4.6 Land Use and Planning

4.6.1 Introduction

This analysis examines the extent to which the proposed Project could result in inconsistencies with applicable plans, policies, and regulations, and whether any such inconsistencies could result in physical impacts on the environment.

Prior to the preparation of this Environmental Impact Report (EIR), an Initial Study (IS – included in Appendix A of this EIR) was prepared using the California Environmental Quality Act (CEQA) Environmental Checklist Form to assess potential environmental impacts associated with land use and planning. For several of these thresholds of significance, the IS found that the proposed Project would result in "no impact" or a "less than significant impact", and thus, no further analysis of these topics in an EIR was required. Refinements have been made to the proposed Project to reflect additional information and coordination with the public and the FAA. The refinements do not represent a material change to the proposed Project that was described in the IS/NOP and do not change any of the conclusions in the IS. The thresholds not addressed further include:

- Potential land use and planning impacts resulting from physically dividing an established community were evaluated and determined to have "No Impact" in the IS included in Appendix A of this EIR. As discussed therein, the proposed Project would occur on airport property and no land acquisition or new facilities are proposed that would physically divide an established community.
- Potential impacts related to conflicting with a habitat conservation plan or natural community conservation plan were determined to be "Less Than Significant" as the proposed Project would not include construction or operation activities within the Los Angeles Airport/El Segundo Dunes Specific Plan area, which includes the El Segundo Blue Butterfly Habitat Restoration Area (Habitat Restoration Area) and is a designated Los Angeles County Significant Ecological Area.[1] While the proposed Project would include construction and operational activities that could have indirect effects on this area and associated sensitive habitats and species, implementation of Los Angeles International Airport (LAX) Master Plan commitments and mitigation measures and the distance of the Project site, would reduce or avoid potentially significant environmental impacts.

4.6.2 Methodology

Per Appendix G of the *CEQA Guidelines*, the emphasis of the plan consistency evaluation focuses on potential conflicts between the proposed Project and existing land use plans, policies, and regulations adopted to avoid or mitigate environmental effects. Determinations of significance are based not on inconsistency alone, but on instances where inconsistencies with plans, policies, and regulations also result in physical impacts on the environment.

[1] Los Angeles International Airport, LAX Specific Plan Amendment Study Final EIR. January 2013.

4.6.3 Existing Conditions

4.6.3.1 Regulatory Context

4.6.3.1.1 Regional Plans

Los Angeles County Regional Planning Commission

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; State law requires ALUC's to coordinate planning for the areas surrounding public use airports. The purpose of the ALUC is to protect the public health, safety, and welfare by ensuring orderly expansion of airports. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the Airport Land Use Plan (ALUP) adopted by the ALUC. In formulating the ALUP, the ALUC establishes provisions to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. The Los Angeles County ALUP is implemented through General Plan, Specific Plan, and zoning amendments.

To supplement the plan consistency and implementation section of the Los Angeles County ALUP, the ALUC prepared a separate Review Procedures document on December 1, 2004. The Review Procedures document provides additional guidance to the ALUC and applicants, and is considered a revision to the 1991 ALUP which it incorporates by reference. The proposed Project relates to the maintenance and operation of aircraft on the ground, which the Review Procedures indicate are not within the jurisdiction of the ALUC. Specifically, the Review Procedures state, "any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUC's to regulate."[2] Therefore, the proposed Project is not subject to ALUC review and consistency with the Los Angeles County ALUP does not need to be addressed further in this EIR.

4.6.3.1.2 On-Airport Land Use Plans

LAX Master Plan

In December 2004, the Los Angeles City Council adopted the LAX Master Plan Program and related entitlements for the future development of LAX. In May 2005, the Federal Aviation Administration (FAA) issued a Record of Decision for the Proposed LAX Master Plan Improvements, upon which the operator of LAX, the Los Angeles World Airports (LAWA), initiated implementation of a comprehensive program for development of numerous improvements at LAX. The approved LAX Master Plan includes airfield modifications, development of new terminals, and new landside facilities to accommodate passenger and employee traffic, parking, and circulation. The LAX Master Plan Program serves as the

[2] Per Los Angeles County Airport Land Use Commission Review Procedures, December 2004. Page 1-2, states that, "any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUC's to regulate".

strategic framework for long-term airport development to be consulted by LAWA as it formulates and processes site-specific projects under the LAX Master Plan Program. Where the LAX Master Plan Program provides a conceptual framework for future improvements at LAX, the LAX Plan and the LAX Specific Plan are the regulatory documents that establish the general plan land use designations and zoning for LAX. These documents and the land use and zoning designations that apply to the site are described below.

"Alternative D – 2015 Enhanced Safety and Security Plan" (i.e., the approved LAX Master Plan improvements) within the LAX Master Plan identifies the Project site as Proposed Employee Parking, commonly referred to as the West Employee Parking facility, within the southwest portion of the airport. Portions of the Project site are also identified as Airfield/Airport Open Space. Directly east of the Proposed Employee Parking and Taxiway AA, and outside of the Project site, is an area identified as Proposed Maintenance Facility and aircraft apron area.

