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## **Statement of Overriding Considerations LAX Northside Plan Update**

The Los Angeles World Airports (LAWA) has prepared an environmental impact report (EIR) for the Los Angeles International Airport (LAX) Northside Plan Update (proposed Project) pursuant to the California Environmental Quality Act (CEQA). On December 15, 2014, LAWA published the Final EIR for the proposed Project.

The intent of the proposed Project is to provide a new design plan and detailed development guidelines and standards to establish new regulations for future development of approximately 340 acres in the western area of the City of Los Angeles, south of the Westchester-Playa del Rey community, north of LAX, and west of the City of Inglewood. The proposed Project would, among other things, update the 1989 Design Plan and Development Guidelines for LAX Northside and permit a maximum of 2,320,000 square feet of development on the approximately 340 acre Project site. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed certain specified environmental constraints, provided that all development and design standards are met. In order to implement the proposed Project, the LAX Specific Plan will be amended and the 1989 Design Plan and Development Guidelines for LAX Northside will be updated, among other actions.

As described in Sections 4.2 Air Quality, 4.10 Noise, and 4.14 Traffic of the Draft EIR, the proposed Project would result in significant impacts to construction and operational air quality; construction noise in Area 12A East and Area 13; and operational traffic at four intersections that are significant and unavoidable impacts, even with implementation of LAX Master Plan EIR/EIS Commitments and Mitigation Measures, Project Design Features, and proposed Project Mitigation Measures. No other feasible mitigation measures were identified. All other CEQA impacts would be less than significant.

CEQA Guidelines Section 15093(b) provides that when a public agency approves a project that will result in significant impacts that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reasons to support its decisions based on the Final EIR and/or other information in the whole of the administrative record. If the specific economic, legal, social, technological or other benefits of a proposed project outweigh its unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.” LAWA as the Lead Agency for the proposed Project EIR adopts the following Statement of Overriding Considerations.

As described below, improvements proposed under the proposed Project will bring substantial benefits to the surrounding community and LAWA, including improved, sustainable, and context-appropriate development guidelines; provision of civic and community facilities consistent with Federal Aviation Administration (FAA) fair market value requirements; economic benefits; consistency with land use plans; and consistency with FAA direction and approval requirements.

Based on the substantial evidence in the whole of the administrative record for the proposed Project, the Board of Airport Commissioners hereby finds, concludes, and determines that the unavoidable significant adverse environmental impacts associated with the proposed Project are acceptable in light of the following specific economic, operational, legal, technological, and other project benefits. Each proposed Project benefit described below constitutes an overriding consideration warranting approval of the proposed Project, independent of the other benefits, despite the significant and unavoidable air quality, noise, and traffic impacts associated with the proposed Project.

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### **A. Improved, Sustainable, and Appropriately Scaled Design Guidelines**

The proposed Project would update the 1989 Design Plan and Development Guidelines for LAX Northside to permit a maximum of 2,320,000 square feet of development on the approximately 340 acre Project site. Introduction of new uses associated with the proposed Project provides jobs adjacent to existing residential areas in Westchester. The proposed Project would add 7,111 net new employees and higher education students to the Project site, based on Southern California Association of Governments employment densities for proposed Project land uses, per Section 4.11 Population, Housing, and Employment of the Draft EIR. The existing open space at the Westchester Golf Course is preserved, and new areas for community and civic uses are provided for, including up to 215,000 square feet of permitted new community and civic uses for nonprofits, civic uses, community-serving uses, and cultural uses in Area 11, Area 12A East, and Area 2.

