,120
Acres	16.58	0.00	0.00	37.21	0.00	53.79
Population	740	0	0	2,120	0	2,860
<b>Total</b>						
Units	770	0	0	1,010	0	1,780
Acres	82.24	0.00	0.00	68.98	0.00	151.22
Population	1,660	0	0	1,610	0	3,270
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	0	0	4	0	5
Acres	1.32	0.00	0.00	29.51	0.00	30.83
<b>Churches</b>						
Number	0	0	0	6	0	6
Acres	0.00	0.00	0.00	4.04	0.00	4.04
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	1.39	0.00	1.39
<b>Parks</b>						
Number	1	0	0	2	0	3
Acres	25.93	0.00	0.00	1.22	0.00	27.15
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	0	0	13	0	15
Acres	27.25	0.00	0.00	36.15	0.00	63.40
<b>Total Area (Acres)</b>	<b>109.49</b>	<b>0.00</b>	<b>0.00</b>	<b>105.13</b>	<b>0.00</b>	<b>214.62</b>
<b>70 CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	60	0	0	50	0	110
Acres	8.47	0.00	0.00	7.39	0.00	15.86
Population	120	0	0	170	0	290
<b>Multi-Family</b>						
Units	330	0	0	110	0	440
Acres	15.06	0.00	0.00	6.19	0.00	21.25
Population	730	0	0	320	0	1,050
<b>Total</b>						
Units	390	0	0	160	0	550
Acres	23.53	0.00	0.00	13.58	0.00	37.11

Table F4.2-41

## Alternative C 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
Population	850	0	0	490	0	1,340
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	1	0	0	2	0	3
Acres	1.32	0.00	0.00	13.74	0.00	15.06
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Total Noise-Sensitive Uses (Non-residential)</u></b>						
Number	1	0	0	2	0	3
Acres	1.32	0.00	0.00	13.74	0.00	15.06
<b>Total Area (Acres)</b>	<b>24.85</b>	<b>0.00</b>	<b>0.00</b>	<b>27.32</b>	<b>0.00</b>	<b>52.17</b>
<b><u>75 CNEL Noise Contour Residential</u></b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b><u>Total</u></b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00

## 4.2 Land Use

Table F4.2-41

**Alternative C 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Area (Acres)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Tables 65 and 66.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum and Brown; Psomas; PCR, 2000.

### **Increases in Noise Levels Below 65 CNEL**

Given that the 1.5 CNEL increases have been identified within the 65 CNEL noise contour compared with the No Action/No Project Alternative, FICON requires that noise-sensitive parcels experiencing an increase of 3 CNEL within the 60 to 65 CNEL and an increase of 5 CNEL below the 60 CNEL be presented.

As depicted in Table S20, in Appendix SC-1, *Supplemental Aircraft Noise Technical Report*, Alternative C would expose four noise-sensitive parcels to an increase of 3 CNEL between 60 and 65 CNEL compared to the No Action/No Project Alternative in 2015. These uses are located in the vicinity of Manchester Avenue and Belford Avenue, in the City of Los Angeles and include four churches. No noise-sensitive uses would be exposed to an increase of 5 CNEL below 60 CNEL.

### **Road Traffic and Combined Noise**

Road traffic noise levels associated with the LAX Expressway would exceed federal noise levels at adjacent noise-sensitive locations and as a result noise barriers are proposed. The locations of these noise-sensitive uses and proposed barriers are further described in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*. No substantial increases were identified for combined road traffic and aircraft noise as presented in Section 4.1, *Noise*.

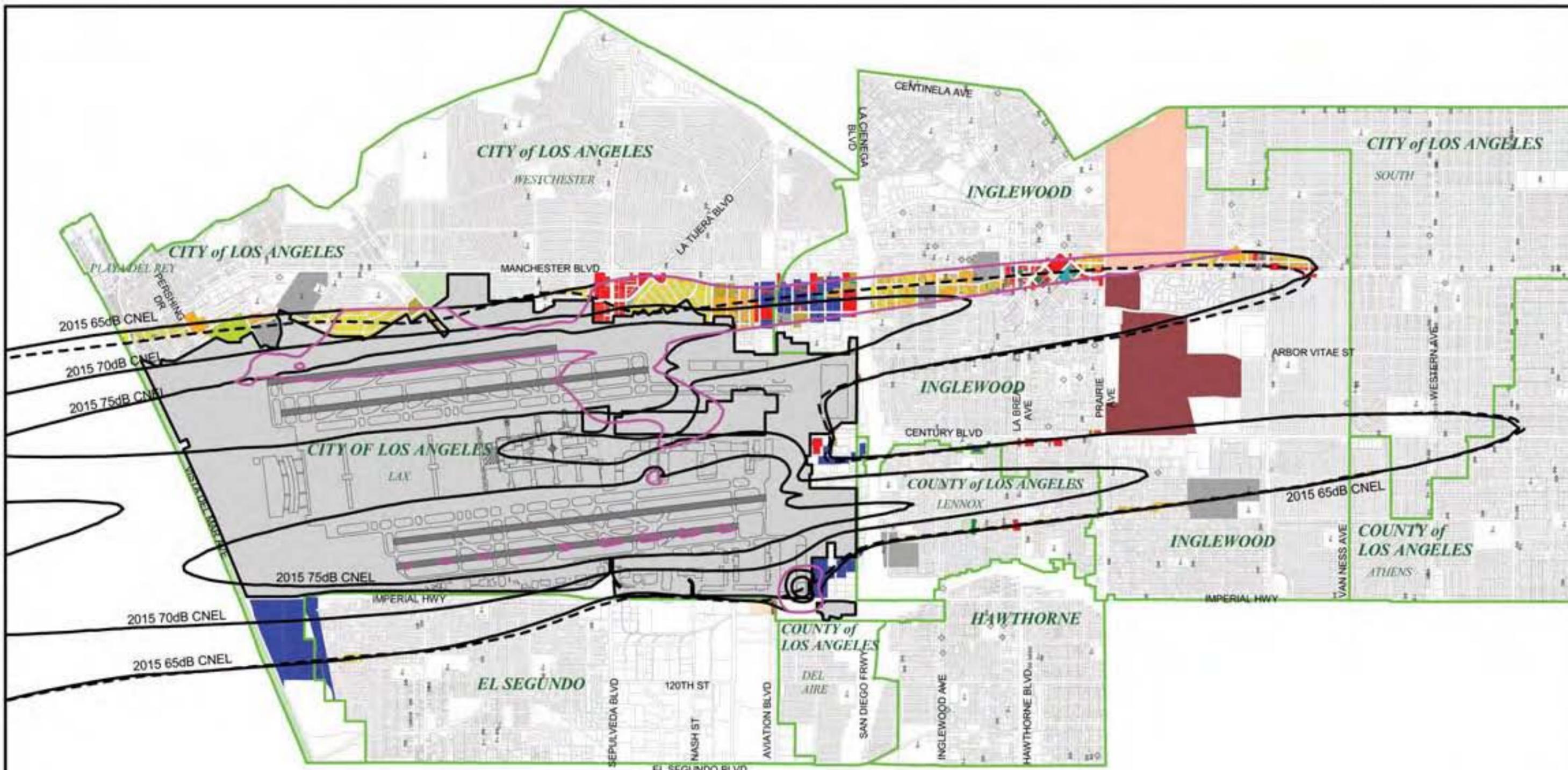
### **Noise Exposure Effects by Jurisdiction**

Noise exposure effects of Alternative C compared to the No Action/No Project Alternative are presented in **Table F4.2-39**.

### **Other Potential Land Use Incompatibilities**

Under Alternative C, the potential land use incompatibilities resulting from development of the LAX Expressway are the same as described under Alternative A. Impacts resulting from land acquisition would be less than Alternatives A and B due to the reduced amount of acreage to be acquired. Alternative C would result in a greater area of acquisition and new areas of interface with residential uses than would occur under the No Action/No Project Alternative. In addition, impacts associated with the development of the LAX Expressway would not occur under the No Action/No Project Alternative.

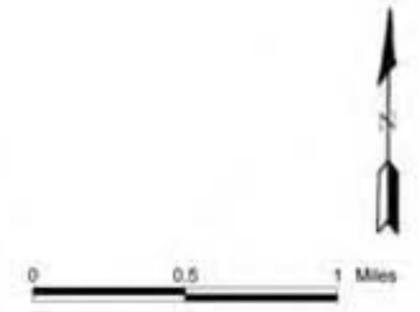
Under Alternative C, development of Westchester Southside would be incorporated as part of the LAX Master Plan, LAX Plan, and LAX Zone/LAX Specific Plan. As shown on **Figure F4.2-23**, the land use designation of Westchester Southside would be Airport Buffer. These entitlement actions would supersede previous tract map and zoning approvals, but the Airport Buffer land use designation and LAX Zone/LAX Specific Plan would incorporate, to the maximum extent feasible, the requirements of [Q] conditions included in Ordinance 159,526 that impose use restrictions, building height limits, building



**LEGEND**

- |                           |                        |                       |                                                         |
|---------------------------|------------------------|-----------------------|---------------------------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                                                 |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                                        |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative C 2015 CNEL Contour                         |
| School                    | Commercial             | Recreation            | No Action/No Project Alternative 2015 65dB CNEL Contour |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                                          |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary                                   |

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000





setbacks, and landscape buffers (adjacent to residential uses to the north); limit total daily traffic trips (to a greater extent than the currently entitled LAX Northside); and limits to floor area ratios per lot.

### **Construction Impacts**

Construction impacts would be slightly reduced from those described under Alternatives A and B, since the area of airport expansion would be reduced and no new runways would be added. Construction impacts in comparison to the No Action/No Project Alternative would be similar to those described under Alternative A.

## **4.2.6.5 Alternative D - Enhanced Safety and Security Plan**

### **Changes In Development**

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives*. The features of Alternative D that are relevant to the analysis of land use are summarized herein. These include land acquisition and relocation; projected aircraft, passenger, and cargo activity; modifications to airfield facilities; reconfiguration of existing terminal facilities and new terminal facilities; modifications to cargo facilities; development of a GTC and ITC; development of an APM; development of a consolidated RAC; and implementation of the LAX Northside development. Figure F3-14, Alternative D 2015 - Enhanced Safety and Security Plan, in Chapter 3, *Alternatives*, shows the general uses proposed under Alternative D. These uses are summarized in **Table F4.2-6**. This table also presents a comparison between all alternatives and 1996 baseline and Year 2000 conditions.

To accommodate airport operations and roadway improvements, Alternative D would require acquisition of approximately 77 acres by 2015. Acquisition areas for Alternative D, as for Alternatives A, B, and C are presented in **Table F4.2-12**, Comparison of Acquisition Area Land Use - Build Alternatives. As shown on this table, Alternative D would require the least amount of land acquisition. In contrast to Alternatives A, B, and C, no residential acquisition<sup>149</sup> or acquisition within the Westchester Business District is proposed for Alternative D. The locations of the acquisition areas for Alternative D are shown on Figure F3-19, 2015 Alternative D Proposed Property Acquisition Areas, in Chapter 3, *Alternatives*. As shown on Figure F3-14, Manchester Square would be developed as a GTC and Belford would remain vacant.

### **Changes to General Plan and Zoning**

Under Alternative D, the LAX Plan would replace the Interim Plan as a Plan of the City of Los Angeles General Plan Land Use Element. An amendment to the Westchester-Playa del Rey Community Plan map and text and zone change would be required to reflect the acquisition areas and the 123-acre Manchester Square area to allow for the development of airport-related uses within the LAX Plan and corresponding LAX Zone/LAX Specific Plan. This change would represent a removal of residential and commercial uses from the Westchester-Playa del Rey Community Plan. There would also be other amendments required to the City of Los Angeles Framework Element and Transportation Elements for consistency.

A proposed land use plan for Alternative D has been prepared to replace some of the land uses previously designated in the Interim Plan. These land uses are shown on **Figure F4.2-27**, Alternative D 2015 - LAX Plan Proposed Land Use. Land use designations contemplated in conjunction with the LAX Plan include Airport Airside, Airport Landside, Airport Buffer (LAX Northside), Open Space, Medium Multiple Family, and Regional Center Commercial. The latter three of these designations (i.e., Open Space, Medium Multiple Family, and Regional Center Commercial) are existing land use designations that, with approval of the proposed LAX Plan, would not change. These land use designations are as described under Alternative A, with the following exceptions. The Airport Landside designation would

<sup>149</sup> Although no residential acquisition is proposed under Alternative D, if surface transportation mitigation measure MM-ST-13, Create A New Interchange at I-405 and Lennox Boulevard (Alternative D), recommending a new interchange at I-405 and Lennox Boulevard is carried forward, it is possible that 9 to 12 homes may need to be acquired. Also, if ANMP land acquisition for Manchester Square cannot be completed by the time the Master Plan is approved, the City of Los Angeles will use the most appropriate and practical measures available (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan. These measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. This would be the case for the majority of the build alternatives (i.e., Alternatives B, C, and D), the only exception being Alternative A where no new development within Manchester Square is proposed.

## 4.2 Land Use

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include the GTC, APM, and ITC facilities. Under Alternative D, the southwest boundary of the Airport Buffer Area extends just south of Westchester Parkway. The Airport Buffer Area is similar to the boundaries shown for the Airport Buffer designation in the Interim Plan and coincides with the boundaries of LAX Northside. The Airport Buffer Area would include features of the LAX Northside project to impose use restrictions, limit building height, and provide landscaped setback requirements.

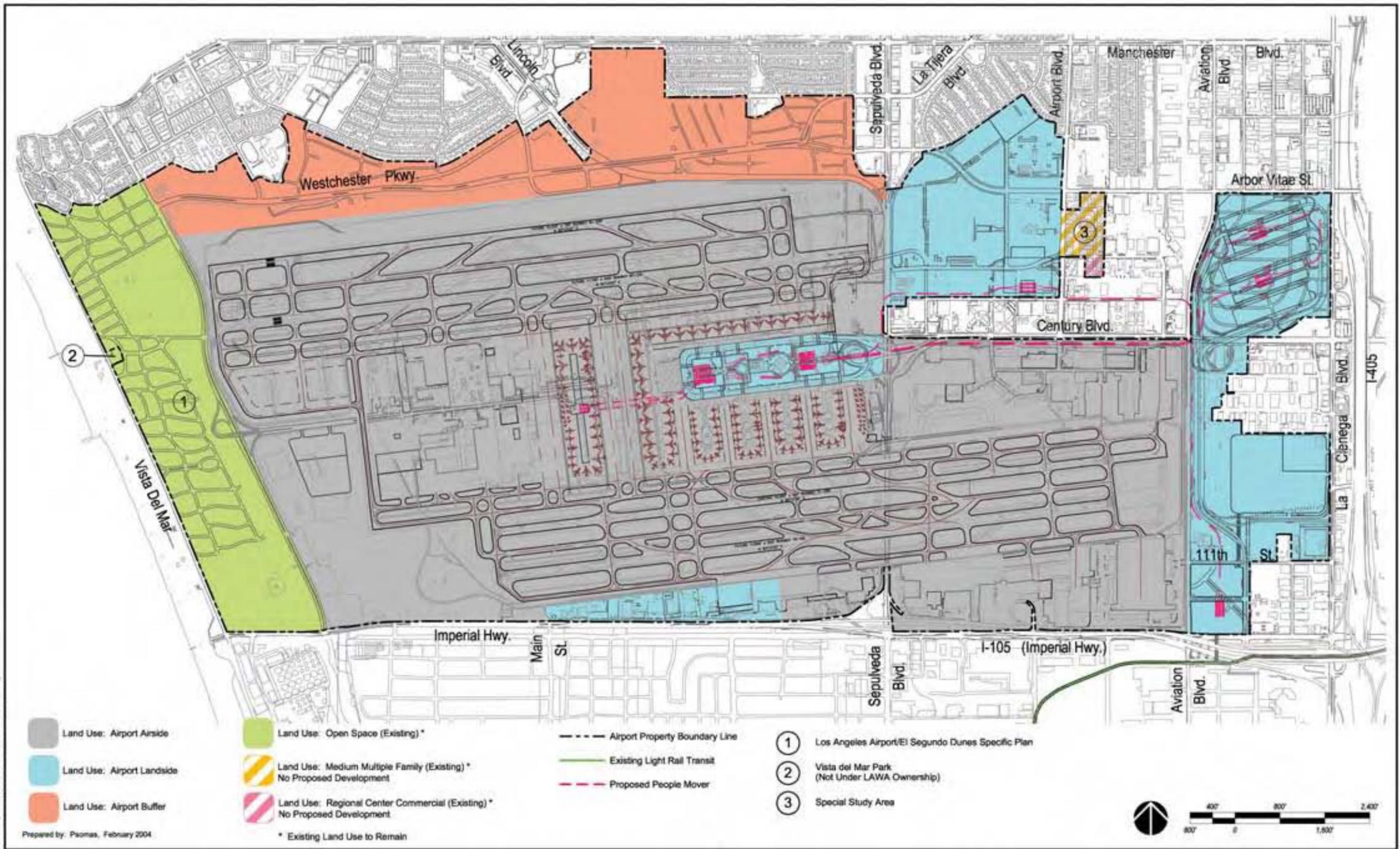
Corresponding with these land use designations, the LAX Zone/LAX Specific Plan would provide additional development and performance standards (defined by sub area), which would incorporate the requirements of existing [T] and [Q] conditions to the extent feasible.

Alternative D also includes the existing land use designations of Medium Multiple Family and Regional Center Commercial for the Belford area, as described below. Although this area is contemplated for removal from the Westchester - Playa del Rey Community Plan boundaries, no change is proposed to the land use designations, and no development is proposed for Belford under this alternative. Therefore this area is designated as a Special Study Area and further evaluation would be required prior to development.