Specific Plan Amendment Study (SPAS)

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, LAWA recently completed the LAX Specific Plan Amendment Study (SPAS), which addressed potential alternatives to certain LAX Master Plan projects that were previously analyzed as part of the LAX Master Plan Program and required further evaluation prior to implementation. Such projects are referred to as "Yellow Light Projects" and pertain primarily to improvements proposed for the north airfield complex and for the on-airport surface transportation system. Specifically, the improvements addressed within the LAX SPAS are primarily located within the CTA and within the northern and eastern portion of LAX, and therefore are not within close proximity to, and would not be affected by, the proposed Project. As such, consistency of the proposed Project with LAX SPAS does not need to be addressed further in this EIR.

LAX Plan

The LAX Plan is one of 35 Community Plans that are part of the Land Use Element of the City of Los Angeles General Plan. The LAX Plan was adopted as part of the LAX Master Plan Program, approved by the Los Angeles City Council in December 2004.[3] The LAX Plan promotes an arrangement of airport uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan allows the airport to respond to emerging new technologies, economic trends, and functional needs.

As described in the LAX Plan, LAX is comprised of four general areas: Airport Airside, Airport Landside, LAX Northside, and Open Space. The Project site is located within the Airport Airside area which includes those aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services (**Figure 4.6-1**). Uses may include runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities.

[3] City of Los Angeles, LAX Plan, September 29, 2004.

LAX Specific Plan

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

Sub-Areas

The LAX Specific Plan is divided into three subareas: Airport Airside (LAX-A Zone), Airport Landside (LAX-L Zone), and LAX Northside (LAX-N Zone) (**Figure 4.6-2**). The Project site is located in the LAX-A Zone area. Permitted uses in LAX-A Zone include, but are not limited to: airline clubs, retail use, and restaurants; surface and structured parking lots; aircraft under power; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; runways, taxiways, aircraft parking aprons, and service roads; passenger handling facilities; and other ancillary airport facilities.

Airport Layout Plan

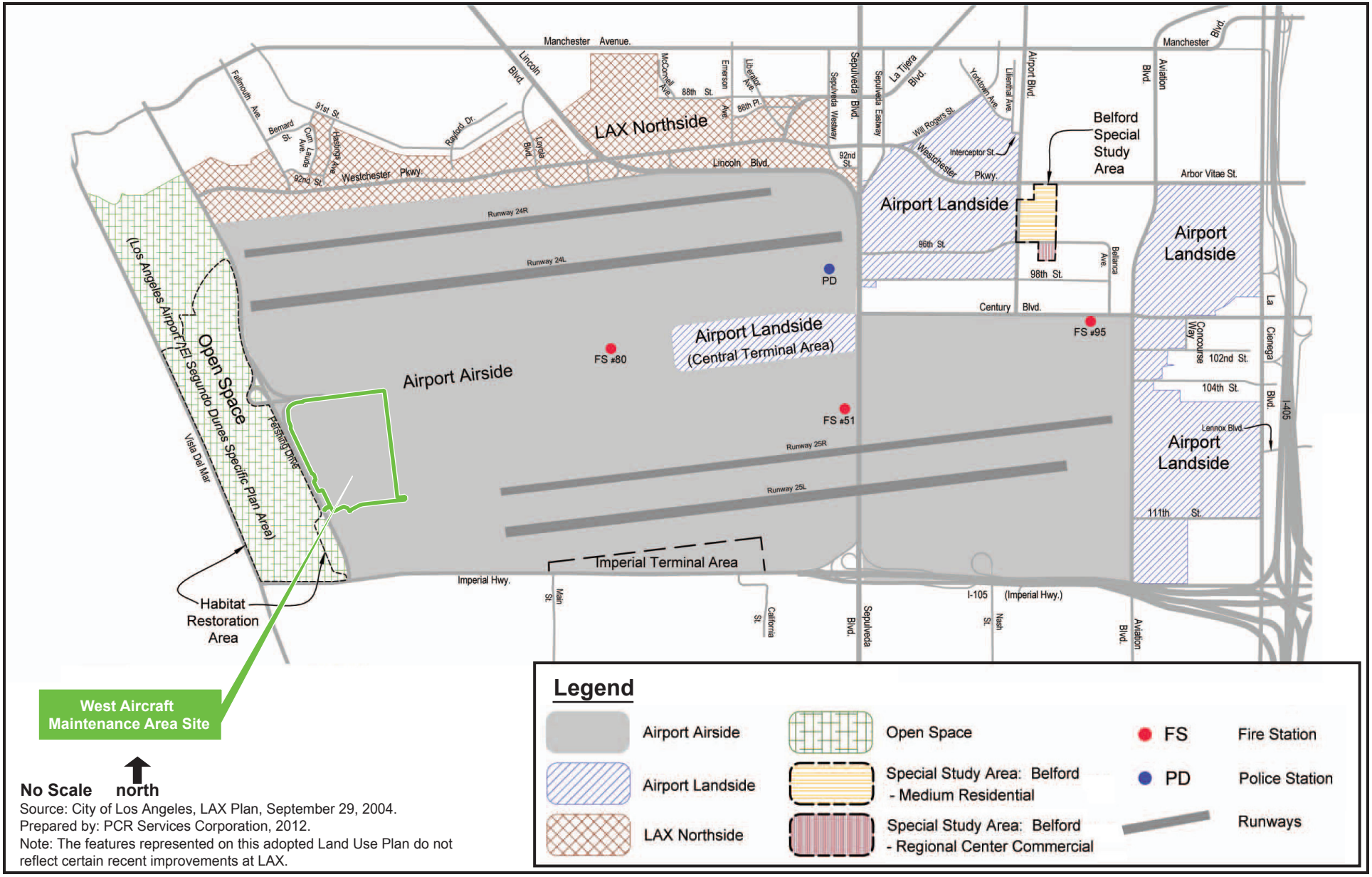
The FAA required Airport Layout Plan (ALP) serves as a record drawing for the airport, as well as a guide for the airport's future development. The ALP includes an airport airspace plan, runway protection zone plan, and a property inventory map. The ALP includes a series of drawings that precisely illustrate the layout of existing facilities at the airport and proposed facilities. As with the LAX Master Plan, the Project site is shown on the current LAX ALP (dated September 5, 2012 and conditionally approved by the FAA on September 24, 2012 as a proposed employee parking area and an area identified for an aircraft maintenance building is shown directly east of the site. However, in July 2013, LAWA submitted an update to the existing LAX ALP to reflect the proposed Project.