Project Design Features provide for siting and design of development that maintains the prevailing scale and character of the residential neighborhoods to the north and enhances the character of commercial districts. Heights are compatible with commercial uses in the Westchester Business District, while buffers, setbacks, and stepbacks ensure compatibility with all surrounding uses. Heights in Area 11 and Area 12A East near the Westchester Business District are limited to 60 feet, or five stories, which is compatible with existing buildings in the Westchester Business District. A 20-foot landscape buffer and 100-foot landscape buffer along the north property edge in Area 1 and Area 2 respectively would separate existing residential uses from the proposed Project. Setbacks of 30 feet in the LAX Northside Center District and 20 to 80 feet in the LAX Northside Campus District would further separate existing residential uses from the proposed Project. The existing Westchester Golf Course and Westchester Park would not be changed by the proposed Project. These open space areas would buffer new uses from existing residential uses. In addition, all buildings located adjacent to La Tijera Boulevard and 88<sup>th</sup> Street are required to be stepped back one foot for each additional foot of height above 15 feet, which would separate upper stories from residential uses. No new streets are proposed that would change the pattern or intensity of existing residential uses, or divide established communities. New uses within the LAX Northside Center and Campus Districts would be developed so that building frontages are oriented towards Westchester Parkway, complementing existing commercial areas while maintaining the scale and character of residential uses to the north. The Airport Support District would solely support airport support uses and would be separated from the rest of the proposed Project by Westchester Parkway to the north. Airport support uses are located closest to the airport for safety reasons and away from residential uses.

Pedestrian and bicycle activity is enhanced through the introduction of the paseo. The paseo will be composed of a 12-foot wide decomposed granite pathway in addition to the ten-foot wide existing sidewalk. The existing bike path on Westchester Parkway would be maintained, while the proposed Project includes new bicycle racks near visitor entrances, transit stations, bus shelters, and any other pedestrian gathering areas, with spacing at a maximum distance of one thousand (1,000) feet and in clusters of three (3).

Introduction of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses at the Project site will provide a buffer between residences to the north and airport operations to the south, while meeting community needs for commercial, retail, open space, and community/civic uses. The proposed Project reduces the total potential Project site development from 4,500,000 square feet to 2,320,000 square feet, lowers maximum building heights, and increases setback and buffer areas when compared to the 1989 Design Plan and Development Guidelines, resulting in an improved and more appropriately scaled project.

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In the LAX Northside Center District, the 1989 Design Plan and Development Guidelines allow building heights of 55 feet at the 10-15 foot setback from Westchester Parkway, and allow building heights to increase up to the maximum height achievable under FAA requirements as the buildings move further north. The proposed Project restricts building heights to a maximum of 60 feet in Area 11 and Area 12A East, while requiring lower heights of 45 feet and 20 feet in Area 13 and Area 12A West.

In the LAX Northside Campus District, the 1989 Design Plan and Development Guidelines allow heights from 45-55 feet, except between Loyola and Lincoln Boulevards where heights can increase up to the maximum allowed by FAA standards. The proposed Project limits heights to 45 feet in Area 1 and 2, and 60 feet in Area 3.

In the LAX Airport Support District, the 1989 Design Plan and Development Guidelines allow heights from 45-55 feet, except between Loyola and Lincoln Boulevards where heights can increase up to the maximum allowed by FAA standards, while the proposed Project limits heights to 30 feet. The proposed Project has more restrictive height requirements than existing standards. The proposed Project also establishes maximum heights across the Project site, whereas existing standards allow heights to increase up to FAA standards as development moves further north from the LAX North Airfield and closer to existing residential uses.

The proposed Project has more appropriate setback requirements than existing standards. Along Westchester Parkway, some setbacks are smaller in the proposed Project to reinforce building orientation towards Westchester Parkway, which is consistent with the LAX Specific Plan policies and provides additional distance between residential uses and new proposed Project uses.

In the LAX Northside Center District, the 1989 Design Plan and Development Guidelines require a 15 foot setback from the property line along Westchester Parkway, La Tijera Boulevard, and Emerson Ave, and a ten foot setback along Sepulveda Westway. The proposed Project maintains or increases these setbacks and requires a 15 foot setback along Lincoln Boulevard; a 20 foot setback along interior property lines; a 30 foot setback along the north property lines of Area 12A East and Area 11; a 15 foot setback along La Tijera Boulevard; a 15 foot setback along Westchester Parkway in Area 12 A West; an 18 foot setback along Westchester Parkway in Area 12 A East; and a 50 foot setback in Area 11 in addition to the Runway Setback where buildings are prohibited.