- ◆ **Medium Multiple Family.** The medium Multiple Family use allows multi-family dwelling units at 30-55 dwelling units per net acre, and supporting uses.
- ◆ **Regional Center Commercial.** The Regional Center Commercial use allows offices, retail (including shopping malls), professional services, restaurants, and mixed use facilities (including multi-family residential).

A zone change would be processed to bring the zoning into conformity with the new LAX Plan and its boundaries, as described for Alternative A. In addition, an amendment to the City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulations, and the District Plan Map would be required to show revised clear zones, height restrictions, and other related development limitations resulting from this alternative. As described under Alternative A, changes proposed under the LAX Master Plan would be incorporated by the ALUC into the CLUP, which is currently being revised.

These changes would be in contrast to the No Action/No Project Alternative where no changes to existing General Plan and zoning designations are proposed.





## Acquisition Areas

All of the approximately 77 (net) acres to be acquired are located within the Westchester-Playa del Rey Community Plan area as shown in **Table F4.2-42**, Acquisition Areas Westchester-Playa del Rey Community Plan Alternative D. Most of this acreage (approximately 63 net acres) is designated as Light Industrial in the Community Plan. Currently about 250 net acres of the Community Plan area is designated Light Industrial. The acquisition areas represent approximately 25 percent of this total.

**Table F4.2-42**

**Acquisition Areas Westchester-Playa del Rey Community Plan  
Alternative D**

Area	High Medium Density Residential	Regional Center Commercial	Community Commercial	Highway Oriented Commercial	Light Industrial	Limited Industrial	Total
A Sepulveda							0.00
B 98th Street		0.62			51.84		52.46
C LAX East						0.6	0.6
D Manchester Square		4.10		2.69			6.79
E South of Century (No.)		2.85	2.59		11.19		16.63
F South of Century (So.)					0.38		0.38
Total Net AC <sup>1,2</sup>	0.00	7.57	2.59	2.69	63.41	0.6	76.86

<sup>1</sup> AC = Acres.

<sup>2</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way.

Source: Landrum & Brown; PCR, 2002.

Figure F3-19, 2015 Alternative D Proposed Property Acquisition Areas, provides a map of the acquisition areas for Alternative D. The zoning designation and corresponding acreage for Alternative D is presented in **Table F4.2-43**, Alternative D Generalized Zoning for Acquisition Areas. The majority of acreage to be acquired is zoned M2 (approximately 23 acres).

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Table F4.2-43

### Alternative D Generalized Zoning for Acquisition Areas

Area	R1 <sup>1</sup>	R3 <sup>2</sup>	R4 <sup>3</sup>	R5 <sup>3</sup>	PF <sup>4</sup>	C1 <sup>5</sup>	C2 <sup>6</sup>	C4 <sup>7</sup>	I <sup>8</sup>	M1 <sup>9</sup>	M2 <sup>10</sup>	Unknown	Total <sup>11</sup>
A Sepulveda													0.00
B 98 <sup>th</sup> Street	1.77						16.5				7.18	27.01	52.46
C LAX East										0.6			0.6
D Manchester Square							2.98			3.80		0.01	6.79
E South of Century (No.)											15.67	.96	16.63
F South of Century (So.)											0.38		0.38
<b>Total Net AC<sup>11,12</sup></b>	<b>1.77</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>19.48</b>	<b>0.00</b>	<b>0.00</b>	<b>4.4</b>	<b>23.23</b>	<b>27.98</b>	<b>76.86</b>

<sup>1</sup> R1 = Single-Family Residential.

<sup>2</sup> R3 = Multi-Family Residential (Medium Density).

<sup>3</sup> R4/R5 = Multi-Family Residential (High Density).

<sup>4</sup> PF = Public Facilities.

<sup>5</sup> C1 = Light Commercial.

<sup>6</sup> C2 = General Commercial.

<sup>7</sup> C4 = Heavy Commercial.

<sup>8</sup> I = Institutional.

<sup>9</sup> M1 = Light Manufacturing.

<sup>10</sup> M2 = Heavy Manufacturing.

<sup>11</sup> AC = Acres.

<sup>12</sup> Net acres excludes streets, sidewalks, alleys, easements, and right-of-way.

Source: Landrum & Brown; Psomas; PCR, 2002.

## Consistency with Land Use Plans

This subsection lists and discusses land use plans that contain policies or other provisions that are relevant to Alternative D, noting conflicts or inconsistencies that relate to land use. The discussion provided below covers only those plans where Alternative D would have different implications on plan consistency than previously described for Alternative A.

### SCAG Regional Comprehensive Plan and Guide

Alternative D would not meaningfully contribute to SCAGs regional forecast in terms of job growth, infrastructure growth (i.e., utilities and services), and indirect housing demands as further addressed in Section 4.5, *Induced Socio-Economics (Growth Inducement)*, and Technical Report S-3, *Supplemental Economic Impacts Technical Report*. Under Alternative D, changes in employment, infrastructure, and indirect housing growth would not be in conflict with SCAG forecasts.

This alternative would facilitate growth management policies to enhance and redevelop underutilized parcels, to support regional transit, and to encourage the use of alternative transportation by developing the ITC. Other policy-related issues addressing air quality, water quality, cultural and archaeological resources, wetlands, and geological hazards are presented throughout Chapter 4, *Affected Environment, Consequences, and Mitigation Measures*, under their respective environmental topics. With the incorporation of Master Plan commitments and mitigation measures identified throughout this EIS/EIR, potential conflicts with RCPG policies would be avoided.

Compared to the No Action/No Project Alternative, Alternative D would provide greater fulfillment of policies included in the Growth Management Chapter of the RCPG, since improvements that enhance the MTA Green Line's ability to serve LAX through construction of the ITC, would not occur under the No Action/No Project Alternative.

### SCAG 2001 Regional Transportation Plan/Regional Aviation Plan

Under Alternative D, the LAX Master Plan would be consistent with the policy framework of the Regional Aviation Plan, which calls for no expansion of LAX, as would also occur under the No Action/No Project Alternative. In addition, Alternative D would provide ground access improvements to accommodate passenger demand through extension of the MTA Green Line, consistent with Policy No. 6 of the 2001 RTP. Under the No Action/No Project Alternative, improved ground access through extension of the MTA Green Line would not occur.

As part of the regular 3-year update process, SCAG is currently preparing the 2004 RTP, which will include updates to the Regional Aviation Plan demand distribution analysis to account for the 30 MAP previously planned for the Orange County International Airport (formerly El Toro Marine Corps Air Station).

### **Los Angeles County Airport Land Use Plan**

The Airport Land Use Plan (ALUP) provides policies to promote land use compatibility and limit noise and safety conflicts in areas surrounding airports. The improvements to the airport being proposed under Alternative D, including modifications to the runways, development of the GTC and ITC, as well as development of new uses within acquisition areas, would require changes to the airport planning boundary and existing Runway Protection Zones (RPZs) as defined by the current ALUP for LAX. Prior to adoption of the proposed Master Plan, documents outlining changes to physical and operating conditions at the airport would be submitted to the Airport Land Use Commission (ALUC) for an amendment to and determination of consistency with the ALUP. The ALUC actions would be undertaken at a noticed public hearing. The improvements to the airport proposed under Alternative D have been designed in conformance with FAA safety requirements set forth by FAR Part 77, and also in accord with ALUP policies that address RPZs and limit uses within these zones. Therefore, the uses proposed under the Master Plan would not conflict with ALUP safety policies. These policies are further discussed in Section 4.23, *Safety*. The CLUP for LAX is anticipated to be prepared subsequent to review and approval of the LAX Master Plan by the ALUC. Therefore, the preparation of the CLUP would be contingent upon and consistent with the LAX Master Plan that would eventually be adopted by the BOAC. In addition, the LAX Master Plan would incorporate recommendations of the BOAC and ALUC as part of the LAX Master Plan entitlement process.

With implementation of mitigation measures, the proposed Master Plan would not conflict with the general and noise related policies contained in the ALUP. These policies generally focus on ensuring that new development in areas surrounding the airport is compatible with airport operations, encouraging the recycling of incompatible land uses, and encouraging local agencies to inform prospective property owners of aircraft noise exposure in areas where high noise levels exist or are anticipated. As further described below under subsection 4.2.8, *Mitigation Measures*, and in compliance with ALUP policy, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards, and would take steps to accelerate the ANMP to achieve full compatibility of all eligible land uses affected by aircraft noise.

In contrast with the No Action/No Project Alternative, Alternative D would require an amendment to the current ALUP to address runway and boundary changes and other improvements to the airport. The ALUP is to be revised as a CLUP and, as indicated above, the CLUP for LAX would incorporate the approved LAX Master Plan. Both alternatives would support consistency with the policies of the current ALUP.

### **Los Angeles International Airport Interim Plan**

As described for Alternative A, the LAX Plan would fulfill and supersede the purpose of the Interim Plan by addressing major policy issues regarding capacity, roadway access, land use compatibility, and measures to reduce other environmental impacts. The LAX Plan would establish land use designations, goals, objectives, and policies that would supersede those contained in the Interim Plan. A proposed land use map for Alternative D is shown on **Figure F4.2-27**. No changes are proposed within the Open Space land use designation as described for Alternative A. In contrast to Alternative A, under Alternative D Manchester Square would be designated as Airport Landside and the Belford area would be removed from the Westchester-Playa del Rey Community Plan. However, no changes are proposed to the land use designation of the Belford area. This would be in contrast to the No Action/No Project Alternative, which would not fulfill these policy goals. A detailed discussion of existing policies is presented in Technical Report 1, *Land Use Technical Report*.

The LAX Plan would encompass a larger area than currently shown on the Interim Plan due to the incorporation of acquisition areas and other recent purchases. Circulation patterns have also changed since the development of the Interim Plan. While approved for a total potential buildout of 4.5 MSF of commercial, recreational, and airport-related uses, under Alternative D, traffic associated with the development of LAX Northside would be reduced through the implementation of a trip cap (as described in Chapter 3, *Alternatives*). An LAX Zone/LAX Specific Plan that includes LAX Northside would

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incorporate, to the extent feasible, development and performance standards, included as specific zoning [Q] conditions adopted under Ordinance 159,526, to regulate types of uses, building setbacks, building height, and landscape buffers. Incorporation of the requirements of these [Q] conditions would ensure compatibility with adjacent residential uses to the north.

### Los Angeles Airport/EI Segundo Dunes Specific Plan

Under Alternative D, removal and installation of replacement navigational aids would occur within the Specific Plan area, including a portion of the 203 acre EI Segundo Blue Butterfly Habitat Restoration Area (HRA). Permitted uses within the HRA include existing airport navigational and safety facilities. Development of additional navigational and safety facilities are required by Ordinance 167,940 to be compatible with the preservation of habitat values. As stated in Section 4.10, *Biotic Communities*, the installation of replacement navigational aids and associated service roads would affect 66,675 SF (1.53 acres) of state-designated sensitive habitat within the Los Angeles/EI Segundo Dunes, including 33,334 SF (0.77 acre) within the HRA. Within the HRA, 10,597 SF (0.24 acre) of habitat occupied by the EI Segundo Blue Butterfly would be affected. Although this conversion is considered to be a significant biological impact, Mitigation Measures MM-BC-13, Replacement of State-Designated Sensitive Habitats (Alternative D) and MM-ET-4, EI Segundo Blue Butterfly Conservation: Habitat Restoration (Alternative D) would preserve habitat values by providing for the replacement of EI Segundo blue butterfly habitat. Therefore, with additional navigational aids and associated service roads permitted within the Specific Plan area (including the HRA), and with mitigation fully offsetting the loss of occupied habitat, there would be no conflict with the Specific Plan. The placement and relocation of navigational and associated service roads safety facilities would require that the Coastal Commission issue a determination of consistency with the California Coastal Act.<sup>150</sup> The California Coastal Commission would require detailed maps of existing and proposed navigational and safety facilities and a construction plan to ensure that no sensitive species would be impacted.

These effects within the Specific Plan area under Alternative D would be in contrast to the No Action/No Project Alternative, which would not affect the Los Angeles/EI Segundo Dunes, including the HRA.

### Los Angeles County General Plan Elements

Development of Alternative D would result in an overall decrease in the 65 CNEL and greater contour area within unincorporated areas of Los Angeles County compared to both 1996 baseline and Year 2000 conditions. This reduction in overall noise exposure in the unincorporated areas of the County would support General Plan policies to reduce present and future noise from transportation sources. Accepting an overall beneficial change, some residential parcels would be newly exposed to significant noise levels of 65 CNEL or greater and some residential uses would be newly exposed within the 94 dBA SEL (in the Lennox community). Introduction of these new areas of noise exposure would conflict with policies contained in the County Noise Element regarding land use compatibility. Since this conflict would result in a physical impact on these uses, it would be considered significant.

### Los Angeles Citywide General Plan Framework Element

Development of the LAX Master Plan would implement policies of the Framework Element, to support a regional approach to accommodate air transportation needs and complete the LAX Master Plan. Amendments to the Westchester-Playa del Rey Community Plan and Framework Element to resolve potential inconsistencies with the LAX Plan would occur as recommended in the Framework Element. The open space area shown along Vista del Mar and Pershing Drive would be maintained. However, no development of active or passive recreational uses within these areas is proposed. With other Master Plan provisions for increases in recreational use, including expansion of the Westchester Golf Course and development of bikeways in the LAX vicinity, this inconsistency is not considered to be significant. The area proposed in the Framework as the Century Boulevard Regional Center would be reduced in area by approximately 0.6 acres. The minor reduction of this area would not meaningfully detract from the ability

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<sup>150</sup> Based on the California Court of Appeal's decision in Marine Forests Society v. California Coastal Commission, 104 Cal. App. 4<sup>th</sup> 1232 (Cal. Ct. App. 2002), request for review granted, 65 P.3d 1285 (Cal. 2003), the structure of the California Coastal Commission was found to violate the "separation of powers" clause of the California Constitution, since the California Coastal Commission serves both an executive and legislative function. On February 20, 2003, Governor Davis approved legislation fixing the terms of Coastal Commissioners and removing the ability of appointing authorities to remove commissioners "at will."

of the area to serve as a regional center and therefore, would not conflict with Objective 3.10 of the Framework Element. Consistency with the Regional Center designation of the Continental City site is described below.

By comparison, no inconsistencies with the Framework Element would occur under the No Action/No Project Alternative. However, the No Action/No Project Alternative would not support the completion of the LAX Master Plan as advocated in the Framework Element.

### **City of Los Angeles Transportation Element and Bicycle Plan**

Alternative D would include a series of improvements to the off-airport transportation network, to accommodate the shift in traffic patterns associated with the relocation of the primary passenger congregation area from the CTA to the GTC/ITC. The improvements, described in Chapter 3, *Alternatives*, would require an amendment to the Transportation Element to address existing plan inconsistencies and street vacations. Development of the LAX Master Plan and associated access and cargo improvements would be consistent with policies of the Transportation Element that support transportation projects within industrial areas, establishment of a Master Plan for LAX, and (indirectly) the encouragement of a regional approach to accommodate air transportation needs. Policies of the Transportation Element are provided in Technical Report 1, *Land Use Technical Report*. Under the No Action/No Project Alternative, these policies would not be fulfilled as these roadway, access, and cargo improvements would not occur.

Alternative D would provide bicycle access as recommended in the City's Bicycle Plan. Alternative D would provide a bicycle path adjacent to Aviation Boulevard, and the existing bicycle paths along Imperial would be connected to the ITC. Alternative D would also provide bicycle parking in the ITC garage in accordance with City of Los Angeles Planning and Zoning Code Section 12.21-A. 16(a) and (b). Therefore, Alternative D would be consistent with the policies of the Bicycle Plan to prioritize the development of bike lanes and provide bike lanes to transit centers. These policies are presented in Technical Report 1, *Land Use Technical Report*. To further support the continuation of existing bicycle facilities under Alternative D, Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D), is proposed as described above under subsection 4.2.5, *Master Plan Commitments*.

Compared to the No Action/No Project Alternative, Alternative D would result in a greater level of plan consistency because of the incorporation of new bicycle paths and related amenities described above and in Master Plan Commitment LU-5.

### **City of Los Angeles Noise Element**

Development of Alternative D would decrease the 65 CNEL noise contour area in the City of Los Angeles by 601 acres compared to 1996 baseline conditions. The overall number of incompatible uses exposed to high noise levels would be reduced by 3,330 dwelling units, 6,290 residents, and 8 noise-sensitive uses compared to 1996 baseline conditions. Compared to Year 2000 conditions, the total area within the City of Los Angeles would be reduced by 96 acres. The overall number of incompatible uses exposed to high noise levels would be reduced by 1,900 dwelling units, 4,380 residents, and 3 noise-sensitive uses compared to Year 2000 conditions. While this overall decrease in noise exposure would be beneficial and in support of Noise Element policies, residential and noise-sensitive parcels would be newly exposed to 65 CNEL or greater noise levels as well as to an increase of 1.5 CNEL within the 65 CNEL or greater noise contour compared to 1996 baseline and Year 2000 conditions. In addition, some residential and noise-sensitive parcels would be newly exposed to single event noise levels within the 94 dBA SEL compared to the 1996 baseline and Year 2000 conditions. Compared to 1996 baseline conditions there would be 180 dwelling units, 380 residents, and one noise-sensitive use newly exposed to the 65 CNEL in 2015. There would be 90 dwelling units and 210 residents exposed to an increase of 1.5 CNEL within the 65 CNEL or greater noise contour compared to 1996 baseline conditions. In addition, 370 dwelling units and 800 residents would be newly exposed to the 94 dBA SEL noise contour compared to 1996 baseline conditions. Compared to Year 2000 conditions, there would be 60 dwelling units, 120 residents, and one noise-sensitive use newly exposed to the 65 CNEL in 2015. There would be 90 dwelling units, 200 residents, and 3 noise-sensitive uses exposed to an increase of 1.5 CNEL within the 65 CNEL or greater noise contour compared to Year 2000 conditions. In addition, 370 dwelling units and 850 residents would be newly exposed to the 94 dBA SEL noise contour compared to Year 2000 conditions. These are physical impacts that would conflict with policies contained in the Noise Element and result in

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physical impacts on these uses. A summary of these impacts by jurisdiction is provided in **Table F4.2-50** later in this section.