4.6.4 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 the following:

- Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The above threshold is derived from the Appendix G of the *CEQA Guidelines* and the *L.A. CEQA Thresholds Guide* to address conflicts with plans that could result in physical impacts and also addresses *CEQA Guidelines* Section 15125(d).



No Scale **north**

Source: City of Los Angeles, LAX Plan, September 29, 2004.
Prepared by: PCR Services Corporation, 2012.
Note: The features represented on this adopted Land Use Plan do not reflect certain recent improvements at LAX.

West Aircraft Maintenance Area Project Draft EIR	**LAX Plan Areas**	Figure **4.6-1**

This page left intentionally blank.

Source: City of Los Angeles, Los Angeles International Airport Specific Plan, September 29, 2004.
Prepared by: PCR Services Corporation, 2012.

West Aircraft Maintenance Area Project Draft EIR	LAX Specific Plan Sub-Areas	Figure 4.6-2

This page left intentionally blank.

4.6.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan, one commitment pertaining to land use and planning applicable to the proposed Project was adopted by the LAX Master Plan's Mitigation Monitoring and Reporting Program. The commitment is identified below.

LU-4. Neighborhood Compatibility Program.

- Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include:
  - Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.
  - Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light 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.

4.6.6 Impact Analysis

4.6.6.1 Consistency with Land Use Plans

4.6.6.1.1 On-Airport Land Use Plans and Zoning

LAX Master Plan

The Project site is depicted in the LAX Master Plan as Proposed Employee Parking (West Employee Parking) and Airfield/Airport Open Space with the area directly east of the Project site identified as a Proposed Maintenance Facility and a Taxiways/Aircraft Apron area. Under the proposed Project, certain refinements to the conceptual framework established in the LAX Master Plan Program would occur as summarized below and as shown in **Figure 4.6-3**.

- The areas designated in the LAX Master Plan as Proposed Maintenance Facility and West Employee Parking would be exchanged (Facilities P-1 and P-2 in Figure 4.6-3). The aircraft apron and maintenance area designated as Proposed Maintenance Facility under the LAX Master Plan would be developed as the proposed Project on the west side of Taxiway AA and the West Employee Parking could be accommodated (separately from the proposed Project) on the east side of Taxiway AA. Both facilities would remain in the southwest

portion of LAX, south of World Way West as proposed in the LAX Master Plan. Access routes to and from each facility would be generally comparable, with aircraft access to the maintenance area being via Taxiways B and C, with nearby intersections at Taxiway AA, and vehicle access to the West Employee Parking being via World Way West.