In the LAX Northside Campus District, the 1989 Design Plan and Development Guidelines require setbacks of a minimum of 50 feet from Pershing Drive and Westchester Parkway west of Loyola Boulevard. East of Loyola Boulevard, buildings are required to be set back 15 feet from the property line of Westchester Parkway; 30 feet from the final right-of-way of Falmouth Avenue; a minimum of a 15 foot setback from Loyola Boulevard; and a minimum of a 20 foot setback from all interior property lines. The proposed Project increases these setbacks in most areas of the LAX Northside Campus District. A 38 foot setback is required along Pershing Drive and along the entirety Westchester Parkway; a 20 foot setback is required along interior property lines; a 30 foot setback is required along Falmouth Avenue; an 80 foot setback is required along the north property line of Area 1; and a 15 foot setback is required along Lincoln Boulevard.

In the LAX Northside Airport Support District, the 1989 Design Plan and Development Guidelines and proposed Project require the same setbacks: 50 feet from Westchester Parkway west of Lincoln Boulevard; 15 feet from Westchester Parkway east of Loyola Boulevard; and 50 feet from Pershing Drive. The proposed Project buffers and setbacks yield the same or greater separation between the proposed Project and existing residences as the existing standards.

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In the LAX Northside Center District, the proposed Project would not change the existing sound walls or adjacent landscape buffers that were put in place under the 1989 Design Plan and Development Guidelines. The 1989 Design Plan and Development Guidelines includes a 50 foot total landscape buffer within a 100 foot setback, while the proposed Project includes a 20 foot landscape buffer plus an 80 foot setback in Area 1 (for a total of 100 feet), and increases landscape buffers from 10-15 feet to 100 feet in Area 2.

Additionally, the proposed Project includes current best practices in urban design and sustainability measures not contained in the 1989 Design Plan and Development Guidelines. The proposed Project urban design best practices and sustainability features include, but are not limited to the following:

- The proposed Project requires buildings in the LAX Northside Center and LAX Northside Campus District to be oriented towards Westchester Parkway, in order to create a vibrant and active street frontage and to distance new uses from existing residential uses to the north, consistent with best practices in urban design.
- The proposed landscape design guidelines address sustainability by requiring the use of native, drought-tolerant plant species in all landscape areas. The landscape palette also is in line with best practices in urban design that promote the use of local and native plant species. In the required 100-foot buffer on the northern edge of Area 2 and the 20-foot buffer on the northern edge of Area 1, 100% native plant species will be used. In all recreation and airport support areas, 80% of all plant species will be required to be native. In all development and parking areas, 60% of all landscaping will be required to be native. All landscaped setback areas would be required to contain 50% native species and the Paseo along Westchester Parkway would be required to contain 30% native species.
- The proposed Project would comply with the mandatory requirements for nonresidential buildings including Tier 1 conformance of the City of Los Angeles Green Building Code. These include providing bicycle parking and changing rooms, short- and long-term bicycle parking, electric vehicle wiring, light pollution reduction, energy efficiency requirements (including appliances), solar installation wiring, water efficiency measures, and air quality and indoor air quality control.
- The proposed Project requires permeable pavers and porous paving materials in parking stalls, as well as bioswales.
- The proposed Project includes Project Design Features to further sustainability, including but not limited to PDF U-1 through PDF U-17 that promote water use reduction and wastewater reduction and PDF U-19 and PDF U-20 that require light roofs and energy efficient lighting (Draft EIR Section 4.14-3).
- The proposed Project includes a paseo for pedestrians, preserves the existing bicycle lane along Westchester Parkway, and requires bicycle parking. The paseo reflects current best practices in urban design that support active and healthy design and “complete streets,” that accommodate pedestrians, cyclists, transit users, and motorists.
- The proposed Project includes a Transportation Demand Management Program (TDM). The TDM program would implement a number of programs for employers and employees including education and awareness of travel options, promoting biking and

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walking, providing ridesharing services and transportation assurance programs, and providing incentives for using alternative modes of travel.