Under Alternative D, the total area within the City of Los Angeles exposed to 65 CNEL noise levels in 2015 would be reduced by 221 acres compared to the No Action/No Project Alternative. The number of incompatible parcels exposed to high noise levels would be reduced by 1,540 dwelling units and 3,130 residents compared to the No Action/No Project conditions. However, compared to the No Action/No Project Alternative there would be 180 dwelling units, 380 residents, and one noise-sensitive parcel newly exposed to 65 CNEL or higher noise levels and 1 noise-sensitive parcel exposed to an increase of 1.5 CNEL within the 65 CNEL.

### **Westchester-Playa del Rey Community Plan**

Acquisition under Alternative D would remove a total of approximately 220 acres from the Westchester-Playa del Rey Community Plan (123 acres within Manchester Square, 20 acres for the Belford area, and 77 within MP areas B through F). Of this total, 63 acres are designated Light Industrial, 95 acres are Medium Density Residential, and 48 acres are Low Density Residential. The removal of these land uses would not be considered a plan inconsistency that would result in a significant impact, since residential uses that are incompatible would be acquired and (consistent with the recommendations of the Community Plan) opportunities for relocation of acquired businesses within the LAX Northside project and other nearby areas would be provided by LAWA. As stated previously, no changes to the land use designation in the Belford area are proposed under Alternative D. This area is designated as a Special Study Area and would require further evaluation prior to development.

Development of intersection improvements, the GTC, and development of the ITC with a link to the MTA Green Line would fulfill the objective of the Community Plan by providing adequate access to LAX while diverting traffic to the extent possible from that portion of the community north of Westchester Parkway.

As previously described under City of Los Angeles Transportation Element and Bicycle Plan, Alternative D would promote bikeways in the vicinity of LAX and would provide additional bicycle access and facilities on LAX to encourage employee bicycle use. With proposed bicycle improvements as described in Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D), and associated revisions to the Community Plan, changes to proposed bicycle routes would be consistent with the Community Plan. With the development of LAX Northside, development of bicycle facilities within the Community Plan area would be accelerated.

The Airport Center boundaries, as referenced in the Community Plan, would be reduced by approximately 0.6 acre through the acquisition under Alternative D. The reduction of this area would not create a physical impact since the proposed uses would be compatible with the existing commercial-office uses, and compatible businesses that are acquired would be eligible for relocation as part of the LAX Northside project. Therefore, this plan change is not considered to be significant.

Compared to Alternative D, the No Action/No Project Alternative would require fewer plan changes; however, the fulfillment of policies applicable to LAX regarding traffic improvements and development of bicycle routes in the vicinity of LAX would not occur under the No Action/No Project Alternative.

### **South Los Angeles Community Plan**

Alternative D would be consistent with policies of this plan to reduce incompatible uses, since the overall area within the 65 CNEL noise contour would be reduced and no residential or noise-sensitive parcels would be newly exposed to 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL contours compared to the 1996 baseline, Year 2000 conditions, and the No Action/No Project Alternative. In addition, the overall area exposed to high single event noise levels would be reduced and no area would be newly exposed to significant single event noise levels compared to the 1996 baseline and Year 2000 conditions.

### **El Segundo General Plan**

Development of Alternative D would result in an overall decrease in the 65 CNEL contour area compared to 1996 and Year 2000 conditions. Therefore, this alternative would not conflict with policies contained in the Noise and Housing Elements, which focus on reducing incompatible uses exposed to noise. In addition, no new noise-sensitive uses would be newly exposed to noise levels of 65 CNEL or greater, to an increase of 1.5 CNEL within the 65 CNEL contour, or to significant single event noise levels.

Alternative D would result in a reduction in residential and noise-sensitive parcels exposed to 65 CNEL compared to the No Action/No Project Alternative.

### **Hawthorne General Plan**

Under Alternative D, no areas within the City of Hawthorne would be exposed to 65 CNEL or greater noise levels or exposed to significant single event noise levels. Therefore there would be no plan inconsistency resulting in a significant impact with the City of Hawthorne General Plan. Applicable policies of the City of Hawthorne Noise Element are included in Technical Report 1, *Land Use Technical Report*.

### **Inglewood General Plan and Zoning**

Alternative D would be inconsistent with goals of the Noise and Housing Elements to reduce community noise impacts, since there would be an increase of incompatible land uses compared to 1996 baseline and Year 2000 conditions. In addition, some residential and noise-sensitive parcels would be newly exposed to 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL contours compared to the 1996 and Year 2000 conditions. Some residential parcels would also be newly exposed to high single event noise levels within the 94 dBA SEL contour. Since a physical effect on these uses would result, these plan inconsistencies would be considered a significant impact. However, as indicated in the Draft Housing Element, as part of redevelopment efforts within the City, some residential parcels located within areas newly exposed to high noise levels would be acquired and redeveloped with compatible land uses.

Compared to the No Action/No Project Alternative, Alternative D would result in an increase of residential and noise-sensitive parcels newly exposed to 65 CNEL or higher and to an increase of 1.5 CNEL within the 65 CNEL noise contour.

### **Incompatible Land Uses**

#### **Noise**

The acreage and numbers of residential and other noise-sensitive parcels that would be exposed to 65, 70, and 75 CNEL Noise Contours are presented in Table F4.1-33, Noise Exposure Effects - 2015 Alternative D with Comparisons to 1996 Baseline, Year 2000 Conditions and 2015 No Action/No Project Alternative Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.5). Areas exposed to these high noise levels under Alternative D are also presented by jurisdiction and 65, 70, and 75 CNEL noise contours in Table S48, Alternative D 2015 CNEL Noise Contours Total Area Within Each Jurisdiction and Table S49, Alternative D 2015 CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*. These tables, in addition to Tables 12 and 13 in Technical Report 1, *Land Use Technical Report*, provide the basis for comparison with the 1996 baseline.

In addition, a comparison of Alternative D against Year 2000 conditions is presented for informational purposes to reflect current conditions. Areas exposed to the 65, 70, and 75 CNEL by jurisdiction for Year 2000 conditions are included in Tables S2 and S3, in Technical Report S-1, *Supplemental Land Use Technical Report*.

Tables 16 and 17, in Technical Report 1, *Land Use Technical Report*, provide a basis for comparing Alternative D against the No Action/No Project Alternative.

#### **Changes in Overall Noise Exposure**

Shifts in the noise contours depicting changes in noise exposure from 1996 baseline conditions to 2015 are shown on **Figure F4.2-28**, Alternative D 2015 vs. 1996 Baseline - Areas Newly Exposed. Compared to 1996 baseline conditions, the most notable changes in noise exposure are decreases in the 65 CNEL noise contour to the south in the City of El Segundo, to the north in Westchester, and to the east in the Athens community, as well as increases to the east within the City of Inglewood. As shown in Table F4.1-33, under Alternative D, the overall net change in total area exposed to 65 CNEL or greater noise levels in 2015 would be a reduction by 415 acres compared to 1996 baseline conditions. Compared to 1996 baseline conditions, the overall number of incompatible land uses would be reduced by 3,380 units, 6,020 residents, and 5 non-residential noise-sensitive parcels by 2015. As noted in Table F4.1-39, Total Aircraft Noise Exposure Effects Within 65 CNEL - All Alternatives in 2015, the shift of the noise contours

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associated with Alternative D in 2015, when compared to the 1996 baseline, would result in the removal of 5,080 dwelling units, 11,120 residents, and 23 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

Shifts in the noise contours that depict changes from Year 2000 conditions to 2015 are shown on Figure S10, Alternative D 2015 vs. Year 2000 Conditions Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this figure and similar to the 1996 baseline comparison, noise exposure within the 65 CNEL contour would be reduced in the City of El Segundo, Westchester, and Athens community. Those areas exposed to the 65 CNEL noise contour and areas within the 65 CNEL contour that experience a 1.5 CNEL increase would increase in the City of Inglewood. As presented in Table F4.1-33, under Alternative D, the overall net change in the total area exposed to 65 CNEL or greater noise levels in 2015 would be a reduction by 370 acres compared to Year 2000 conditions. The overall number of incompatible land uses in 2015 would be reduced by 3,280 units, 7,320 residents, and 15 non-residential noise-sensitive parcels compared to Year 2000 conditions. As noted in Section 4.1, *Noise* (subsection 4.1.6.1.5.2), the shift of the noise contours associated with Alternative D in 2015, when compared to Year 2000 conditions, would result in the removal of 4,580 dwelling units, 11,620 residents, and 72 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

Shifts in the noise contours depicting differences in noise exposure when comparing the No Action/No Project Alternative to Alternative D are shown on **Figure F4.2-29**, Alternative D 2015 vs. No Action/No Project Alternative - Areas Newly Exposed. Under Alternative D, the overall net change in the total area exposed to 65 CNEL or greater noise levels in 2015 would be a reduction by 97 acres compared to the No Action/No Project Alternative. The overall number of incompatible land uses in 2015 would be reduced by 1,140 units and 1,350 residents compared to the No Action/No Project Alternative. As noted in Table F4.1-39, the shift of the noise contours associated with Alternative D in 2015, when compared to the No Action/No Project Alternative, would result in the removal of 1,810 dwelling units, 3,350 residents, and 10 non-residential noise-sensitive uses from the area exposed to the 65 CNEL or greater noise contours.

### **Newly Exposed Areas**

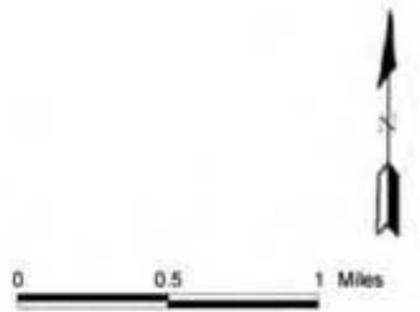
Under Alternative D, some areas would be newly exposed to 65 CNEL or greater noise levels in 2015 compared to 1996 baseline conditions. Residential and other noise-sensitive uses newly exposed to 65 CNEL noise levels are presented in **Table F4.2-44**, Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to 1996 Baseline Conditions). As shown in this table, 1,710 dwelling units, 5,090 residents, and 19 non-residential noise-sensitive parcels would be newly exposed in 2015 compared to 1996 baseline conditions. Impacts on noise-sensitive parcels within areas newly exposed are considered to be potentially significant under Title 21. Also considered to be incompatible under Title 21 are all residential areas having habitable exterior areas including balconies, patios, and yards exposed to noise levels of 75 CNEL or greater (even if interior noise levels are reduced to 45 CNEL). Under this alternative, no residential uses, parks or schools would be newly exposed to noise levels of 75 CNEL or greater compared to 1996 baseline conditions. Although exposure of noise-sensitive uses to outdoor noise levels in the 65 to 75 CNEL range is not considered to be a significant impact, areas exposed to these noise levels would still have some impact on outdoor speech and the quality of outdoor activities.



**LEGEND**

- |                           |                        |                       |                                 |
|---------------------------|------------------------|-----------------------|---------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                         |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative D 2015 CNEL Contour |
| School                    | Commercial             | Recreation            | 1996 65dB CNEL Contour          |
| Church                    | Industrial             | Vacant                | 1.5dB Increase                  |
| Hospital                  | Government             | Other, Assumed Vacant | Jurisdiction Boundary           |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003







**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative D 2015 CNEL Contour
School	Commercial	Recreation	No Action/No Project Alternative 2015 65dB CNEL Contour
Church	Industrial	Vacant	1.5dB Increase
Hospital	Government	Other, Assumed Vacant	Jurisdiction Boundary

Source: Psomas, April 2000  
 Landrum & Brown, October 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





Table F4.2-44

**Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	50	20	0	450	0	520
Acres	7.44	3.04	0.00	80.05	0.00	90.53
Population <sup>2</sup>	100	90	0	1,320	0	1,510
Multi-Family						
Units	0	160	0	1,030	0	1,190
Acres	0.00	4.81	0.00	47.51	0.00	52.32
Population <sup>2</sup>	0	710	0	2,870	0	3,580
<b>Total Residential</b>						
Units	50	180	0	1,480	0	1,710
Acres <sup>3</sup>	7.44	7.86	0.00	127.56	0.00	142.85
Population	100	800	0	4,190	0	5,090
<b>Noise-Sensitive Uses (Non-residential)</b>						
Schools						
Number	1	0	0	7	0	8
Acres	1.32	0.00	0.00	33.21	0.00	34.33
Churches						
Number	0	0	0	8	0	8
Acres	0.00	0.00	0.00	4.38	0.00	4.38
Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
Hospitals, Convalescent						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	1.67	0.00	1.67
Parks						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	0	0	18	0	19
Acres <sup>3</sup>	1.32	0.00	0.00	39.70	0.00	41.03
Other compatible uses (acres)	6.24	0.81	0.00	746.31	0.00	753.35
Total Acres Newly Exposed <sup>3</sup>	15.00	8.66	0.00	913.57	0.00	937.23
Total Acres (on Airport)	(5.10)	(0.00)	(0.00)	(0.00)	(0.00)	(5.10)

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

Residential and other noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 compared to Year 2000 conditions are presented in Table S52, Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 1,340 dwelling units, 4,330 residents, and 10 non-residential noise-sensitive parcels would be newly exposed to 65 CNEL noise levels in 2015. Dockweiler Beach State Park would experience an overall decrease in exposure to high noise levels, however some areas would be newly exposed to noise levels of 75 CNEL or greater, as listed in Table S54, Alternative D 2015 Listing of Parks Newly Exposed to 75 CNEL (Compared to Year 2000 Conditions), in Technical

## 4.2 Land Use

Report S-1, *Supplemental Land Use Technical Report*. However, the increase in noise would not substantially interfere with the normal use of this park, which has functioned over time while exposed to such noise levels, as described in Section 4.8, *Department of Transportation Act, Section 4(f)* (subsection 4.8.6.5). The number of newly exposed noise-sensitive uses from the Year 2000 evaluation represents a lesser increase than the number of newly exposed from the 1996 baseline evaluation.

Residential and other noise-sensitive parcels would be newly exposed to 65 CNEL noise levels compared to the No Action/No Project Alternative. As shown in **Table F4.2-45**, Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses (Compared to No Action/No Project Alternative), for Alternative D there would be 680 dwelling units, 1,960 residents, and 9 non-residential noise-sensitive parcels newly exposed to 65 CNEL noise levels in 2015 when compared to the No Action/No Project Alternative.

**Table F4.2-45**

**Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	60	20	0	160	0	240
Acres	9.10	2.03	0.00	19.45	0.00	30.58
Population <sup>2</sup>	130	60	0	560	0	750
Multi-Family						
Units	110	10	0	320	0	440
Acres	4.82	0.77	0.00	14.72	0.00	20.31
Population <sup>2</sup>	250	40	0	920	0	1,210
<b>Total Residential</b>						
Units	180	20	0	480	0	680
Acres <sup>3</sup>	13.92	2.80	0.00	34.17	0.00	50.89
Population	380	100	0	1,480	0	1,960
<b>Noise-Sensitive Uses (Non-residential)</b>						
Schools						
Number	1	1	0	2	0	4
Acres	1.32	23.74	0.00	21.74	0.00	46.80
Churches						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	1.89	0.00	1.89
Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
Hospitals, Convalescent						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	1.47	0.00	1.47
Parks						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00

Table F4.2-45

**Alternative D 2015 Newly Exposed Residential and Noise-Sensitive Uses  
(Compared to No Action/No Project Alternative)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	1	1	0	7	0	9
Acres	1.32	23.74	0.00	25.54	0.00	50.85
Other compatible uses (acres)	14.35	0.87	0.00	628.38	0.00	643.60
Total Acres Newly Exposed <sup>3</sup>	29.59	27.40	0.00	688.08	0.00	745.08
Total Acres (on Airport)	(11.95)	(0.00)	(0.00)	(0.00)	(0.00)	(11.95)

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

### **Increases in 1.5 CNEL**

Some noise-sensitive parcels previously exposed to 65 CNEL or higher noise levels would also experience increases in noise levels of 1.5 CNEL or greater in 2015. The number of residential units, population, and other noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to 1996 baseline conditions is presented in **Table F4.2-46**, Alternative D 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions). As shown in this table, 1,730 dwelling units, 5,070 residents, and 8 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. For these uses, impacts would be considered potentially significant. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative D compared to 1996 baseline conditions is presented in Table S51, Alternative D 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*.