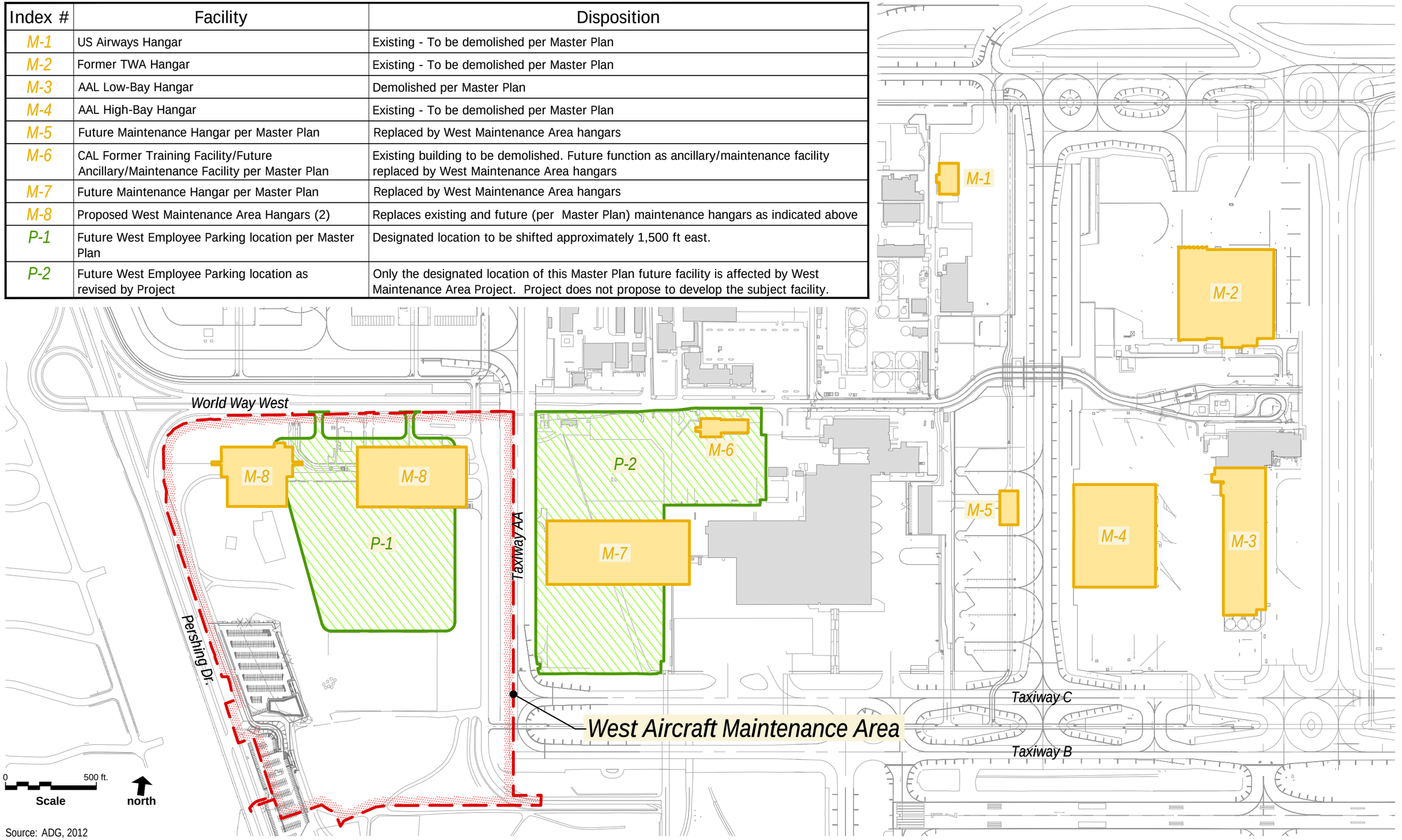
- The size (approximately 25 acres) and number of parking spaces (12,400 spaces) for the West Employee Parking area would not change. The employee parking area designated as West Employee Parking under the LAX Master Plan could be accommodated approximately 1,500 feet eastward to the areas identified in the LAX Master Plan as Airfield/Airport Open Space and Proposed Maintenance Facility. Although the location would be accommodated in a different location, future plans for a West Employee Parking area in the southwest portion of the airport would not be affected.[4]
- In conjunction with the easterly shift of the West Employee Parking facility, the location for the compressed natural gas (CNG)/liquefied natural gas (LNG) fueling station would move to the east side of the new parking facility site.
- The surface area "footprint" of the Project site (84 acres of graded area and approximately 68 acres of paved/improved area) would be larger than the "footprint" of the West Employee Parking (25 acres).
- The three new aircraft maintenance hangar/ancillary facilities shown in the LAX Master Plan south of World Way West, east of Taxiway AA, including a 275,000-square foot facility, a 25,000-square foot facility, and a 23,000-square foot facility (for a total of 323,000 square feet), would instead be developed as part of the proposed Project (Facilities M-5, M-6, and M-7 in Figure 4.6-3).
- The total amount of new aircraft maintenance hangar building area associated with the proposed Project (approximately 290,000 square feet) would be approximately 33,000 less than the amount specified in the LAX Master Plan (323,000 square feet).

As reflected above, the changes in the locations of the Proposed Maintenance Facility and West Employee Parking area would not materially change the conceptual framework for development in the Project area as set forth in the LAX Master Plan Program. The proposed Project would be consistent with the LAX Master Plan Program by providing an aircraft maintenance area in the southwest portion of the airport. While the proposed Project would result in a slightly different configuration and would exchange the location of the West Employee Parking area, it would not change the size and number of parking spaces proposed or otherwise constrain future development of the facility as envisioned in the LAX Master Plan Program.

The proposed Project would not increase passenger or gate capacity and would not increase flights and/or aircraft operations at LAX compared to existing airfield conditions or to what is assumed under the LAX Master Plan Program. As further described below, the proposed Project would be consistent with the LAX Plan and the LAX Specific Plan, the regulatory with

[4] As described above in Section 4.6.3.1.2, the SPAS Programmatic EIR, prepared pursuant to the CEQA, has been approved and certified by the LAWA Board of Airport Commissioners and the Los Angeles City Council. It is currently under the subject of ongoing litigation and LAWA does not have a timetable for implementing projects approved studied as part of the CEQA process. LAWA must prepare project specific environmental documentation pursuant to CEQA before being able to move forward with any proposed project in the recently certified SPAS Programmatic EIR. Further, LAWA has not provided FAA with a proposal regarding any proposed project associated with SPAS and these projects would be subject to additional environmental review pursuant to the National Environmental Policy Act.