The proposed Project is designed to meet the needs of the City's existing and future residents and visitors and surrounding residential neighborhoods. An independent retail and market analysis was conducted by LAWA to ensure that the proposed Project meets current market realities. This study concluded that the 1989 Design Plan and Development Guidelines permitted more development square footage than would likely be demanded by the market. Therefore, the proposed Project lowers the maximum potential square footage from 4,500,000 square feet to 2,320,000 square feet. The specific mix of uses for the proposed Project was developed through a series of community workshops and consultation with neighboring stakeholders and is designed to ensure that the proposed Project contains neighborhood-oriented services, responds to stakeholder interests, and meets community and LAWA needs. Stakeholders expressed interest for additional open space, recreational opportunities, and prohibition on certain uses. In response to stakeholder interests, the proposed Project includes open space and community and civic uses to meet neighborhood needs and provides for the creation of a Paseo that will run the length of the Project site along Westchester Parkway and provide recreational amenities for the community. Retail stores over 100,000 gross square feet, auto dealerships, adult entertainment, and massage parlors are prohibited. Additionally, the proposed Project enhances transit use and mobility options. The Project site is served by local buses and the proposed Project permits the development of a transit station in areas with a Mixed Use-Commercial land use designation.

The proposed LAX Northside Design Guidelines and Standards provide a grading strategy that will better align future development along Westchester Parkway, provide marketable building frontages, and lower the grade of development on the LAX Northside relative to existing residential neighborhoods to the north. In Areas 2 and 3, grading strategies will lower elevations for building frontages, providing a more accessible relationship with Westchester Parkway. In Area 1, existing grading will be preserved to provide some separation for planned open spaces from Westchester Parkway. South of Westchester Parkway, grading strategies and landscape berms will be preserved as they exist today, limiting the visual presence of this area from the point of view of neighbors north of Westchester Parkway. Where applicable, additional grading and landscape berms may be introduced to further enhance these design ideas. Grading the LAX Northside achieves the vision of the area as a buffer between LAX and adjacent uses and ensures that future development is sensitive to the surrounding context and compatible with aircraft operations.

The proposed Project would bring the existing design standards up-to-date; respond to current market realities and stakeholder interests; comply with FAA requirements and regulations, including FAA grant requirements; allow the development of the Project site in line with current best-practices in urban design and sustainability; and reinforce the LAX Northside as a buffer area between LAX and the residential neighborhoods to the north by reshaping the topography and introducing compatible development.

### **B. Provision of Open Space and Community Facilities Consistent with Federal Aviation Administration Fair Market Value Requirements**

Because much of the Project site was purchased by LAWA using FAA grants, development of the Project site must achieve fair market value per FAA regulations. Although the current regulations for the Project site allow open space and community and civic uses, they do not include any provisions detailing how open space or community serving uses can be provided consistent with FAA fair market value requirements, nor do they identify where these uses are allowed or how much square footage is allocated to these uses.

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The proposed Project includes a program that permits certain transfers of development rights and land use equivalencies that would provide for open space and community serving uses while achieving fair market value. Development rights are assigned to all areas of the Project site. Through the transfer program, permitted square footage for the entire Project site is concentrated in certain locations, which leaves other locations open to be developed with open space and recreational uses. Through this approach, all areas of the Project site would achieve fair market value due to the development rights assigned to them. However, by allowing development rights to be transferred and concentrated in certain areas, some areas of the Project site can be preserved for open space uses. For example, in Area 2, the proposed Project allows development of office, research and development, and community and civic uses. The proposed Project similarly combines economically viable uses with open space in Area 1. In Area 1, LAWA continues to coordinate with the Los Angeles Bureau of Sanitation (LABOS) and the FAA to enable development of a stormwater treatment facility and open space that complies with FAA requirements. Development of the stormwater treatment facility would establish an economically viable use in Area 1, which would enable development of open space in that area. The Argo Drain Sub-basin Facility would be located generally underground and could potentially allow open space uses to be developed on the surface at the Project site. The proposed Project sets the regulatory framework that would allow these uses to be developed. Any such project would be subject to further review and approval under the CEQA, if necessary.

Finally, the proposed Project specifically permits civic and community uses. By allocating area and square footage for these uses, the proposed Project preserves these locations for community and civic uses, and protects them from being developed with commercial or retail uses. The proposed Project identifies specific locations in Area 1, Area 13, and Area 12A West designated for community and civic uses and permits up to 215,000 square feet for these uses. The existing 1989 Design Plan and Development Guidelines do not list community or civic uses on the recommended land use map, nor do they assign specific permitted square footages for these uses.