Table F4.2-46

**Alternative D 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b><u>65 dB CNEL Noise Contour</u></b>						
<b><u>Residential<sup>1</sup></u></b>						
<b>Single-Family</b>						
Units	30	0	0	430	0	460
Acres	4.95	0.00	0.00	57.50	0.00	62.44
Population <sup>2</sup>	70	0	0	1,480	0	1,550
<b>Multi-Family</b>						
Units	30	0	0	1,210	0	1,240
Acres	0.46	0.00	0.00	54.75	0.00	55.21
Population <sup>2</sup>	60	0	0	3,370	0	3,430
<b><u>Totals</u></b>						
Units	60	0	0	1,640	0	1,700
Acres <sup>3</sup>	5.40	0.00	0.00	112.25	0.00	117.65
Population	130	0	0	4,850	0	4,980
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b>Schools</b>						
Number	0	0	0	2	0	2
Acres	0.00	0.00	0.00	3.20	0.00	3.20

## 4.2 Land Use

Table F4.2-46

Alternative D 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Churches</b>						
Number	0	0	0	5	0	5
Acres	0.00	0.00	0.00	2.24	0.00	2.24
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	8	0	8
Acres <sup>3</sup>	0.00	0.00	0.00	5.88	0.00	5.88
<b>Total Area (Acres)</b>	<b>5.40</b>	<b>0.00</b>	<b>0.00</b>	<b>118.13</b>	<b>0.00</b>	<b>123.53</b>
<b>70 dB CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	10	0	0	0	0	10
Acres <sup>2</sup>	0.98	0.00	0.00	0.21	0.00	1.19
Population	10	0	0	10	0	20
<b>Multi-Family</b>						
Units	30	0	0	0	0	30
Acres	0.46	0.00	0.00	0.00	0.00	0.46
Population <sup>2</sup>	70	0	0	0	0	70
<b>Totals</b>						
Units	30	0	0	0	0	30
Acres <sup>3</sup>	1.44	0.00	0.00	0.21	0.00	1.65
Population	80	0	0	10	0	90
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres <sup>3</sup>	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Area (Acres)</b>	<b>1.44</b>	<b>0.00</b>	<b>0.00</b>	<b>0.21</b>	<b>0.00</b>	<b>1.65</b>

Table F4.2-46

## Alternative D 2015 1.5 CNEL Increase (Compared to 1996 Baseline Conditions)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>75 dB CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population <sup>2</sup>	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population <sup>2</sup>	0	0	0	0	0	0
<b>Totals</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres <sup>3</sup>	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Area (Acres)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum & Brown; PCR 2003.

The number of residential units, population, and other noise-sensitive parcels experiencing a significant noise increase within the 65 CNEL contour in 2015 compared to Year 2000 conditions is presented in Table S60, Alternative D 2015 1.5 CNEL Increase (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown in this table, 1,390 dwelling units, 4,380 residents, and 11 non-residential noise-sensitive parcels would experience significant noise level increases in 2015. A listing of noise-sensitive parcels that fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours as a result of Alternative D compared to Year 2000 conditions is presented in Table S53, Alternative D 2015 Listing of Significantly Impacted

## 4.2 Land Use

Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*. Compared to the 1996 baseline evaluation, the number of dwelling units and residents exposed to significant noise level increases in 2015 would be reduced, however, there would be an increase in exposed noise-sensitive parcels with the Year 2000 comparison.

The number of residential units, population, and other noise-sensitive parcels experiencing a substantial noise increase within the 65 CNEL contour in 2015 compared to the No Action/No Project Alternative is presented in **Table F4.2-47**, Alternative D 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative). As shown in this table, 120 dwelling units, 250 residents, and 4 non-residential noise-sensitive parcels would experience substantial increases in noise levels in 2015 compared to the No Action/No Project Alternative. A listing of noise-sensitive parcels that would fall within the 65 CNEL noise contours or experience a 1.5 CNEL increase within the 65 CNEL noise contours compared to the No Action/No Project Alternative is presented in Table S56, Alternative D 2015 Listing of Adversely Impacted Noise-Sensitive Uses (Compared to No Action/No Project Alternative), in Technical Report S-1, *Supplemental Land Use Technical Report*.

**Table F4.2-47**

**Alternative D 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)**

	<u>LA City</u>	<u>LA County</u>	<u>El Segundo</u>	<u>Inglewood</u>	<u>Hawthorne</u>	<u>TOTALS<sup>3</sup></u>
<b><u>65 dB CNEL Noise Contour</u></b>						
<b><u>Residential<sup>1</sup></u></b>						
<b><u>Single-Family</u></b>						
Units	50	0	0	0	0	50
Acres	7.80	0.00	0.00	0.00	0.00	7.80
Population <sup>2</sup>	100	0	0	0	0	100
<b><u>Multi-Family</u></b>						
Units	30	0	0	0	0	30
Acres	0.46	0.00	0.00	0.00	0.00	0.46
Population <sup>2</sup>	70	0	0	0	0	70
<b><u>Totals</u></b>						
Units	80	0	0	0	0	80
Acres <sup>3</sup>	8.26	0.00	0.00	0.00	0.00	8.26
Population	170	0	0	0	0	170
<b><u>Noise-Sensitive Uses (Non-residential)</u></b>						
<b><u>Schools</u></b>						
Number	1	0	0	0	0	1
Acres	1.32	0.00	0.00	0.00	0.00	1.32
<b><u>Churches</u></b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Hospitals</u></b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Hospitals, Convalescent</u></b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Parks</u></b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Libraries</u></b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b><u>Total Noise-Sensitive Uses (Non-residential)</u></b>						
Number	1	0	0	0	0	1
Acres <sup>3</sup>	1.32	0.00	0.00	0.00	0.00	1.32
<b>Total Area (Acres)</b>	<b>9.58</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>9.58</b>

Table F4.2-47

## Alternative D 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>70 dB CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	10	0	0	0	0	10
Acres	0.98	0.00	0.00	0.00	0.00	0.98
Population <sup>2</sup>	10	0	0	0	0	10
<b>Multi-Family</b>						
Units	30	0	0	0	0	30
Acres	0.46	0.00	0.00	0.00	0.00	0.46
Population <sup>2</sup>	70	0	0	0	0	70
<b>Totals</b>						
Units	40	0	0	0	0	40
Acres <sup>3</sup>	1.44	0.00	0.00	0.00	0.00	1.44
Population	80	0	0	0	0	80
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	1	0	0	0	0	1
Acres	57.50	0.00	0.00	0.00	0.00	57.50
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	1	0	0	0	0	1
Acres <sup>3</sup>	57.50	0.00	0.00	0.00	0.00	57.50
<b>Total Area (Acres)</b>	<b>58.94</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>58.94</b>
<b>75 dB CNEL Noise Contour</b>						
<b>Residential</b>						
<b>Single-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population <sup>2</sup>	0	0	0	0	0	0
<b>Multi-Family</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population <sup>2</sup>	0	0	0	0	0	0
<b>Totals</b>						
Units	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Population	0	0	0	0	0	0
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00

## 4.2 Land Use

Table F4.2-47

Alternative D 2015 1.5 CNEL Increase (Compared to No Action/No Project Alternative)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	2	0	0	0	0	2
Acres	58.87	0.00	0.00	0.00	0.00	58.87
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	0	0	0	0	2
Acres <sup>3</sup>	58.87	0.00	0.00	0.00	0.00	58.87
<b>Total Area (Acres)</b>	<b>58.87</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>58.87</b>

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Note: Some noise-sensitive parcels that would experience a 1.5 CNEL increase fall within the 65 CNEL and the 70 CNEL Noise Contours or within the 70 CNEL and the 75 CNEL Noise Contours and as a result may be counted twice in the above table.

Source: Landrum & Brown; PCR, 2003.

### Increase In Noise Levels Below 65 CNEL

Since 1.5 CNEL increases within the 65 CNEL noise contour under Alternative D in 2015 compared to 1996 baseline conditions, Year 2000 Conditions, and No Action/No Project conditions have been identified, FICON criteria require presentation of noise-sensitive parcels experiencing an increase of 3 CNEL when exposed to 60-65 CNEL or an increase of 5 CNEL below 60 CNEL.

As shown in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative D would expose 8 noise-sensitive parcels to increases of more than 3 CNEL between 60 and 65 CNEL in 2015 compared to 1996 baseline conditions. These parcels are located primarily east of LAX along Arbor Vitae Street (between Inglewood Avenue and Prairie Avenue) and include three churches, one hospital, and four schools in the City of Inglewood. No noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL.

As presented in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative D would expose five noise-sensitive parcels to increases of more than 3 CNEL between 60 and 65 CNEL in 2015 compared to Year 2000 conditions. These are the same noise-sensitive uses identified for 1996 baseline conditions, with the exception of one less hospital and two less schools. These parcels are also located primarily east of LAX along Arbor Vitae Street (between Inglewood Avenue and Prairie Avenue) and include three churches and two schools in the City of Inglewood. No noise-sensitive parcels would be exposed to an increase of 5 CNEL below 60 CNEL.

As depicted in Table S20, in Appendix S-C1, *Supplemental Aircraft Noise Technical Report*, Alternative D would not expose any noise-sensitive parcels to increases of more than 3 CNEL between 60 and 65 CNEL or to increases of 5 CNEL below 60 CNEL compared to the No Action/No Project Alternative in 2015.

## Single Event Noise Levels

### Nighttime Awakenings

Under Alternative D in 2015, some residential parcels would be exposed to single event noise levels that result in the awakening of 10 percent of the residents at least once every 10 days, as represented by the 94 dBA SEL noise contour. The noise contour depicting the shift in single event noise level exposure from 1996 baseline conditions is shown on **Figure F4.2-30**, Alternative D 2015 94 dBA SEL vs. 1996 94 dBA SEL - Areas Newly Exposed. Compared to 1996 baseline conditions, the most substantial changes in 2015 are a decrease in the 94 dBA SEL contour in Westchester, El Segundo, and South Los Angeles and in the unincorporated communities of Del Aire, Lennox, and Athens. Notable increases are to the east in Inglewood, primarily east of the I-405 and north of Century Boulevard. Based on the information presented in Table S6 and Table S63, Alternative D 2015 94 dBA SEL Noise Contour Total Area and Incompatible Residential Parcels by Jurisdiction, in Technical Report S-1, *Supplemental Land Use Technical Report*, compared to 1996 baseline conditions, the overall net change in the number of residential uses that would be exposed to the 94 dBA SEL contour would be a reduction by 2,490 dwelling units and 1,310 residents.

As stated in Section 4.1, *Noise* (subsection 4.1.6.1.5.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative D in 2015, when compared to the 1996 baseline condition, would result in the removal of 8,500 dwelling units and 19,300 residents from within the area exposed to significant nighttime single event noise levels.

Even with an overall decrease, some residential parcels would be newly exposed to significantly high single event noise levels in 2015, primarily in Inglewood. Residential parcels and population newly exposed to high single event noise levels compared to 1996 baseline conditions are presented in **Table F4.2-48**, Alternative D 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 1996 94 dBA SEL). As shown on this table, 5,970 dwelling units and 18,050 residents would be newly exposed under this alternative.

Table F4.2-48

Alternative D 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed  
(Compared to 1996 94 dBA SEL)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	70	20	0	1,670	0	1,760
Acres	8.65	3.36	0.00	234.17	0.00	246.18
Population <sup>2</sup>	130	90	0	5,790	0	6,010
Multi-Family						
Units	300	30	0	3,880	0	4,210
Acres	14.72	1.40	0.00	168.12	0.00	184.25
Population <sup>2</sup>	670	130	0	11,240	0	12,040
<b>Total Residential</b>						
Units	370	50	0	5,550	0	5,970
Acres <sup>3</sup>	23.37	4.76	0.00	402.30	0.00	430.43
Population	800	220	0	17,030	0	18,050
<b>Other Non-Residential Uses (acres)</b>	32.15	24.62	0.00	653.63	0.00	710.40
<b>Total Acres Newly Exposed</b>	55.52	29.38	0.00	1,055.93	0.00	1,140.83

<sup>1</sup> Dwelling units and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

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The noise contours depicting the shift in single event noise level exposure from Year 2000 conditions are shown on Figure S11, Alternative D 2015 94 dBA SEL vs. 2000 94 dBA SEL Areas Newly Exposed, in Technical Report S-1, *Supplemental Land Use Technical Report*. Similar to the 1996 baseline comparison, the most substantial changes from Year 2000 to 2015 are a decrease in the 94 dBA SEL contour in Westchester, El Segundo, South Los Angeles and the unincorporated communities of Del Aire and Athens and increases to the east in Inglewood. Based on the information presented in Tables S7 and S63, in Technical Report S-1, *Supplemental Land Use Technical Report*, the overall net change in the number of residential parcels that would be exposed to the 94 dBA SEL contour in 2015 would be a reduction by 860 dwelling units and 4,010 residents compared to Year 2000 conditions.

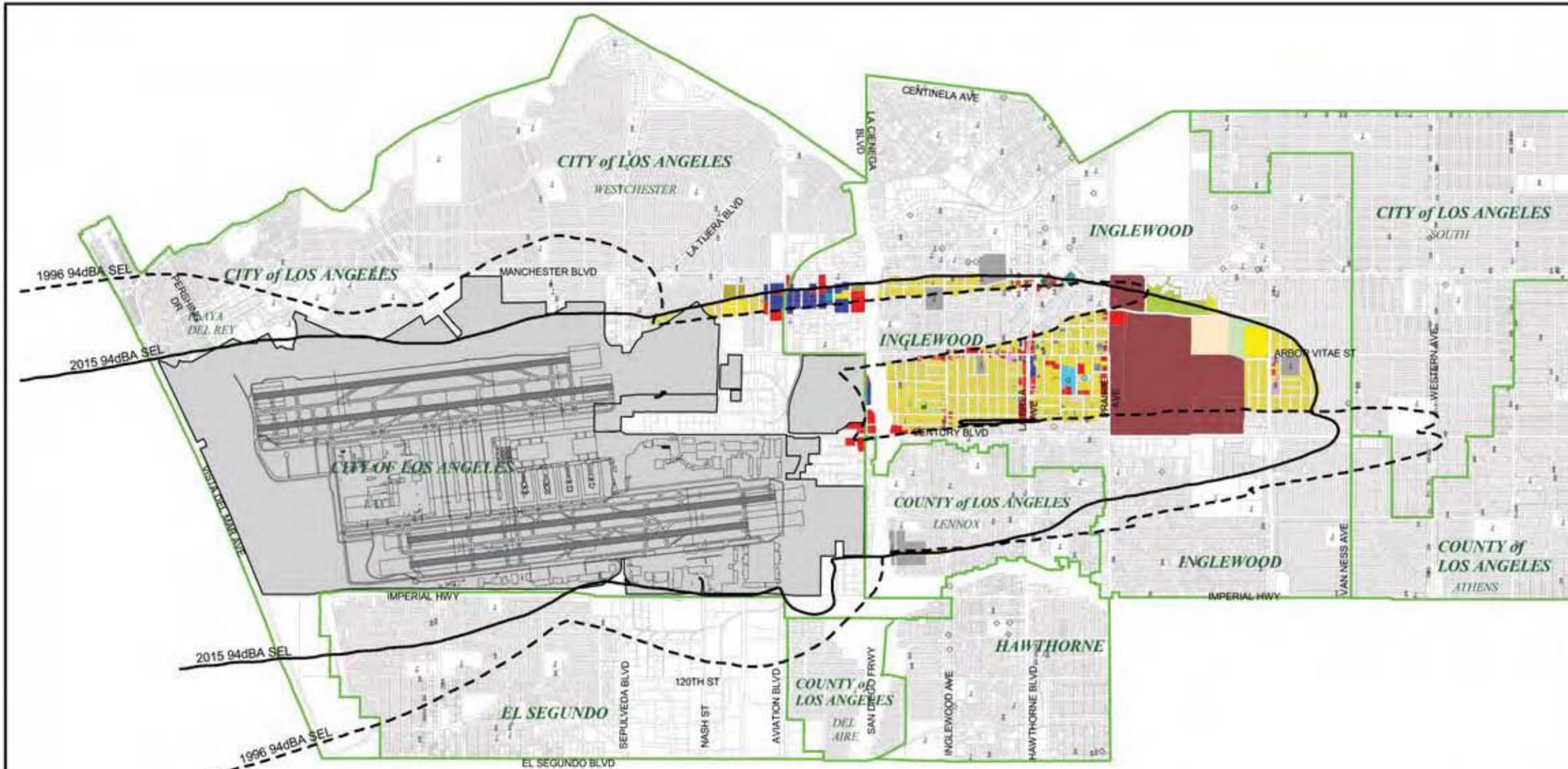
As stated in Section 4.1, *Noise* (subsection 4.1.6.1.5.4.1), the shift of the 94 dBA SEL noise contours associated with Alternative D in 2015, when compared to Year 2000 conditions, would result in the removal of 4,200 dwelling units and 13,400 residents from within the contour. The number of residential uses that would be within the 94 dBA SEL in this Year 2000 evaluation would be less than the number identified within this contour area in the 1996 baseline evaluation.

In addition, compared to Year 2000, some residential parcels would be newly exposed to the 94 dBA SEL in 2015, primarily in Inglewood. Residential parcels and population newly exposed compared to 2000 94 dBA SEL are presented in Table S65, Alternative D 2015 94 dBA SEL Noise Contour Residential Uses Newly Exposed (Compared to 2000 dBA SEL), in Technical Report S-1, *Supplemental Land Use Technical Report*. As shown on this table, 5,010 dwelling units and 15,590 residents would be newly exposed under this alternative. The number of residential uses that would be newly exposed in this Year 2000 evaluation would be less than the number newly exposed to this contour area from the 1996 baseline evaluation.

### School Disruption

Under Alternative D in 2015, some schools would experience high single event noise levels that could result in classroom disruption as described in Section 4.1, *Noise* (subsection 4.1.6.1.5.4.2).

The number of schools that would be exposed to high single event noise levels or newly exposed to high single event noise levels is shown in Table F4.1-38, Schools Exposed to Significant Interior Single Event Noise Levels - Alternative D Compared to the 1996 Baseline and Year 2000 Conditions, in Section 4.1, *Noise* (subsection 4.1.6.1.5.4.2). These same schools that are newly exposed to high single event noise levels are listed below by name and jurisdiction in **Table F4.2-49**, Alternative D 2015 Listing of Schools Newly Exposed to High Single Event Noise Levels.