Index #	Facility	Disposition
M-1	US Airways Hangar	Existing - To be demolished per Master Plan
M-2	Former TWA Hangar	Existing - To be demolished per Master Plan
M-3	AAL Low-Bay Hangar	Demolished per Master Plan
M-4	AAL High-Bay Hangar	Existing - To be demolished per Master Plan
M-5	Future Maintenance Hangar per Master Plan	Replaced by West Maintenance Area hangars
M-6	CAL Former Training Facility/Future Ancillary/Maintenance Facility per Master Plan	Existing building to be demolished. Future function as ancillary/maintenance facility replaced by West Maintenance Area hangars
M-7	Future Maintenance Hangar per Master Plan	Replaced by West Maintenance Area hangars
M-8	Proposed West Maintenance Area Hangars (2)	Replaces existing and future (per Master Plan) maintenance hangars as indicated above
P-1	Future West Employee Parking location per Master Plan	Designated location to be shifted approximately 1,500 ft east.
P-2	Future West Employee Parking location as revised by Project	Only the designated location of this Master Plan future facility is affected by West Maintenance Area Project. Project does not propose to develop the subject facility.



Source: ADG, 2012

West Aircraft Maintenance Area Project
Draft EIR

Summary of Refinements to LAX Master Plan

Figure
4.6-3

This page left intentionally blank.

documents that implement the LAX Master Plan Program through the establishment of general plan land use and zoning designations for LAX. Similarly, the associated refinements to the LAX Master Plan Program's conceptual framework for the layout of land uses in the southwest area of LAX would not conflict with, or require amendments to, the LAX Plan or Specific Plan. Similar to recent projects in the area, including the South Airfield Improvements Project, the Crossfield Taxiway Project, and relocation of the Aircraft Rescue and Fire Fighting Facility, the proposed Project would adhere to the basic intent of the LAX Master Plan Program, incorporation of refinements typical of, and appropriate for, the preparation of the detailed engineering, design, and construction specifications.

The need to implement the proposed Project in a manner which warrants the refinements to the LAX Master Plan Program summarized above is based in part on LAWA's determination that the original maintenance area configuration identified in the LAX Master Plan would be less effective and efficient than the configuration now proposed. The LAX Master Plan Program recognized the need to replace hangars/maintenance facilities through construction of three smaller hangar/maintenance facilities dispersed in the western portion of the airport. Only one of those facilities, the hangar proposed east of Taxiway AA, would be able to accommodate large aircraft such as Airplane Design Group (ADG) V and ADG VI aircraft; however, the relatively small/shallow apron area proposed in front of that hangar, encompassing only about 10 acres, would substantially limit the ability to park multiple large aircraft. With LAX now having almost five years of experience in accommodating regularly scheduled passenger flights that utilize the Airbus A380, the operational characteristics of the Airbus A380 at LAX are much better understood than when the LAX Master Plan was prepared almost a decade ago. One key consideration is there is sometimes a substantial period between the time when passenger flights arrive at LAX and when that same aircraft departs on the return flight. To avoid tying up a terminal gate during this period, aircraft are typically towed to a remain overnight (i.e., RON) parking position away from the main terminal area given the size of an ADG VI aircraft, such as the Airbus A380, a large apron area is required. Additionally, when such extended ground times occur between flights, it provides a good opportunity to complete routine servicing and maintenance activities on the aircraft without interrupting flight schedules.

The proposed Project includes maintenance hangar space able to fully accommodate/enclose three ADG VI aircraft (i.e., could handle multiple large aircraft in the event one or more such aircraft encounter an unanticipated extended period of maintenance or grounding), plus approximately 29 acres of apron area to park large (ADG VI) aircraft and accommodate a blast fence for low-power ground run-up activities, which would be located in proximity to the hangars where engine maintenance on aircraft would occur and require follow-up engine testing. That ability to provide aircraft maintenance hangars and aircraft parking areas sized for ADG VI aircraft located in proximity to one another is not afforded through the aircraft maintenance facilities layout reflected in the 2004 LAX Master Plan. While the proposed Project would increase the effectiveness and efficiency of aircraft maintenance activities at the southwestern end of the airport compared to the conceptual layout depicted in the LAX Master Plan, the proposed Project would not affect the number of operations of ADG VI aircraft at LAX. The number of ADG VI operations at LAX will be determined by specific airlines operating at the airport, which in turn are driven by market demand and supply considerations.

Another factor that has influenced refinements to the LAX Master Plan described above, is that the proposed Project can be developed in the near term to the west of Taxiway AA without interfering with completion of the current groundwater remediation program underway on the

east side of Taxiway AA. As detailed in Section 4.3, *Hazards and Hazardous Materials*, in this EIR, there is a large number of groundwater recovery wells and monitoring wells associated with the groundwater remediation system located at the site of the maintenance hangar and apron area identified in the LAX Master Plan. Modifying and covering that system to accommodate the placement of aircraft-rated (i.e., approximately 24-inch thick) concrete over the entire area could limit and compromise the ability to monitor and maintain the groundwater remediation system, which is anticipated to operate at least 10 more years before the contamination is reduced to acceptable levels. Additionally, as a regulatory enforcement action by the State Water Resources Control Board, with Continental Airlines (now United Airlines) being the responsible party, there could be substantial limitations on LAWA's ability to develop a maintenance hangar and apron area at the site that is depicted in the LAX Master Plan.