Therefore, the proposed Project would provide community facilities and open space consistent with FAA fair market value requirements.

### **C. Job Creation and Revitalization**

Construction and operation of the proposed Project will provide increased employment benefits to the Los Angeles region. The proposed Project would also positively contribute to the surrounding area as a vibrant, sustainable mixed-use commercial center that supports the needs of surrounding communities and of LAWA. As described in Section 4.11 Population, Housing, and Employment of the Draft EIR, the proposed Project is estimated to generate a maximum of 527 construction jobs over a seven-year construction schedule and approximately 7,111 net new permanent employees and higher education students. Additionally, the proposed Project will complement and enhance revitalization efforts in the Westchester Business District. As indicated by the Westchester Town Center Business Improvement District, the proposed Project will benefit the existing business community and attract more business to the area (See Letter No: LAXN-AL-03 in Appendix A of this Final EIR). The proposed Project would therefore create temporary and permanent jobs, as well as contribute to revitalization of existing commercial areas in the Project site vicinity.

### **D. Support Consistency with Land Use Plans**

The applicable land use plans associated with the proposed Project include: LAX Master Plan, LAX Plan, and LAX Specific Plan. These plans seek to promote compatibility between LAX and surrounding communities, provide for development of the LAX Northside consistent with airport

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needs and neighborhood conditions, and create a buffer between the airport and Westchester community. The proposed Project is consistent with these plans and supports these benefits.

The LAX Master Plan promotes compatibility between LAX and surrounding neighborhoods and seeks to achieve a balance between LAX operations and environmental, social, land use, ground access, economic and air commerce impacts. The proposed Project is planned for a mix of airport support employment, retail, restaurant, office, hotel, research and development, higher education, civic, recreation, and buffer uses to respond to current and future demand for these uses, as described in Section 2.0, Project Description, of the Draft EIR and depicted in Table 5.1.2, Permitted Land Use Table, of the proposed LAX Northside Design Guidelines and Standards. Development proposed for the proposed Project will be oriented towards Westchester Parkway and buffer areas and setbacks are provided between existing residential uses and the Project site. Buildings in Areas 2, 11, and 12A are required to front Westchester Parkway per the proposed LAX Northside Design Guidelines and Standards Section 5.2E, Building Location. Additionally, buffer areas of 20 feet in Area 1 and 100 feet in Area 2 will separate the proposed Project from residential uses to the north, as required by the proposed LAX Northside Design Guidelines and Standards Section 5.2D, Landscape Buffers. The proposed Project would provide employment and educational opportunities by supporting up to 7,111 jobs as described in the Draft EIR Section 4.11, Population and Housing, and by permitting higher educational uses in the Office, Research and Development land use areas. The entire Project site serves as a means to reduce impacts from LAX operations to surrounding land uses by providing a buffer between the airport and adjacent land uses. The proposed Project is therefore consistent with the LAX Master Plan and provides the benefit of compatibility between LAX and surrounding neighborhoods, and achieving a balance between LAX operations and environmental, social, land use, ground access, economic and air commerce impacts.

Additionally, as part of the LAX Master Plan, LAWA adopted the following commitment:

- **DA-2: Update and Integrate Design Plans and Guidelines.** The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights, setbacks and landscaping. The update will serve as a basis for reviewing future public and private development projects at LAX. The update will incorporate key provisions in current plans with an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses.

Consistent with LAWA's commitment DA-2, the proposed Project updates the LAX Northside Design Plan and Development Guidelines, including specific height limits, setback requirements, and landscaping requirements. The proposed Project provides a greater level of compatibility and visual quality between the Project site and adjacent land uses than the 1989 LAX Northside Design Plan and Development Guidelines through the addition of buffer areas, setbacks, height limits, a grading strategy, and requirements for new structures to be clustered near Westchester Parkway and away from existing residences. Buffer areas of 20 feet and 100 feet are required in Area 1 and Area 2 respectively to separate the proposed Project from existing residential uses. The proposed Project also requires that buildings located adjacent to the 88<sup>th</sup> Street and La Tijera property line be stepped back one foot for each additional foot of height above 15 feet, as required by Section 5.2B, Building Stepbacks, of the proposed LAX Northside Design Guidelines and Standards. This measure will provide additional separation between buildings and residences, and was not previously required. Buildings will be clustered near Westchester Parkway and away from residences as required by Section 5.2E, Building