**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative D 2015 94dBA SEL Contour
School	Commercial	Recreation	1996 94dBA SEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003

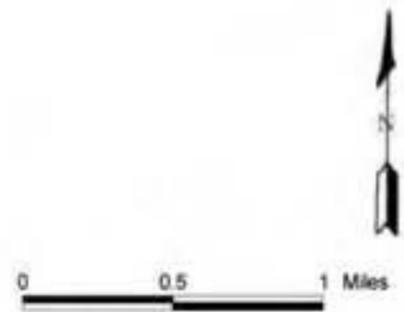




Table F4.2-49

## Alternative D 2015 Listing of Schools Newly Exposed to High Single Event Noise Levels

Name	Location	Jurisdiction	55 dB L <sub>max</sub>	65 dB L <sub>max</sub>	35 dB (L <sub>eq(h)</sub> )	APN	Grid ID
<b>Compared to 1996 Baseline</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
Morningside High School	10500 Yukon Avenue	City of Inglewood			X	4030033901	PBS140
<b>Subtotal: 3</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85th St	City of Inglewood			X	4011024024	PVS108
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood			X	4011026022	PVS074
Morningside United Church of Christ School	8721 S 8th Ave	City of Inglewood			X	4026001022	PVS073
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 7</b>							
<b>Total: 10</b>							
<b>Compared to Year 2000 Conditions</b>							
<b>Schools, Public</b>							
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X			4023039901	PBS017
Clyde Woodworth Elementary School	3200 W. 104th. St	City of Inglewood	X			4030033900	PBS026
Inglewood High School	231 S. Grevillea Ave	City of Inglewood			X	4020016900	PBS050
<b>Subtotal: 3</b>							
<b>Schools, Private</b>							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood			X	4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood			X	4010035011	PVS106
Celeste Scott Christian School	930 S Osage Ave	City of Inglewood	X			4024008901	PVS109
Faith Lutheran Preschool	3300 W 85th St	City of Inglewood			X	4011024024	PVS108
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood			X	4011026022	PVS074
Morningside United Church of Christ School	8721 S 8th Ave	City of Inglewood			X	4026001022	PVS073
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood			X	4022029013	PVS070
<b>Subtotal: 7</b>							
<b>Total: 10</b>							

Source: Landrum & Brown; PCR, 2003.

### **Road Traffic and Combined Noise**

As concluded in Section 4.1, *Noise* (subsection 4.1.6.2.5), road traffic noise levels associated with the development of Alternative D would be less than significant. As stated in Section 4.1, *Noise* (subsection 4.1.7.3), no substantial increases were identified for combined aircraft, construction and road traffic noise. High road traffic noise levels associated with the development of the LAX Expressway would not occur under this alternative.

A general noise assessment of noise levels associated with the operation of the APM was provided in Section 4.1, *Noise* (subsection 4.1.6.5.3). Based on FTA criteria, this preliminary analysis identified five

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hotels that would be impacted by operation of the APM. With implementation of Mitigation Measure MM-N-11, Automated People Mover (APM) Noise Assessment and Control Plan (Alternative D), this impact would be reduced to a level that is less than significant.

### **Noise Exposure Effects by Jurisdiction**

Noise exposure effects for noise-sensitive uses exposed to the 65 CNEL noise contour, 1.5 CNEL increase above the 65 CNEL, 75 CNEL, and high single event noise levels under Alternative D are presented by jurisdiction in **Table F4.2-50**, Alternative D 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction (Compared to 1996, Year 2000 Conditions, and No Action/No Project Alternative).

### **Other Potential Land Use Incompatibilities**

The following discussion focuses on combined physical impacts from project components of this alternative that would have the potential to render existing or proposed uses incompatible.

### **Land Acquisition**

Under Alternative D, land would be acquired to the north and east of the airport, as shown in Figure F3-19, 2015 Alternative D Proposed Property Acquisition Areas, in Chapter 3, *Alternatives*. Commercial/Light Industrial uses (including rent a car, retail, and office space), parking, and a private school would be acquired to the north for the development of airport open space (west of Sepulveda Boulevard) and for the Consolidated RAC facility (east of Sepulveda Boulevard). This would create new areas of interface between the RAC and residential uses. The RAC facility would be separated from the existing residential uses by Carl E. Nielsen Youth Park, proposed open space, and Will Rogers Street. The new facilities would be similar in nature to those now existing and therefore, a substantial change in the land use pattern would not occur. With edge treatments provided in accordance with the Street Frontage and Landscape Plan and particular sensitivity to the residential neighborhood to the north, a sufficient buffer would be provided.

Table F4.2-50

**Alternative D 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>65 CNEL</b>															
Change in Acres Exposed	-601	-96	-221	-139	-46	-95	-476	-343	-157	569	96	310	0	0	0
Change in Units Exposed	-3,330	-1,900	-1,540	40	-300	-180	-850	-910	-157	630	-210	310	0	0	0
Change in Population Exposed	-6,290	-4,380	-3,130	550	-1,240	-1,010	-1,710	-2,170	-320	1,510	-1,770	1,160	0	0	0
Overall Change Noise-Sensitive Uses	-8	-3	0	-1	-1	0	-9	-8	-1	17	1	5	0	0	0
Newly Exposed Units	180	60	180	190	200	20	0	0	0	1,480	1,090	480	0	0	0
Newly Exposed Population	380	120	380	790	760	100	0	0	0	4,190	3,460	1,480	0	0	0
Newly Exposed Noise-Sensitive Uses	1	1	1	0	0	1	0	0	0	18	9	7	0	0	0
<b>1.5 CNEL Increase above 65 CNEL</b>															
Units Exposed	90	90	0	0	0	0	0	0	0	1,640	1,270	0	0	0	0
Population Exposed	210	200	0	0	0	0	0	0	0	4,870	4,130	0	0	0	0
Noise-Sensitive Uses Exposed <sup>1</sup>	0	3	3	0	0	0	0	0	0	8	8	0	0	0	0
<b>75 CNEL</b>															
Newly Exposed Residential Acres	0	0	N/A <sup>2</sup>												
Newly Exposed Units	0	0	N/A <sup>2</sup>												
Newly Exposed Parks	0	1	N/A <sup>2</sup>	0	0	N/A <sup>2</sup>									
Newly Exposed Schools	0	0	N/A <sup>2</sup>												
<b>94 dBA SEL</b>															
Change in Units Exposed	-4,790	-1,070	N/A <sup>3</sup>	-530	-600	N/A <sup>3</sup>	-5,390	-860	N/A <sup>3</sup>	4,230	3,390	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Change in Population Exposed	-9,520	-2,520	N/A <sup>3</sup>	-1,770	-2,270	N/A <sup>3</sup>	-19,240	-1,800	N/A <sup>3</sup>	12,800	10,600	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Units	370	370	N/A <sup>3</sup>	60	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	5,550	4,640	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>
Newly Exposed Population	800	850	N/A <sup>3</sup>	220	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	17,030	14,740	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>

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Table F4.2-50

**Alternative D 2015 Residential and Noise-Sensitive Uses - Noise Exposure Effects by Jurisdiction  
(Compared to 1996, Year 2000 Conditions, and No Action/No Project Alternative)**

Impact Category	LA City			LA County			El Segundo			Inglewood			Hawthorne		
	1996 Baseline	Year 2000	NA/NP												
<b>Single Event Effects on Schools</b>															
Schools Newly Exposed <sup>4</sup>	0	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>	10	10	N/A <sup>3</sup>	0	0	N/A <sup>3</sup>

<sup>1</sup> The number of noise-sensitive uses exposed to 1.5 CNEL increase above 65 CNEL is derived from Technical Report S-1, *Supplemental Land Use Technical Report*, Table S51, Alternative D 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to 1996 Baseline), and Table S53, Alternative D 2015 Listing of Significantly Impacted Noise Sensitive Uses (Compared to Year 2000 Conditions).

<sup>2</sup> Comparisons of Alternative D against the No Action/No Project Alternative do not include an analysis of residential areas and parks newly exposed to the 75 CNEL since these were identified for CEQA purposes to determine if an impact would be potentially significant. Parks exposed to high noise levels are also discussed in Section 4.8, *Department of Transportation, Section 4(f)*.

<sup>3</sup> Comparisons of Alternative D against the No Action/No Project Alternative do not include an evaluation of single event high noise levels, since this analysis was presented for CEQA purposes (i.e., compared to 1996 baseline and Year 2000).

<sup>4</sup> The number of schools newly exposed is based on **Table F4.2-49**, Alternative D 2015 Listing of Schools Newly Exposed to High Single Event Noise Levels.

Note: Dwelling unit and population estimates have been rounded to the nearest ten.

Source: PCR Services Corporation, 2003.

Parcels to be acquired to the northeast are currently occupied by a rent a car facility, retail, hotel and school uses. These areas to the northeast of the airport would be acquired for development of buffer space, APM, and the GTC. These uses proposed would be compatible with adjacent commercial and industrial buildings. Areas south of Century Boulevard would be developed within internal access roads and open space. Existing uses within this acquisition area include office, retail, freight/warehousing, and parking. In addition, a parcel occupied by an electrical substation and located north of Imperial Highway, would be developed as part of the ITC.

Alternative D would result in a greater area of acquisition and would include the development of Manchester Square as the GTC, compared to effects resulting from the acquisition of the Manchester Square and Belford areas under the No Action/No Project Alternative.

### **LAX Northside Development Project**

Under Alternative D, the approximately 358-acre LAX Northside project would be developed. The LAX Northside project is approved for a total potential buildout of 4.5 MSF of commercial and research/development uses. Compatible businesses displaced by acquisition under Alternative D would be eligible for relocation within LAX Northside. Under Alternative D, however, the total amount of traffic generation associated with development of LAX Northside would be reduced to the same level of daily vehicle trips that would have resulted from development of Westchester Southside through implementation of a vehicle trip cap as presented in Chapter 3, *Alternatives*. Although this property is currently undeveloped, except for the Westchester Golf Course and Westchester Parkway, an LAX Zone/LAX Specific Plan with development and performance standards for LAX Northside would incorporate the requirements of [Q] conditions under Ordinance 159,526 to regulate types of use, building height, building setbacks, and landscape buffer setbacks, as stated under Master Plan Commitment LU-1, Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D). These development and performance standards would ensure compatibility with residential uses to the north. As shown on Figure **F4.2-27**, the land use designation for this area is Airport Buffer. The Airport Buffer area encompasses the LAX Northside boundaries and allows for the land uses established under the LAX Northside.

### **Continental City**

Under Alternative D, the 28.5-acre Continental City site would be developed as part of the right-of-way for the Aviation Boulevard realignment and as part of an ITC. The ITC would provide a connection between the MTA Green Line and LAX, would accommodate bus transit, and would also be served by the proposed APM with a connection to the CTA. The ITC, which would be included within the LAX Master Plan, would be subject to the performance and development standards that would be incorporated as part of the LAX Zone/LAX Specific Plan. Impacts from the development of on-airport uses under Alternative D would be less than those associated with the development of office and retail uses associated with Continental City, since overall building area, grading requirements, and trip generation would be reduced.

As further described in Technical Report 1, *Land Use Technical Report*, the Framework Element designates the Continental City site as a Regional Center. A Regional Center is defined in the Framework Element as a focal point for regional commerce that contains a diversity of uses such as offices, residential, retail commercial malls, government buildings, and major entertainment facilities and should function as a hub for regional transit both day and night through an interconnected network of public transit and services. The Framework Element includes the following objective for the development of a Regional Center:

- ◆ **Objective 3.10.** Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

The Framework Element also includes the following relevant policy relating to a Regional Center:

- ◆ **Policy 3.10.2.** Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Development of the ITC would preclude the development of a Regional Center at the Continental City location. However, fundamental aspects of the Regional Center concept focusing on multi-modal

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transportation and the encouragement of day and night activities would be supported on the site with uses proposed under Alternative D. The proposed ITC would provide a pedestrian connection to the MTA Green Line Station at Aviation Boulevard with access to nearby hotels and retail uses along 98<sup>th</sup> Street. The ITC would function as a hub of regional transit both day and night through the Green Line connection, bus service, and through automated people mover access to the CTA and hotels and other developments along 98<sup>th</sup> Street. With key aspects of the Regional Center concept supported both directly and indirectly, this conflict is not considered significant and is not expected to translate to physical impacts on the environment.

### **Construction Impacts**

Major components of Alternative D under construction would include airfield modifications; new and modified terminal facilities; LAX Northside; and a number of transportation and parking improvements including the GTC, ITC, RAC, and APM. A variety of activities would occur within these areas, including demolition, excavation and grading, utility installation, and construction of foundations, buildings and other facilities. The majority of construction activities would occur during daytime hours, with second and third shifts used for work activities that cannot be accomplished during the daytime shift due to coordination or interference issues (i.e., airport operations, safety, delivery of materials and equipment). Nighttime construction is expected to occur on the airfield and for roadway projects. Construction haul routes would be located away from residential streets and noise-sensitive parcels, as provided for under Master Plan Commitment ST-16, Designated Haul Routes (Alternatives A, B, C, and D). Construction staging areas would be located away from residential areas, as stated in Section 4.1, *Noise* (subsection 4.1.8.3), Mitigation Measure MM-N-8, Construction Staging (Alternatives A, B, C, and D). Construction delivery hours would be limited to the times stated in Master Plan Commitment ST-12, Designated Truck Delivery Hours (Alternatives A, B, C, and D). Further details regarding the construction process are provided in Section 4.20, *Construction Impacts*.

As further described in Section 4.20, *Construction Impacts*, construction effects associated with noise, air emissions, degraded views, surface transportation disruption and other issues would impact land uses surrounding the Master Plan boundaries. The most notable impact affecting adjacent land uses would be construction noise. As further described in Section 4.1, *Noise* (subsection 4.1.9.2.3), even with the implementation of Mitigation Measures MM-N-7 through MM-N-10, there would be significant unavoidable impacts in noise-sensitive areas located within 600 feet of construction sites. Land uses potentially affected by significant construction noise levels of 5 dBA above the lowest ambient noise levels would be those primarily located to the north of the airport in Westchester, and to the south of the airport in El Segundo. These areas are shown in Figure F4.1-10, Potential Construction Noise Impacts - Alternative D, in Section 4.1, *Noise* (subsection 4.1.6.4.3). Within Westchester, these areas include approximately 1,360 dwelling units and 2 churches. In addition, the following schools would be affected: Saint Bernard High School, Visitation Elementary School, Westchester High School, Paseo del Rey Magnet School, and Westchester-Emerson Community Adult School. To the south of the airport in the City of El Segundo, approximately 132 dwelling units fronting Imperial Highway would have similar potential to be periodically exposed to significant construction noise levels.

Although many construction impacts would be intermittent and temporary, and would be reduced to less than significant levels through mitigation measures presented throughout this EIS/EIR and summarized in Section 4.20, *Construction Impacts*, significant unavoidable impacts from construction noise and air quality would affect sensitive land uses. Construction related traffic and lane closures would temporarily disrupt normal traffic flows, and construction related traffic would result in a temporary significant and unavoidable impact on Century Boulevard between Aviation and Sepulveda Boulevards.

In addition to Mitigation Measures MM-N-7 through MM-N-10, Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and Master Plan Commitments ST-9, ST-12, ST-14, and ST-16 through ST-22 would serve to address construction-related impacts on sensitive land uses.

Under the No Action/No Project Alternative, construction impacts associated with the airport improvements, the demolition of Manchester Square and Belford, and the development of LAX Northside and Continental City would occur. However, no construction impacts associated with the development of the GTC, ITC, RAC, and APM would occur under the No Action/No Project Alternative and the extent of impacts would be reduced when compared to Alternative D, with less overall construction proposed.

## 4.2.7 Cumulative Impacts

The cumulative impacts to land use associated with the No Action/No Project Alternative and Alternatives A, B, C, or D, in combination with other past, present, and probable future projects, are discussed in this subsection. As discussed under *Affected Environment/Environmental Baseline*, LAX property encompasses 3,641 acres devoted to the airfield, passenger terminals, cargo complexes, ancillary facilities, and public and employee parking. Approximately 1,307 acres of airport property is undeveloped, including the 340-acre LAX Northside project site, the 28.5-acre Continental City project site, the 307-acre Los Angeles/El Segundo Dunes, and other areas of landscaped or unimproved open space.

With the exception of the Pacific Ocean to the west, LAX is otherwise surrounded by well-established areas of urban development within Los Angeles City and County, El Segundo, and Inglewood. The only sizeable undeveloped area in proximity to LAX is the 463-acre Playa Vista project site, which is currently proceeding with its first phase of development.

Under 1996 baseline conditions, approximately 1,261 acres of residential land with 16,900 residential units, and 75 noise-sensitive parcels, are considered incompatible due to aircraft noise from LAX. Under Year 2000 conditions, approximately 1,347 acres of residential land with 16,780 residential units, and 84 noise-sensitive parcels, are considered incompatible due to aircraft noise from LAX.

### 4.2.7.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, major land use changes would include development of the LAX Northside project, the Continental City project, and the acquisition of the Manchester Square and Belford areas. While no redevelopment with compatible uses is yet planned for the residential acquisition areas, the LAX Northside and Continental City projects would intensify development within existing airport property, adding approximately 7.6 MSF of office, retail, hotel and business park uses. As previously indicated under subsection 4.2.3, *Affected Environment/Environmental Baseline*, the LAX Northside project includes a number of zoning conditions that support development of the site in a manner that would be compatible with adjacent neighborhoods within Playa del Rey and Westchester. No incompatibilities with adjacent land uses would result with development of the Continental City project.

As previously described under subsection 4.2.6, *Environmental Consequences*, the area exposed to 65 CNEL noise levels or greater by 2015 would be reduced by 318 acres compared to 1996 baseline conditions, and the number of incompatible residential land uses would be reduced by approximately 2,240 units. Although the overall extent of incompatible land uses would be reduced by 2015, approximately 1,610 units and 17 non-residential noise-sensitive parcels would be newly exposed to 65 CNEL noise levels and would, therefore, be considered incompatible land uses. Comparing the No Action/No Project Alternative to Year 2000 conditions the area exposed to 65 CNEL or greater noise levels in 2015 would be reduced by 273 acres, and the number of incompatible residential uses would be reduced by 2,140 units. Similar to the 1996 baseline comparison, there would be 1,300 units and 12 non-residential noise-sensitive parcels newly exposed to high noise levels that would be considered incompatible. Under the No Action/No Project Alternative, LAWA, in coordination with other jurisdictions, would continue to reduce the number of incompatible uses through ongoing implementation of the ANMP.