Regarding the potential for the modifications to the layout of facilities identified in the LAX Master Plan to result in significant environmental impacts, as discussed in the IS for the proposed Project (included as Appendix A of this EIR), no significant impacts would occur for the following resource areas: Aesthetics, Agricultural and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. The potential environmental effects associated with these resource areas as analyzed in the IS, would be similar to those identified in the LAX Master Plan EIR, as the type of uses and general locations of facilities would be similar and LAX Master Plan commitments and mitigation measures would remain applicable under the proposed Project.

As it relates to air quality, as discussed in Section 4.1, *Air Quality*, construction-related air quality emissions associated with the proposed Project would not result in material differences in the overall air quality impacts assumed and analyzed for this area of the airport in the LAX Master Plan EIR. Furthermore, the shifts in facility locations would not materially change the impacts associated with operational emissions, as the same facilities would be constructed in the same general area of the airport.

As discussed in Section 4.2, Greenhouse Gas Emissions, this proposed Project would develop the site with taxiways and aircraft parking apron areas, maintenance hangars, and related facilities as well as consolidate existing aircraft maintenance activities. These activities already occur elsewhere at the airport, but under the proposed Project would be housed more efficiently. Activities that would occur in the new maintenance area already generate GHG emissions through their current activities elsewhere, and any net increase in such emissions with their relocation to the site would depend on the nature of their current activities, such as the distance of their commute, the associated energy demand, and other factors.

As discussed in Section 4.3, *Hazards and Hazardous Materials,* the potential impacts of the proposed Project related to hazards and hazardous materials would be less than significant with incorporation of Project-specific Mitigation Measure MM-HAZ (WAMA)-1. Moreover, shifting of facilities in the area, particularly exchanging the areas for the Proposed Maintenance Facility and West Employee Parking, would not change the general nature of operational or construction impacts associated with hazardous materials as evaluated in the LAX Master Plan EIR. Furthermore, development of the proposed Project at the site currently proposed would be beneficial compared to the facility locations in the LAX Master Plan, as it would avoid compromising the ability to monitor and maintain the groundwater remediation system located at the existing American Airlines employee parking area, which still has years to go before contamination is mitigated to acceptable levels.

As discussed in Section 4.4, *Hydrology and Water Quality,* no significant impacts on hydrology or water quality would occur with implementation of the proposed Project. As discussed above, implementation of the proposed Project at the proposed site would also support improvement of existing groundwater quality, more so than the originally proposed LAX Master Plan improvements, by shifting the near-term development of the maintenance hangar and apron area westward; thereby avoiding interference with or delays in completing the groundwater remediation occurring at the existing American Airlines employee parking area. Furthermore, the shifts in facility locations would not materially change the extent of impervious surfaces in this area of the airport and the steps taken by LAWA to address water quality would be generally consistent with what was assumed and evaluated in the LAX Master Plan EIR.

With regard to the resource areas evaluated in this EIR, potential noise impacts related to the proposed Project are analyzed in Section 4.5, *Noise.* As discussed in that section, operational noise impacts related to the proposed Project would be less than significant. Potential construction noise impacts would also be less than significant. The impacts associated with the modifications to the layout of facilities, would not materially change from what was assumed in the LAX Master Plan EIR for this area of the airport. The proposed Project would simply exchange the areas identified for the Proposed Maintenance Facility and West Employee Parking areas which would not place either facility much closer to or farther from existing noise-sensitive uses.

As discussed in Section 4.7, *Construction Surface Transportation,* the future operation of the proposed Project would not result in operational changes to traffic activity and traffic flows within the LAX study area, as the proposed Project and the related changes in facility locations in the area would not increase the number of airline passengers traveling to/through LAX or the number of employees who access the airport via World Way West. Construction-related impacts to surface transportation would be less than significant for the proposed Project and the impacts associated with the shifts in facility locations would be generally consistent with construction impacts assumed in the LAX Master Plan EIR. As previously stated, exchanging the areas for the Proposed Maintenance Facility and West Employee Parking would not change the general nature of construction impacts in this area.

In summary, the proposed Project would not conflict with the general intent of the LAX Master Plan Program and the associated shifts in facility locations at the west end of the airport would not result in significant physical land use impacts on the environment.

LAX Plan

The Project site is located within and designated as an Airport Airside area which includes those aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services. These uses include taxiways, maintenance areas, airfield operation areas, fire protection facilities and other ancillary airport uses. Components of the proposed Project include aircraft parking and maintenance facilities, blast fence, employee parking areas, and ancillary facilities (i.e., related storage, equipment and facilities). These uses are consistent with the corresponding Airport Airside land use designation in the LAX Plan**.**

As discussed in more detail in **Table 4.6-1**, the proposed Project would also be consistent with the goals and corresponding policies of the LAX Plan that are relevant to the proposed Project. Specifically, the proposed Project would not increase existing gate capacity, passengers, flights, and/or aircraft operations at LAX. The proposed Project would also upgrade, consolidate, and

modernize maintenance facilities, allowing for more efficient aircraft maintenance operations at LAX, supporting LAX Plan policies related to the efficient and effective use of airport facilities. The proposed Project would also provide updated maintenance facilities to accommodate modern aircraft types and the next generation of quieter jets; an identified policy and program in the LAX Plan.