Impacts associated with other past, present, and probable future projects in the area could result in cumulative impacts on land use when combined with the effects of the No Action/No Project Alternative. The majority of projects proposed in the area are infill projects that would largely be developed in accordance with current land use and zoning designations. These projects are not expected to be incompatible with existing land uses as they would be designed and developed consistent with adopted plans and regulations, or they would be subject to environmental review and discretionary approval if land use or zoning changes were required. The adherence to the provisions contained in the Land Use Assurance Letter (included as Appendix E) and review of all projects within the County of Los Angeles Airport Land Use Plan boundaries by the Airport Land Use Commission will ensure that proposed land uses would not conflict with airport operations and areas of influence.

Other projects would, however, contribute to a progressive intensification of development in the communities surrounding LAX. This change would be most noticeable when considering the combined effects of the nearby Playa Vista project and the LAX Northside project. The Playa Vista project, which comprises approximately 463 acres for the first and second phases of development, when combined with

## 4.2 Land Use

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approximately 238 acres of built use under the LAX Northside project, would result in an estimated total of approximately 700 acres converted to built use. In assessing the potential cumulative impact of this change, it is important to note that the areas subject to development are not designated as open space, and have been subject to previous land use activities and development. Undeveloped land in Playa Vista has been disturbed due to historic agricultural, aviation and other activities, and undeveloped land at LAX Northside was once developed with residential uses. While this reduction in the amount of open and undeveloped land in the area may be perceived by some as a detrimental cumulative effect, project provisions for landscaping, open space and wetland restoration would provide an enhancement to currently unimproved property.

As there are no other airport expansions planned in the LAX vicinity, it is not expected that uses beyond those identified by the project would become incompatible due to exposure to aircraft noise.

### 4.2.7.2 Alternatives A, B, and C

As previously discussed under subsection 4.2.6, *Environmental Consequences*, implementation of LAX Master Plan Alternatives A, B, and C would result in intensification of development in the area with construction of the Westchester Southside project, the West Terminal, new cargo development, and expansion of the airport property through acquisition.

Land use impacts under Alternatives A, B, and C are due largely to increases in incompatible land use from aircraft noise. Alternatives A, B, and C would result in significant aircraft noise impacts, since these alternatives would result in newly exposed noise-sensitive land uses to 65 CNEL or greater, a 1.5 increase within the 65 CNEL, or high single event noise levels. Under Alternative A, the total area exposed to 65 CNEL or greater noise levels would decrease compared to 1996 baseline and Year 2000 conditions, and increase compared to the No Action/No Project Alternative. Under Alternatives B and C, the total area exposed to 65 CNEL or greater noise levels would increase compared to 1996 baseline conditions, Year 2000 conditions, and the No Action/No Project Alternative. Other potential land use impacts, particularly along the airport boundaries and in areas proposed for acquisition, are avoided through zoning conditions, proposed setbacks, landscape and open space buffers, and mitigation measures set forth in other sections of this Final EIS/EIR.

Impacts associated with other past, present, and probable future projects could result in cumulative impacts on land use when combined with the effects of these build alternatives. The majority of these projects that are proposed in the area are infill projects that would be built in accordance with current land use and zoning designations. Where amendments to land use plans and regulations are necessary, discretionary actions and environmental review and conditions would be required so that other projects would be located, conditioned, and designed to avoid incompatibilities with existing land uses. In addition, conflict of proposed projects with airport operations would be avoided by adherence to the provisions contained in the Land Use Assurance Letter (included as Appendix E) and review of all projects within the County of Los Angeles Airport Land Use Plan boundaries by the Airport Land Use Commission (ALUC).

Under Alternative A, redevelopment of Manchester Square likely would occur as an independent project. The redeveloped site would not result in any new areas of incompatible land uses, as no residential uses would border the site.

Other projects would, however, contribute to a progressive intensification of development in the communities surrounding LAX. As described for the No Action/No Project Alternative, the nearby Playa Vista project would convert approximately 463 acres to built uses, when combined with development of the 210 acres of built use under the Westchester Southside project, would result in an estimated total of approximately 673 acres converted to built use. As discussed for the No Action/No Project Alternative, these areas are not designated as open space, and much of the area has been previously developed or subject to a high degree of disturbance due to agricultural and other activities. Some may view this intensification of development as a detrimental cumulative impact on land use; however, others may see the conversion of land as a beneficial change when considering project provisions for landscaping, parkland, open space, and wetland restoration.

Indirect impacts from the project, in combination with other regional growth, have the potential to result in land use impacts if this growth is not adequately accounted for in local and regional forecasts and plans or if growth opens up areas that are not well suited for development. Regional growth that would occur

by 2015 is substantial; however, anticipated growth is in line with local and regional forecasts, which are largely based on input from local jurisdictions regarding what can be accommodated within their current plans and jurisdictional boundaries. Despite growth being within local and regional forecasts, there are complex and variable factors that will influence land use planning from baseline conditions to 2015. As a result, it is accepted that significant impacts on land use for a subset of independent projects are likely to occur. For Alternatives A, B, and C, employment and growth in population and households falls well within regional growth and represent approximately 2 percent or less of forecast growth, as further described in Section 4.5, *Induced Socio-Economic Impacts*. Based on the above, Alternative A, B, or C's contributions from indirect growth to potential cumulative land use impacts are considered to be less than significant.

### **4.2.7.3 Alternative D - Enhanced Safety and Security Plan**

Implementation of Alternative D would result in intensification of development in the area with expansion of the airport property, reconfiguration of terminal facilities, development of a GTC and ITC, development of a consolidated RAC, and implementation of the LAX Northside project. Land use impacts under Alternative D are due largely to increases in incompatible land use from aircraft noise. Alternative D would result in a decrease in the total area exposed to 65 CNEL or greater noise levels compared to the 1996 baseline, Year 2000 conditions, and the No Action/No Project Alternative. Alternative D would result in newly exposed sensitive land uses to noise levels of 65 CNEL or greater, an increase of 1.5 CNEL within the 65 CNEL, and high single event noise levels. These newly exposed areas would be significantly impacted by Alternative D. As there are no other airport expansions planned in the LAX vicinity, cumulative effects associated with aircraft noise are considered less than significant (i.e., there are no other airport expansion projects nearby that would contribute, cumulatively, to increased aircraft noise levels). Other potential land use impacts, particularly along the airport boundaries and in areas proposed for acquisition, are avoided through zoning conditions, proposed setbacks, landscape and open space buffers, and mitigation measures set forth in other sections in this EIS/EIR.

Impacts associated with other past, present, and probable future projects could result in cumulative impacts on land use when combined with the effects of Alternative D. As with Alternatives A, B, and C, the majority of these projects that are proposed in the area are infill projects that would be built in accordance with current land use and zoning designations. Where amendments to land use plans and regulations are necessary, discretionary actions, environmental review, and conditions would be required to avoid incompatibilities with existing land uses. In addition, conflict of proposed projects with airport operations would be avoided by adherence to the provisions contained in the Land Use Assurance Letter (included as Appendix E, *Land Use Assurance Letter*) and review of all projects within the County of Los Angeles Airport Land Use Plan boundaries by the ALUC.

As with Alternatives A, B, and C, the nearby Playa Vista project would convert a sizeable area of undeveloped land to built uses. This project, which comprises approximately 463 acres for the first and second phases of development, when combined with approximately 210 acres of built use under the Westchester Southside project, would result in an estimated total of approximately 673 acres converted to built use. These areas are not designated as open space, and much of the area has been previously disturbed. Some may view this intensification of development as a detrimental cumulative impact on land use; however, others may see the conversion of land as a beneficial change when considering project provisions for landscaping, parkland, open space, and wetland restoration.

Indirect impacts from the project, in combination with other regional growth, have the potential to result in land use impacts if this growth is not adequately accounted for in local and regional forecasts and plans or if growth opens up areas that are not well suited for development. Regional growth that would occur by 2015 is substantial; however, anticipated growth is in line with local and regional forecasts, which are largely based on input from local jurisdictions regarding what can be accommodated within their current plans and jurisdictional boundaries. Furthermore, there is a reasonable expectation that jurisdictions accommodating growth will promote compatible land use through compliance with plans and environmental review. For Alternative D, employment and growth in population and households represents a net decrease and therefore would provide no meaningful contribution to growth forecasts by SCAG for the 1996 - 2015 period, as further described in Section 4.5, *Induced Socio-Economic Impacts* (subsection 4.5.6.5). Based on the above, Alternative D's contribution from indirect growth to potential cumulative land use impacts is considered to be less than significant.

### 4.2.8 Mitigation Measures

The following mitigation measure shall be implemented to reduce aircraft noise impacts on residential and noise-sensitive uses.

◆ **MM-LU-1. Implement Revised Aircraft Noise Mitigation Program (Alternatives A, B, C, and D).**

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

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

- ◆ Continued implementation of successful programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures and the acquisition and conversion of incompatible land use to compatible land use.
- ◆ Ongoing monitoring and provision of annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards, with the updates made available (upon request) to affected local jurisdictions, the Airport Land Use Commission of Los Angeles County, and other interested parties.
- ◆ Continued pre- and post-insulation noise monitoring to ensure achievement of interior noise levels at or below 45 CNEL.
- ◆ Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible through:
  - Increased annual funding by LAWA for land use mitigation;
  - Reevaluating requirement for granting of aviation easements with sound insulation mitigation;
  - Provision by LAWA of additional technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs;
  - Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.
- ◆ Revised criteria and procedures for selection and prioritization of properties to be sound insulated or acquired in consideration of the following:
  - Insulation or acquisition of properties within the highest CNEL measurement zone;
  - Acceleration of the fulfillment of existing commitments to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties;
  - Insulation or acquisition of incompatible properties with high concentrations of residents or other noise-sensitive occupants such as those housed in schools or hospitals.
- ◆ Amend ANMP to include libraries as noise-sensitive uses eligible for aircraft noise mitigation.
- ◆ Upon completion of acquisition and/or soundproofing commitment under the current Program, expand the boundaries of the ANMP as necessary over time. LAWA will continue preparing quarterly reports that monitor any expansion of the 65 CNEL noise contours beyond the current

ANMP boundaries. Based upon these quarterly reports, LAWA will evaluate and adjust the ANMP boundaries, periodically as appropriate, so that as the 65 CNEL noise contours expand, residential and noise sensitive uses newly impacted by 65 CNEL noise levels would be included within the Program.

As indicated in the above mitigation measure, properties that become newly exposed to high noise levels of 65 CNEL or greater that are located outside of the existing ANMP boundaries, would be identified for participation in the program by LAWA over time, based on actual monitored data and quarterly reports. However, in an effort to forecast which areas and properties may become newly exposed to high noise levels, representative modeling of future 2015 CNEL noise contours associated with Alternatives A, B, C, and D has been undertaken. As presented in **Table F4.2-51**, Alternative A 2015 Residential and Noise-Sensitive Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), these uses include a total of 1,220 dwelling units, 3,110 residents, and 8 noise-sensitive uses for Alternative A 2015, located in the cities of Los Angeles and Inglewood. These properties are listed in Technical Report 1, *Land Use Technical Report*. These properties are also shown on **Figure F4.2-31**, Alternative A 2015 vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-52**, Alternative B 2015 Residential and Noise-Sensitive Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), a total of 2,770 dwelling units, 8,720 residents, and 14 noise-sensitive parcels for Alternative B 2015, are located in the cities of Los Angeles, Inglewood, and Hawthorne, and Los Angeles County, outside the current ANMP boundaries. These properties are listed in Technical Report 1, *Land Use Technical Report*. These properties are also shown on **Figure F4.2-32**, Alternative B 2015 vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-53**, Alternative C 2015 Residential and Noise-Sensitive Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), a total of 170 residential units, 350 residents, and no noise-sensitive parcels for Alternative C 2015, are located in the City of Los Angeles, outside the current ANMP boundaries. These properties are listed in Technical Report 1, *Land Use Technical Report*. These properties are also shown on **Figure F4.2-33**, Alternative C 2015 vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-54**, Alternative D 2015 Residential and Noise-Sensitive Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), a total of 260 residential units, 810 residents, and 5 noise-sensitive parcels for Alternative D 2015, are located in the City of Inglewood, outside the current ANMP boundaries. These properties are listed in Technical Report S-1, *Supplemental Land Use Technical Report*. These properties are also shown on **Figure F4.2-34**, Alternative D 2015 vs. ANMP - Areas Newly Exposed. These areas and properties are representative based on modeling of future conditions. Actual adjustments to the ANMP contour would be based on measured data presented in the quarterly reports prepared by LAWA.

## 4.2 Land Use

Table F4.2-51

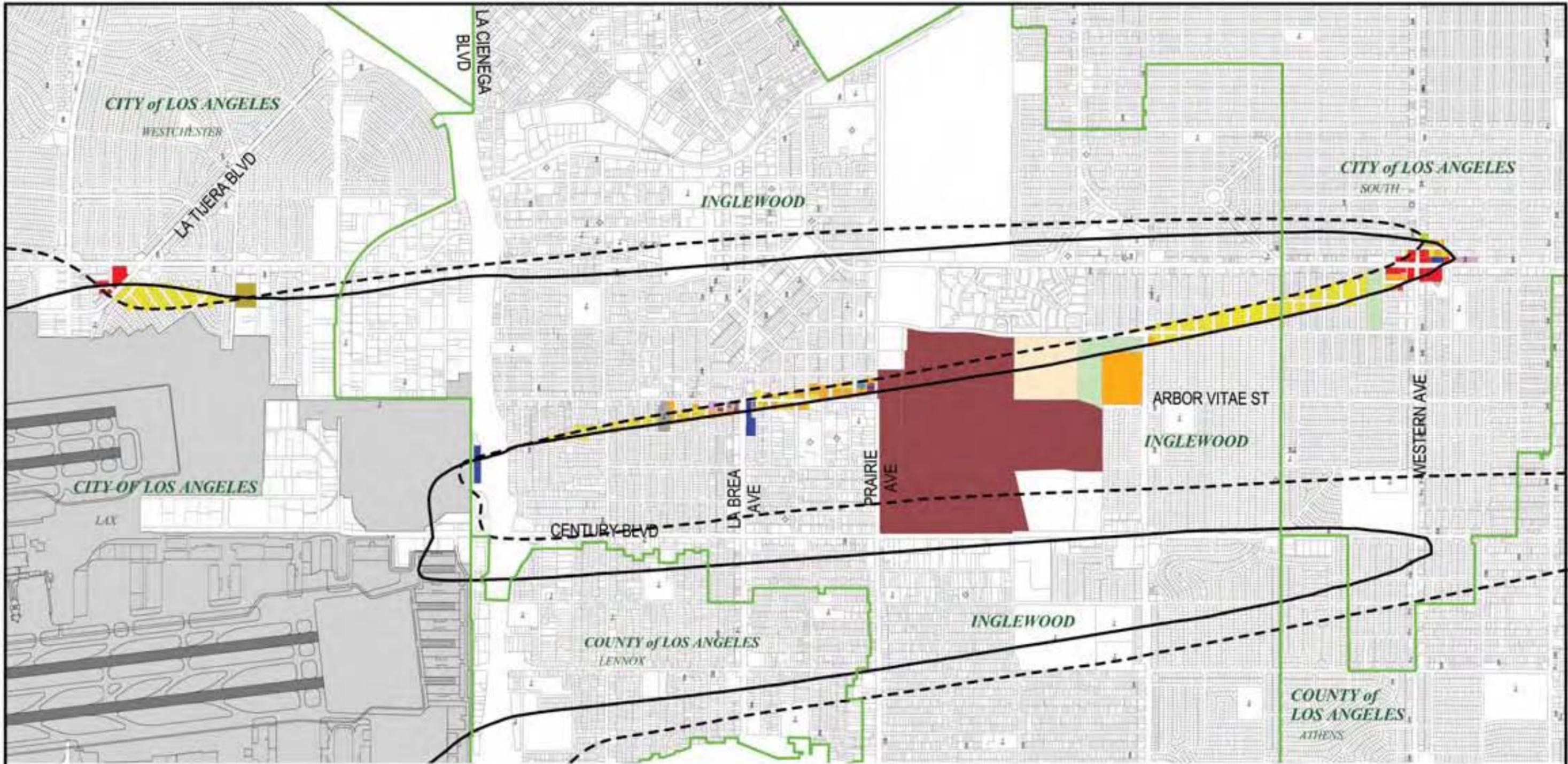
**Alternative A 2015 Residential and Noise-Sensitive Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	220	0	0	210	0	430
Acres	31.15	0.00	0.00	31.70	0.00	62.85
Population	550	0	0	580	0	1,130
<b>Multi-Family</b>						
Units	70	0	0	720	0	790
Acres	2.91	0.00	0.00	32.42	0.00	35.33
Population	210	0	0	1,770	0	1,980
<b>Total Residential</b>						
Units	290	0	0	930	0	1,220
Acres	34.06	0.00	0.00	64.12	0.00	98.18
Population	760	0	0	2,350	0	3,110
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	3.00	0.00	3.00
<b>Churches</b>						
Number	1	0	0	3	0	4
Acres	1.34	0.00	0.00	1.89	0.00	3.23
<b>Hospitals</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	1	0	0	1	0	2
Acres	8.74	0.00	0.00	19.80	0.00	28.54
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	2	0	0	6	0	8
Acres	10.08	0.00	0.00	25.13	0.00	35.21
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	18.13	0.00	0.00	331.20	0.00	349.33
Total Acres (on Airport)	62.27	0.00	0.00	420.45	0	482.72
	(0.11)	(0.00)	(0.00)	(0.00)	(0.00)	(0.11)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Attachment B.