Table 4.6-1

Comparison of the Proposed Project to Applicable LAX Plan Goals, Policies, and Programs

Goal/Policy/Program	Comparison
Goal 1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.	**Consistent:** The intent of the proposed Project is to improve and modernize maintenance facilities at LAX to more efficiently and effectively accommodate all existing aircraft including ADG VI aircraft. As such, the proposed Project would enhance and support the efficient operation of aircraft at LAX and ensure that LAX remains competitive as a world class airport, particularly with respect to the accommodation of modern airplane types.
Goal 4: Recognize the responsibility to minimize intrusions on the physical environment.	**Consistent:** The proposed Project would incorporate LAX Master Plan commitments and mitigation measures that would reduce impacts on the physical environment. The proposed Project also includes design features that would reduce potential intrusions on the physical environment. These features include development of on-site water quality improvements (e.g., oil-water separator, use of porous pavement or media filters, etc.) to reduce urban pollutants in dry weather and stormwater runoff; and water conservation measures such as a wash rack recycling system. In addition, a combination of diesel-fueled and alternative fuels such as CNG or LNG would fuel cars, trucks and related equipment in use on the site. A Project-specific mitigation measure would also be implemented to reduce impacts related to hazards and hazardous materials, as further described in Section 4.3 in this EIR.
Goal 5: Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.	**Consistent:** The proposed Project would be consistent with the land use designations within applicable on-airport land use plans including the LAX Plan, LAX Specific Plan, and LAX Master Plan and ALP. The proposed Project would also incorporate LAX Master Plan commitments and mitigation measures and a Project-specific mitigation measure to reduce impacts to the surrounding communities and environment.
Land Use - Airport Airside	
Policy and Program P1: Develop a balanced airfield to provide for more efficient and effective use of airport facilities.	**Consistent:** One of the main objectives of the proposed Project is to improve the operation and efficiency of aircraft maintenance facilities. The proposed Project would combine aircraft maintenance hangars and aircraft parking areas within close proximity on the same site, thereby supporting more efficient and effective use of airport facilities.

Table 4.6-1

Comparison of the Proposed Project to Applicable LAX Plan Goals, Policies, and Programs

Goal/Policy/Program	Comparison
Policy and Program P2: Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at LAX Master Plan build-out.	**Consistent:** As a facility that would consolidate existing maintenance activities, the proposed Project would not increase gate capacity, passengers, flights, and/or aircraft operations at LAX compared to existing airfield conditions.
Policy and Program P3: Expand and improve employee parking.	**Consistent:** The proposed Project includes construction of employee parking lots to accommodate aircraft maintenance technicians and management staff. Such parking is planned to occur immediately north of the hangar area and would provide approximately 300 parking spaces. Furthermore, the proposed Project would not constrain plans to develop additional employee parking in the area consistent with the intent of the LAX Master Plan Program.
Policy and Program P4: Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.	**Consistent:** The Project site is located within the western portion of the LAX property, within an area well removed from existing noise-sensitive uses (e.g., residential, schools, churches, etc.). The site is bounded by airport property to the north, south and east and by undeveloped land to the west. The nearest residential uses are located approximately 0.55 mile to the south in El Segundo. As a result, the proposed Project would not have significant impacts on residential uses due to noise, light spillover, odor, vibration and other consequences of airport operations.
Land Use - Open Space	
Policy and Program P1: Protect existing state-designated sensitive habitat areas.	**Consistent:** The proposed Project would not include construction activities within the Los Angeles El Segundo Dunes Specific Plan Area, including the Dunes Habitat Preserve area. As further described in the IS, included in Appendix A of this EIR, while the proposed Project would include construction and operational activities that could result in indirect impacts to habitat areas, these effects would be less than significant with incorporation of LAX Master Plan commitments and mitigation measures which would minimize dust, light/glare and other potential effects of the proposed Project.
Safety	
Policy and Program P8: Prohibit uses within a designated Runway Protection Zone (RPZ) that will create safety hazards.	**Consistent:** No structure or aircraft apron area would be located within the Runway 7L RPZ. A portion of the western extension of Taxilane C and Taxiway B would be within the Runway 7L RPZ. This area would be restricted from incompatible objects and activities pursuant to FAA requirements. The FAA recommends clearing of all above-ground objects and incompatible activities within the restricted development area associated with the RPZ; therefore, the overlap of the RPZ on taxiways, which is only used for circulation of aircraft, is permissible.