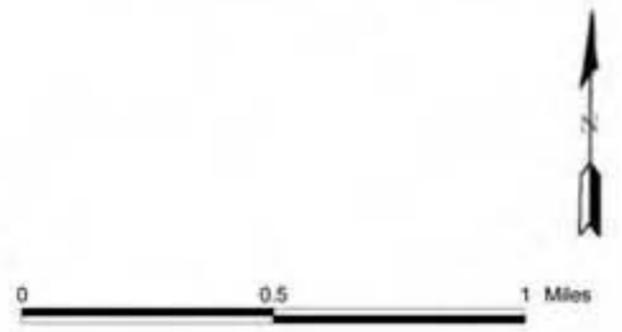
Source: Landrum & Brown; PCR, 2000.



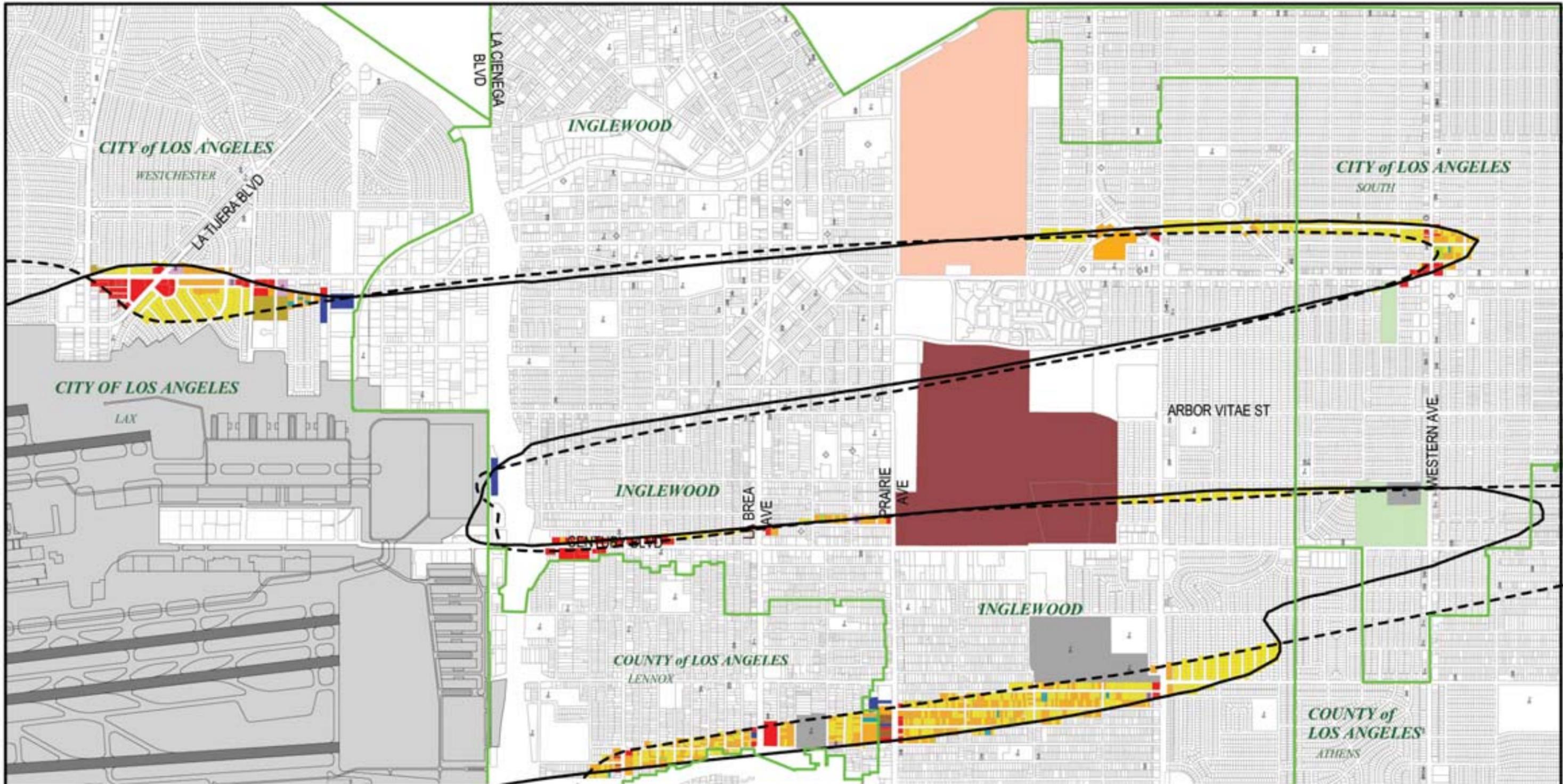
**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative A 2015 65dB CNEL Contour
School	Commercial	Recreation	1992 65dB CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000



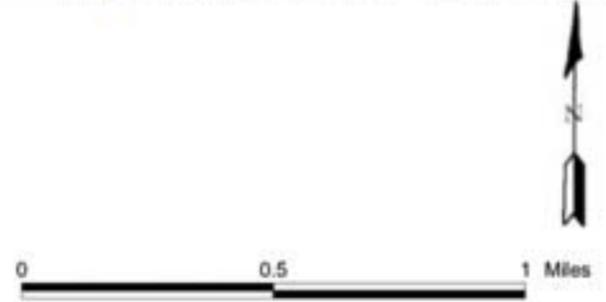




**LEGEND**

- |                           |                        |                       |                                      |
|---------------------------|------------------------|-----------------------|--------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                              |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                     |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative B 2015 65dB CNEL Contour |
| School                    | Commercial             | Recreation            | 1992 65dB CNEL Contour               |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary                |
| Hospital                  | Government             | Other, Assumed Vacant |                                      |

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000







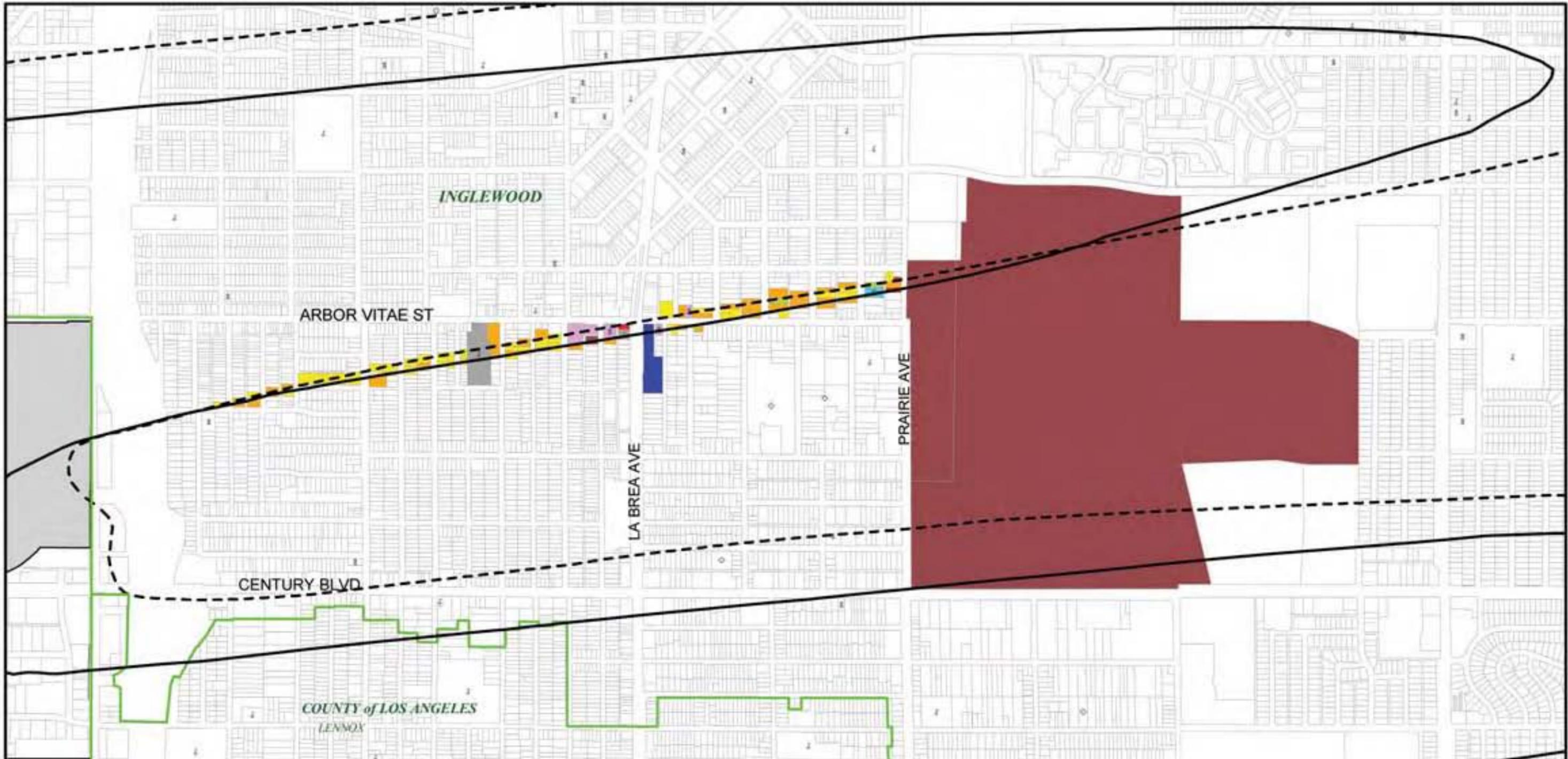
**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative C 2015 65dB CNEL Contour
School	Commercial	Recreation	1992 65dB CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, April 2000  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, August 2000







**LEGEND**

- |                           |                        |                       |                                      |
|---------------------------|------------------------|-----------------------|--------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                              |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                     |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative D 2015 65dB CNEL Contour |
| School                    | Commercial             | Recreation            | 1992 65dB (ANMP) CNEL Contour        |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary                |
| Hospital                  | Government             | Other, Assumed Vacant |                                      |

Source: Psonas, April 2000  
 Landrum & Brown, October 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003





Table F4.2-52

**Alternative B 2015 Residential and Noise-Sensitive Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	330	140	0	640	10	1,120
Acres	46.24	18.10	0.00	91.84	0.41	156.59
Population	820	550	0	1,970	10	3,350
<b>Multi-Family</b>						
Units	270	410	0	970	0	1,650
Acres	14.17	20.30	0.00	51.69	0.14	86.30
Population	660	1,710	0	2,990	10	5,370
<b>Total Residential</b>						
Units	600	550	0	1,610	10	2,770
Acres	60.41	38.40	0.00	143.53	0.55	242.89
Population	1,480	2,260	0	4,960	20	8,720
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	1	1	0	3	0	5
Acres	6.75	9.03	0.00	56.92	0.00	72.70
<b>Churches</b>						
Number	3	1	0	2	0	6
Acres	2.90	0.60	0.00	1.00	0.00	4.50
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.19	0.00	0.19
<b>Parks</b>						
Number	2	0	0	0	0	2
Acres	43.24	0.00	0.00	0.00	0.00	43.24
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	6	2	0	6	0	14
Acres	52.89	9.63	0.00	58.11	0.00	120.63
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	34.15	8.06	0.00	601.00	0.00	643.21
Total Acres (on Airport)	147.45	56.09	0.00	804.10	0.55	1,008.19
	(1.34)	(0.00)	(0.00)	(0.00)	(0.00)	(1.34)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Attachment B.

Source: Landrum & Brown; PCR, 2000.

## 4.2 Land Use

Table F4.2-53

**Alternative C 2015 Residential and Noise-Sensitive Uses  
Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	EI Segundo	Inglewood	Hawthorne	Totals
<b>Residential</b>						
<b>Single-Family</b>						
Units	140	0	0	0	0	140
Acres	21.27	0.00	0.00	0.00	0.00	21.27
Population	280	0	0	0	0	280
<b>Multi-Family</b>						
Units	30	0	0	0	0	30
Acres	1.85	0.00	0.00	0.00	0.00	1.85
Population	70	0	0	0	0	70
<b>Total Residential</b>						
Units	170	0	0	0	0	170
Acres	23.12	0.00	0.00	0.00	0.00	23.12
Population	350	0	0	0	0	350
<b>Noise-Sensitive Uses (Non-residential)</b>						
<b>Schools</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Churches</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Hospitals, Convalescent</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Parks</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Libraries</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive Uses (Non-residential)</b>						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Other Compatible Uses (Acres)</b>						
Total Acres Newly Exposed	38.64	0.00	0.00	0.00	0.00	38.64
Total Acres (on Airport)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)

Totals may not add due to rounding.

For a description of newly exposed noise-sensitive uses refer to Technical Report 1, *Land Use Technical Report*, Attachment B.

Source: Landrum & Brown; PCR, 2000.

Table F4.2-54

**Alternative D 2015 Residential and Noise-Sensitive Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	0	0	0	70	0	70
Acres	0.00	0.00	0.00	8.45	0.00	8.45
Population <sup>2</sup>	0	0	0	250	0	250
Multi-Family						
Units	0	0	0	190	0	190
Acres	0.00	0.00	0.00	7.55	0.00	7.55
Population <sup>2</sup>	0	0	0	560	0	560
<b>Total Residential</b>						
Units	0	0	0	260	0	260
Acres <sup>3</sup>	0.00	0.00	0.00	16.00	0.00	16.00
Population	0	0	0	810	0	810
<b>Noise-Sensitive Uses (Non-residential)</b>						
Schools						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	3.00	0.00	3.00
Churches						
Number	0	0	0	3	0	3
Acres	0.00	0.00	0.00	1.89	0.00	1.89
Hospitals						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.44	0.00	0.44
Hospitals, Convalescent						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Parks						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Noise-Sensitive (Non-residential)</b>						
Number	0	0	0	5	0	5
Acres <sup>3</sup>	0.00	0.00	0.00	5.33	0.00	5.33
Other compatible uses (acres)	0.00	0.00	0.00	292.64	0.00	292.64
Total Acres Newly Exposed <sup>3</sup>	0.00	0.00	0.00	313.97	0.00	313.97
Total Acres (on Airport)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

The following mitigation measures address impacts associated with of the effects of single event noise levels on nighttime awakenings and classroom disruption.

◆ **MM-LU-2. Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program (Alternatives A, B, C, and D).**

In addition to any restrictive measures that may be implemented resulting from completion of Mitigation Measure MM-N-5, Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory, the boundaries of the ANMP will be expanded to include residential uses newly exposed to single event exterior nighttime noise levels of 94 dBA SEL, based on the Master Plan alternative that is ultimately approved and periodic reevaluation and adjustments by LAWA. Uses that are newly

## 4.2 Land Use

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exposed would be identified based on annual average conditions as derived from the most current monitored data.

As indicated in the above mitigation measure, properties that become newly exposed to noise levels of 94 dBA SEL or greater that are located outside the existing ANMP boundaries, would be identified for participation in the program by LAWA over time, based on actual monitored data. However, in an effort to forecast which areas and properties may become newly exposed to high single event noise levels that result in nighttime awakening, representative modeling of future 2015 94 dBA SEL noise contours associated with Alternatives A, B, C, and D has been undertaken. As presented in **Table F4.2-55**, Alternative A 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), these uses include a total of 5,000 dwelling units and 16,890 residents for Alternative A 2015, located in the cities of Los Angeles, Inglewood, Hawthorne, and unincorporated Los Angeles County. These properties are listed in Table C1, Alternative A 2015 94 dBA SEL Noise Contour Listing of Newly Exposed Residential Uses Outside of the 1992 65 CNEL Noise Contour, in Technical Report S-1, *Supplemental Land Use Technical Report*. These properties are also shown on **Figure F4.2-35**, Alternative A 2015 94 dBA SEL vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-56**, Alternative B 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), these uses include a total of 5,410 dwelling units and 17,980 residents for Alternative B 2015, located in the cities of Los Angeles, Inglewood, and unincorporated Los Angeles County. These properties are listed in Table D1, Alternative B 2015 94 dBA SEL Noise Contour Listing of Newly Exposed Residential Uses Outside of the 1992 65 CNEL Noise Contour, in Technical Report S-1, *Supplemental Land Use Technical Report*. These properties are also shown on **Figure F4.2-36**, Alternative B 2015 94 dBA SEL vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-57**, Alternative C 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), these uses include a total of 4,580 dwelling units and 14,150 residents for Alternative C 2015, located in the cities of Los Angeles and Inglewood. These properties are listed in Table E1, Alternative C 2015 94 dBA SEL Noise Contour Listing of Newly Exposed Residential Uses Outside of the 1992 65 CNEL Noise Contour, in Technical Report S-1, *Supplemental Land Use Technical Report*. These properties are also shown on **Figure F4.2-37**, Alternative C 2015 94 dBA SEL vs. ANMP - Areas Newly Exposed. As presented in **Table F4.2-58**, Alternative D 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed (Compared to 1992 65 CNEL Noise Contour), these uses include a total of 4,140 dwelling units and 13,170 residents for Alternative D 2015, located in the City of Inglewood. These properties are listed in Table F3, Alternative D 2015 94 dBA SEL Noise Contour Listing of Newly Exposed Residential Uses Outside of the 1992 65 CNEL Noise Contour, in Technical Report S-1, *Supplemental Land Use Technical Report*. These properties are also shown on **Figure F4.2-38**, Alternative D 2015 94 dBA SEL vs. ANMP - Areas Newly Exposed. These areas and properties are representative based on modeling of future conditions. Actual adjustments to the ANMP contour would be based on periodic reevaluation of the 94 dBA SEL noise contour by LAWA.



**LEGEND**

- |                           |                        |                       |                                      |
|---------------------------|------------------------|-----------------------|--------------------------------------|
| Single Family Residential | Hospital, Convalescent | Cemetery              | Runways                              |
| Multi Family Residential  | Library                | Title 21 Compliant    | Airport Boundary                     |
| Mobile Home               | Park                   | Title 24 Compliant    | Alternative A 2015 94dBA SEL Contour |
| School                    | Commercial             | Recreation            | 1992 65dB (ANMP) CNEL Contour        |
| Church                    | Industrial             | Vacant                | Jurisdiction Boundary                |
| Hospital                  | Government             | Other, Assumed Vacant |                                      |

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003







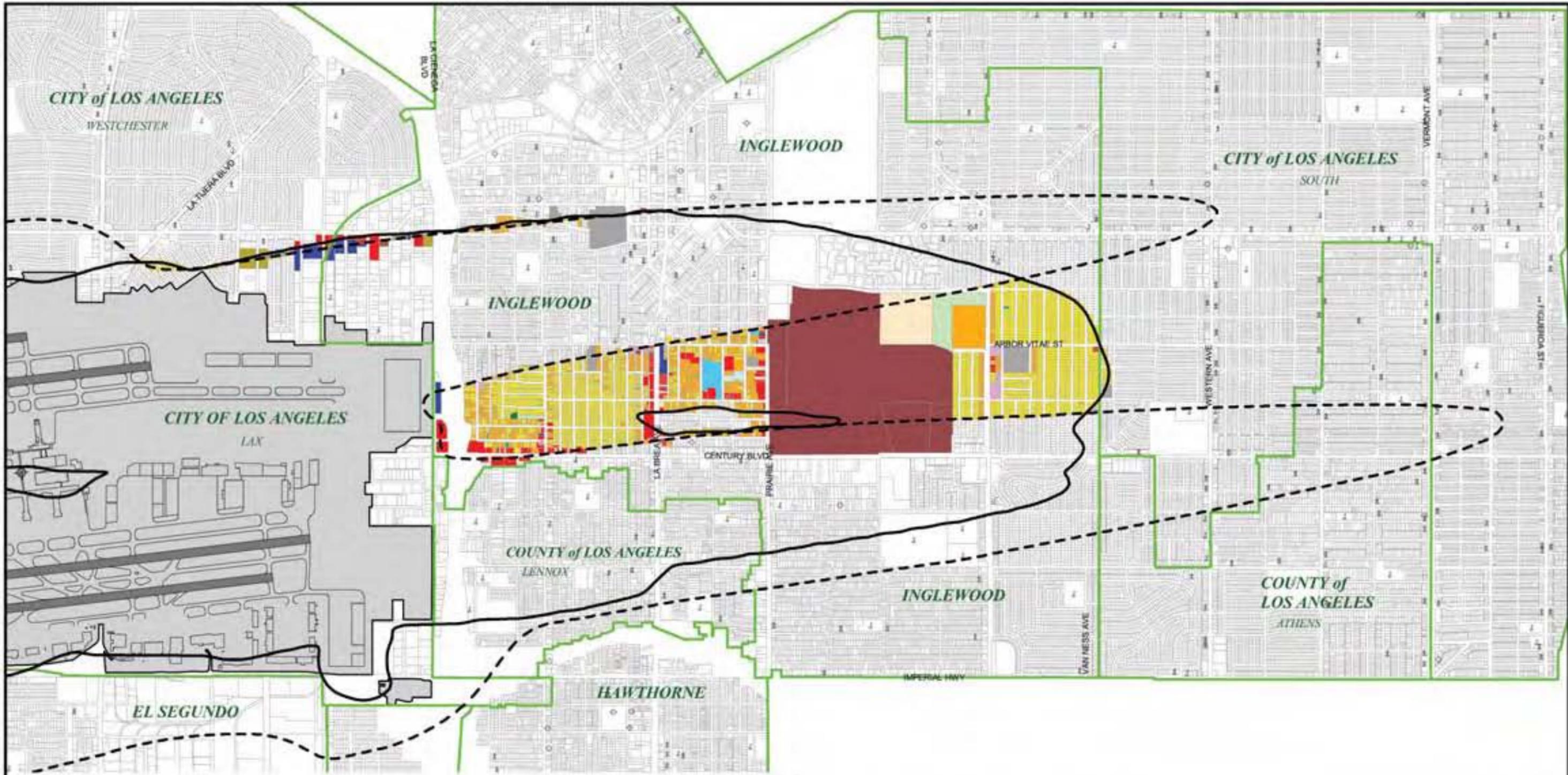
**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative B 2015 94dBA SEL Contour
School	Commercial	Recreation	1992 65dB (ANMP) CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003







**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative C 2015 94dBA SEL Contour
School	Commercial	Recreation	1992 65dB (ANMP) CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003







**LEGEND**

Single Family Residential	Hospital, Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative D 2015 94dBA SEL Contour
School	Commercial	Recreation	1992 65dB (ANMP) CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospital	Government	Other, Assumed Vacant	

Source: Psomas, April 2000  
 Landrum & Brown, December 2002  
 LAWA, 1994  
 Prepared by: PCR Services Corporation, May 2003

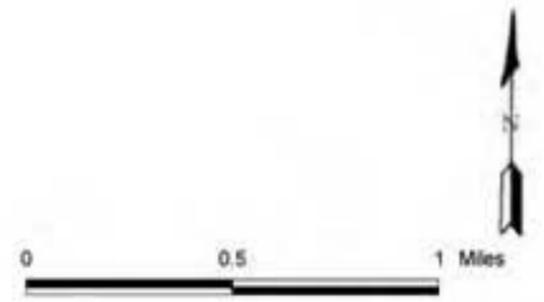




Table F4.2-55

**Alternative A 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	50	130	0	1,850	0 <sup>4</sup>	2,030
Acres	7.02	15.87	0.00	249.22	0.41	272.53
Population <sup>2</sup>	100	500	0	6,290	20	6,910
Multi-Family						
Units	0	340	0	2,630	0 <sup>4</sup>	2,970
Acres	0.00	16.69	0.00	145.21	0.14	162.04
Population <sup>2</sup>	0	1,370	0	8,610	10	9,980
<b>Total Residential</b>						
Units	50	470	0	4,480	0 <sup>4</sup>	5,000
Acres <sup>3</sup>	7.02	32.55	0.00	394.44	0.55	434.56
Population	100	1,870	0	14,900	30	16,890
<b>Other Non-Residential Uses (acres)</b>	0.49	17.86	0.00	551.08	0.00	569.34
<b>Total Acres Newly Exposed</b>	7.51	50.41	0.00	945.52	0.55	1,003.99

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

<sup>4</sup> Includes 6 residential units in the City of Hawthorne that are not included within rounded totals presented in this table.

Source: Landrum & Brown; PCR, 2003.

Table F4.2-56

**Alternative B 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	140	100	0	2,020	0	2,260
Acres	20.29	13.09	0.00	273.59	0.10	307.08
Population <sup>2</sup>	270	410	0	6,910	0	7,590
Multi-Family						
Units	90	300	0	2,760	0	3,150
Acres	4.25	14.54	0.00	148.71	0.00	167.50
Population <sup>2</sup>	200	1,210	0	8,980	0	10,390
<b>Total Residential</b>						
Units	230	400	0	4,780	0	5,410
Acres <sup>3</sup>	24.54	27.63	0.00	422.30	0.10	474.58
Population	470	1,620	0	15,890	0	17,980
<b>Other Non-Residential Uses (acres)</b>	20.42	16.61	0.00	559.10	0.00	596.13
<b>Total Acres Newly Exposed</b>	44.96	44.24	0.00	981.40	0.10	1,070.71

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

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Table F4.2-57

Alternative C 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	60	0	0	1,760	0	1,820
Acres	9.12	0.00	0.00	267.12	0.00	276.25
Population <sup>2</sup>	150	0	0	5,780	0	5,930
Multi-Family						
Units	30	0	0	2,730	0	2,760
Acres	1.56	0.00	0.00	116.06	0.00	117.63
Population <sup>2</sup>	60	0	0	8,160	0	8,220
<b>Total Residential</b>						
Units	90	0	0	4,490	0	4,580
Acres <sup>3</sup>	10.69	0.00	0.00	383.19	0.00	393.87
Population	210	0	0	13,940	0	14,150
<b>Other Non-Residential Uses (acres)</b>	17.17	0.00	0.00	522.12	0.00	539.30
<b>Total Acres Newly Exposed</b>	27.86	0.00	0.00	905.31	0.00	933.17

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

Table F4.2-58

Alternative D 2015 94 dBA SEL Noise Contour - Residential Uses Newly Exposed  
(Compared to 1992 65 CNEL Noise Contour)

	LA City	LA County	El Segundo	Inglewood	Hawthorne	TOTALS <sup>3</sup>
<b>Residential<sup>1</sup></b>						
Single-Family						
Units	0	0	0	1,350	0	1,350
Acres	0.00	0.00	0.00	187.07	0.00	187.07
Population <sup>2</sup>	0	0	0	4,800	0	4,800
Multi-Family						
Units	0	0	0	2,790	0	2,790
Acres	0.00	0.00	0.00	115.92	0.00	115.92
Population <sup>2</sup>	0	0	0	8,370	0	8,370
<b>Total Residential</b>						
Units	0	0	0	4,140	0	4,140
Acres <sup>3</sup>	0.00	0.00	0.00	302.98	0.00	302.98
Population	0	0	0	13,170	0	13,170
<b>Other Non-Residential Uses (acres)</b>	0.00	0.00	0.00	481.82	0.00	481.82
<b>Total Acres Newly Exposed</b>	0.00	0.00	0.00	784.80	0.00	784.80

<sup>1</sup> Dwelling unit and population estimates have been rounded to the nearest ten.

<sup>2</sup> Population contains 1990 Census data.

<sup>3</sup> Acre totals may not add due to rounding.

Source: Landrum & Brown; PCR, 2003.

◆ **MM-LU-3. Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn (Alternatives A, B, C, and D).**

Current studies of aircraft noise and the ability of children to learn have not resulted in the development of a statistically reliable predictive model of the relative effect of changes in aircraft noise levels on learning. Therefore, a comprehensive study shall be initiated by LAWA to determine what, if any, measurable relationship may be present between learning and the disruptions caused by aircraft noise at various levels. An element of the evaluation shall be the setting of an acceptable replacement threshold of significance for classroom disruption by both specific and sustained aircraft noise events.

◆ **MM-LU-4. Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise (Alternatives A, B, C, and D).**

Prior to completion of the study required by Mitigation Measure MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, and within six months of the commissioning of any relocated runway associated with implementation of the LAX Master Plan, LAWA shall conduct interior noise measurements at schools that could be newly exposed to noise levels that exceed the interim LAX interior noise thresholds for classroom disruption of 55 dBA L<sub>max</sub>, 65 dBA L<sub>max</sub>, or 35 Leq(h), as presented in Section 4.1, *Noise*, of this Final EIS/EIR. All school classroom buildings (except those within schools subject to an aviation easement) that are found through the noise measurements to exceed the interim interior noise thresholds, as compared to the 1996 baseline conditions presented in the Final EIS/EIR, would become eligible for soundproofing under the ANMP.

Upon completion of the study required by Mitigation Measure MM-LU-3 and acceptance of its results by peer review of industry experts, any schools found to exceed a newly established threshold of significance for classroom disruption, based on comparison with 1996 baseline conditions, due to implementation of the LAX Master Plan shall be eligible for participation in the ANMP administered by LAWA unless they are subject to an existing aviation easement. A determination of which schools become eligible will be made following application of the new threshold based on measured data.

Based on the Master Plan alternative that is ultimately approved and thresholds set forth in Section 4.1, *Noise*, that address single overflight event noise and the ability of children to learn in the classroom, and subject to modification based on the study required by MM-LU-3, those schools listed in **Table F4.2-18**, Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels, **Table F4.2-29**, Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels, **Table F4.2-38**, Alternative C Listing of Schools Newly Exposed to High Single Event Noise Levels, and **Table F4.2-49**, Alternative D 2015 Listing of Schools Newly Exposed to High Single Event Noise Levels, may be eligible for sound insulation, unless they are subject to an existing aviation easement. The schools that will ultimately qualify for sound insulation will be determined by measured, rather than the modeled data used to identify the schools listed above. The threshold and the schools that would be affected are based on comparison to 1996 baseline conditions, and are subject to modification based on the study required by Mitigation Measure MM-LU-3.

The following mitigation measure shall be implemented to enhance the effectiveness of existing noise monitoring and to reduce the impacts of high noise levels on noise-sensitive uses.

◆ **MM-LU-5. Upgrade and Expand Noise Monitoring Program (Alternatives A, B, C, and D).**

LAWA shall upgrade and expand its existing noise monitoring program in surrounding communities through new system procurement, noise monitor siting, and equipment installation. Permanent or portable monitors shall be located in surrounding communities to record noise data 24 hours per day, seven days per week for correlation with FAA radar data to cross-reference noise episodes with flight patterns. The upgraded system will support LAWA and other jurisdictional ANMP's when considering adjustments to airport noise mitigation boundaries.

The following mitigation measures from Section 4.1, *Noise*, shall be implemented to reduce noise levels from aircraft operation and airfield construction on noise-sensitive uses:

◆ **MM-N-4. Update the Aircraft Noise Abatement Program Elements as Applicable to Adapt to the Future Airfield Configuration (Alternatives A, B, C, and D).**

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- ◆ **MM-N-5. Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory (Alternatives A, B, C, and D).**

The following mitigation measure from Section 4.1, *Noise*, shall be implemented to reduce noise levels from the APM on adjacent hotel uses:

- ◆ **MM-N-11. Automated People Mover (APM) Noise Assessment and Control Plan (Alternative D).**

The following mitigation measure from Section 4.21, *Design, Art and Architecture Application/Aesthetics* shall be implemented to reduce visual effects from construction:

- ◆ **MM-DA-1. Construction Fencing (Alternatives A, B, C, and D).**

The following mitigation measure from Section 4.21, *Design, Art and Architecture Application/Aesthetics*, shall be implemented to reduce potential impacts resulting from the alignment of the LAX Expressway on residents on Thornburn Street:

- ◆ **MM-DA-2. LAX Expressway View Analysis (Alternatives A, B, and C).**

The following mitigation measures from Section 4.21, *Design, Art and Architecture Application/Aesthetics*, shall be implemented to reduce potential impacts resulting from development of the Scattergood Fuel Farm on residents on Loma Vista Avenue:

- ◆ **MM-DA-3(a). Scattergood Visual Effects (Alternative B).**
- ◆ **MM-DA-3(b). Scattergood Visual Effects (Alternative B).**

The following mitigation measures from Section 4.10, *Biotic Communities*, shall be implemented to reduce potential impacts resulting from installation of navigational aids in the Los Angeles/El Segundo Dunes:

- ◆ **MM-BC-10. Replacement of State-Designated Sensitive Habitats (Alternative A).**
- ◆ **MM-BC-11. Replacement of State-Designated Sensitive Habitats (Alternative B).**
- ◆ **MM-BC-12. Replacement of State-Designated Sensitive Habitats (Alternative C).**
- ◆ **MM-BC-13. Replacement of State-Designated Sensitive Habitats (Alternative D).**

The following mitigation measures from Section 4.11, *Endangered and Threatened Species of Flora and Fauna*, shall be implemented to reduce potential impacts resulting from the installation of navigational aids on the El Segundo Blue Butterfly Habitat Restoration Area:

- ◆ **MM-ET-2. El Segundo Blue Butterfly Conservation: Habitat Restoration (Alternatives A and B).**
- ◆ **MM-ET-4. El Segundo Blue Butterfly Conservation: Habitat Restoration (Alternative D).**

The following mitigation measure from Section 4.18, *Light Emissions*, shall be implemented to reduce potential light and visual impacts on nearby residents resulting from development of the LAX Expressway:

- ◆ **MM-LI-1. LAX Expressway Lighting Assessment (Alternatives A, B, and C).**

### 4.2.9 Level of Significance After Mitigation

Certain areas affected by aircraft noise associated with the proposed alternatives would still be faced with impacts that would, under CEQA, remain significant after mitigation. Impacts that would remain significant after mitigation include:

- ◆ Impacts where aircraft noise levels of 75 CNEL or greater affect residential properties with exterior cognizable private habitable areas such as backyards, patios, or balconies as well as other outdoor community areas (such as schools) where noise would interfere with speech and other activities (this would not occur under Alternatives C and D).
- ◆ Interim impacts that would occur prior to completion of noise insulation or recycling of incompatible land use associated with exposure to 65 CNEL or greater noise levels, 94 dBA SEL or greater noise levels, and single event overflight noise resulting in classroom disruption as defined by MM-LU-3.

- ◆ Depending on the Master Plan alternative that is ultimately approved, schools newly exposed to significant interior noise levels that result in classroom disruption, as listed in Tables F4.2-18, F4.2-29, F4.2-38, and F4.2-49, could still be exposed to significant single event noise impacts even after incorporation of MM-LU-4 due to high single event noise levels that result in classroom disruption when and where classroom activities take place outdoors.
- ◆ Impacts on incompatible uses ineligible for insulation due to inconsistent zoning or land use designations (i.e., residential uses on land designated for industrial use).
- ◆ Noise impacts on substandard housing units that are not feasible to insulate due to structural constraints or other factors associated with bringing properties into compliance with building codes.
- ◆ High construction noise levels would occur at residential and noise-sensitive land uses within 600 feet of construction sites.

Although increases in outdoor noise levels within the 65 to 75 CNEL contours would occur under the build alternatives, these increases would not exceed thresholds of significance. However, it is acknowledged that such increases may be perceptible and could affect outdoor speech and the quality of certain outdoor activities.

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