Table 4.6-1

Comparison of the Proposed Project to Applicable LAX Plan Goals, Policies, and Programs

Goal/Policy/Program	Comparison
Economic Benefits	
Policy and Program P2: Modernize, upgrade, and improve LAX in order to sustain the airport's economic benefits.	**Consistent:** The proposed Project would improve and modernize aircraft maintenance facilities at the airport and assist in accommodating existing ADG VI. The proposed Project would also combine aircraft maintenance hangars and aircraft parking areas within close proximity on the same site, thereby supporting more efficient and effective use of airport facilities. As such, the proposed Project would help sustain the airport's economic benefits.
Noise	
Policy and Program P2: Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.	**Consistent:** The proposed Project would consolidate, modernize, and upgrade aircraft maintenance facilities at LAX, including facilities for the maintenance of newer generation aircraft such as ADG VI aircraft.
Policy and Program P4: Move nighttime noise-creating activities to the interior of the airfield and away from noise-sensitive areas situated north and south of the airport. **Policy and Program P9:** Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.	**Consistent:** As previously stated, the Project site is located within the western portion of the LAX property, within an area well removed from existing noise-sensitive uses with the nearest residential uses located approximately 0.55 miles to the south.
Policy and Program P10: Require new uses to adhere to applicable state airport land use compatibility regulations.	**Consistent:** The proposed Project would not increase the existing gate capacity, passengers, flights, and/or aircraft operations at LAX. The proposed Project would also avoid safety hazards that could result in incompatible land uses through compliance with FAA regulations. Therefore, the proposed Project would be consistent with the noise and airspace protection objectives of the Caltrans California Airport Land Use Planning Handbook.
Air Quality	
Policy and Program P7: Encourage and facilitate the conversion of ground support equipment to extremely low emission technology, such as electric power or fuel cells.	**Consistent:** A combination of diesel-fueled and alternative fuels such as CNG or LNG would fuel cars, trucks and related equipment, and the electrical infrastructure for the Project site will be designed to accommodate charging stations for use by electric ground support equipment, which is consistent with sustainability objectives set forth in the LAWA Sustainability Performance Improvement Management System.

Table 4.6-1

Comparison of the Proposed Project to Applicable LAX Plan Goals, Policies, and Programs

Goal/Policy/Program	Comparison
Hazardous Waste	
Policy and Program P1: Implement a program for handling of contaminated materials encountered during construction.	**Consistent:** As discussed in Section 4.3, *Hazards and Hazardous Materials,* the potential impacts of the proposed Project related to hazards and hazardous materials would be less than significant with incorporation of LAX Master Plan mitigation measures and Project-specific Mitigation Measure MM-HAZ (WAMA)-1.

Source: PCR Services, April 2013.

In addition, the proposed Project is consistent with goals and policies that aim to minimize intrusions on the physical environment and seek to promote neighborhood compatibility. The proposed Project would incorporate LAX Master Plan commitments and mitigation measures, Project-specific design features, and Project-specific mitigation measures to reduce impacts to the surrounding environment.

Based on the above discussion and analysis provided in Table 4.6-1, the proposed Project would support and would not conflict with relevant land use designations, and with the relevant goals, policies and programs of the LAX Plan. Therefore, impacts would be less than significant.

LAX Specific Plan

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

The proposed aircraft parking and maintenance facilities, employee parking areas, and related storage, equipment and facilities under the proposed Project are consistent with the corresponding LAX-A Zone: Airport Airside Sub-Area as shown on the LAX Specific Plan. Therefore, impacts would be less than significant.

Airport Layout Plan

The ALP shows facility locations that are consistent with the conceptual framework for the location of facilities reflected in the LAX Master Plan Program. Accordingly, the ALP shows the Project site as a proposed employee parking area, with an area identified for an aircraft maintenance building directly east of the site. As one of the federal actions associated with the proposed Project, the ALP would need to be amended/updated. These changes would reflect the exchange in the locations of facilities described above, including the locations and

configurations of the Proposed Maintenance Facility and West Employee Parking, the CNG/LNG fueling station, and the consolidation of the three planned aircraft maintenance hangar facilities to the Project site. FAA approval of the amended/updated ALP for LAX is required. As described above, these changes would not result in significant impacts on the environment and would not impede implementation of the uses planned for the west end of the airport that are shown in the ALP. LAWA submitted a proposed ALP with these changes to FAA for its consideration in July 2013.

4.6.7 Cumulative Impacts

A significant land use impact would occur if the proposed Project in combination with the relevant cumulative projects would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative projects that are located at or adjacent to LAX are shown in **Figure 3-1** in Chapter 3, *Overview of Project Setting*, of this EIR. The cumulative projects that are evaluated in this analysis are those that have the potential for combined effects associated with the proposed Project that have the potential for adverse environmental impacts.

4.6.7.1 Consistency with Land Use Plans

As discussed earlier, the proposed Project would be consistent with the LAX Plan, LAX Specific Plan, and would not conflict with the LAX Master Plan and ALP (as amended). Although several related projects identified on **Figure 3-1**, such as the Midfield Satellite Concourse Project, LAX SPAS Development and the LAX Northside Area Development, are planned in the area, they would be required to comply with land use designations, zoning requirements, and other applicable land use plans or seek modifications to such plans. This would require that potential impacts on land use be evaluated and any associated significant impacts mitigated to the degree feasible. Therefore, cumulative impacts associated with consistency with land use plans would be less than significant.

4.6.8 Mitigation Measures

As no significant land use impacts would occur as a result of construction or operation of the proposed Project, no mitigation measures specific to the proposed Project are required. The LAX Master Plan Commitment LU-4, which is discussed in Section 4.6.5 above is included as a project design feature under the proposed Project.

4.6.9 Level of Significance After Mitigation

Not applicable. Impacts are less than significant, as indicated above; therefore, no additional mitigation measures are required.