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Location, of the proposed LAX Northside Design Guidelines and Standards. Buildings are required to front Westchester Parkway in Areas 2, 11, and 12A and buildings within Area 2C and 2E are required to have a minimum of 65 percent of the ground floor area located within 250 feet of Westchester Parkway. The grading strategy will better align future development along Westchester Parkway, provide marketable building frontages, and lower the grade of development on the LAX Northside relative to existing residential neighborhoods to the north. These measures are consistent with LAX Master Plan commitment DA-2 and provide the benefit of an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses than the existing guidelines and standards.

The LAX Plan designates four land use areas. The Project site is designated as LAX Northside. The LAX Plan states that the LAX Northside area provides for the development of uses consistent with Airport needs and neighborhood conditions, while also serving as an Airport buffer zone for the Westchester community located immediately north of the Project site. The LAX Plan categorizes the allowable uses within the LAX Northside to include commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; school and community facilities; open space; bicycle paths; and greenway buffers. The proposed Project provides for a mix of airport support, retail, restaurant, office, hotel, research and development, higher education, civic, recreation, and buffer uses that are consistent with the LAX Plan land use designation. Neighborhood context and compatibility between the Project site and adjacent uses is provided through Project Design Features that require buffers, setbacks, and stepbacks adjacent to residential areas as described above. Additionally, buildings are oriented towards Westchester Parkway, as required by Section 5.2E, Building Location, of the proposed LAX Northside Design Guidelines and Standards. The proposed Project is therefore consistent with the LAX Plan, resulting in the benefit of a buffer and transitional uses between the airport and residential uses to the north.

The LAX Specific Plan designates three sub-areas in the Specific Plan (Landside, Airside, and Northside). The LAX Northside is zoned as “LAX-N” under the LAX Specific Plan. The purpose of the LAX-N Zone is to provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. This zoning designation allows light industrial uses, airline and airport support services, business park, research and development center, commercial uses, office, restaurant uses, automobile station, public automobile parking, airport view site, airline and airport support and accessory use, commercial golf course, recreational facilities, and public benefit uses. The proposed Project allows airport support, retail, restaurant, office, hotel, research and development, higher education, civic, recreation, and buffer uses and would maintain the existing golf course. The proposed Project is consistent with the LAX-N land uses. The Proposed Project also introduces maximum square footages, building heights, setbacks, and buffers that are consistent with or more restrictive than the existing LAX-N development standards for the LAX Northside, as described in Subsection A above and Section 4.9, Land Use, of the Draft EIR. The proposed Project is therefore consistent with the LAX Specific Plan, resulting in the benefit of redeveloping land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions.

Therefore, the proposed Project supports consistency and is compatible with the applicable land use plans, while responding to the need for updated design guidelines and standards. Consistency with applicable land use plans results in development with the following benefits: compatibility between LAX and surrounding neighborhoods, and achieving a balance between LAX operations and environmental, social, land use, ground access, economic and air commerce impacts; an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses than the existing guidelines and standards; a buffer and

transitional uses between the airport and residential uses to the north; and redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions.

### **E. Designed to Achieve Federal Aviation Administration Approval**

The proposed Project is designed to achieve FAA approval. Currently, development projects in the LAX Northside must undergo project level review by the FAA, since the existing entitlements have never been approved by the FAA. This process adds a regulatory burden as well as time and associated costs to each project within the LAX Northside. Additionally, without FAA approval the standards to design projects that ensure safe airport operation and airport compatibility for the LAX Northside are unclear. Although the FAA approved the LAX Master Plan in their Record of Decision dated May 20, 2005, no action was taken at that time to approve the LAX Northside development and thus development of the Project site as permitted in the LAX Specific Plan was not included in the Record of Decision approved by the FAA. The lack of FAA approval for a comprehensive LAX Northside Plan is a disincentive for development on the Project site and adds regulatory complexity for individual projects.

The FAA specifically excluded the LAX Northside from its Record of Decision due to the lack of a detailed project description for the LAX Northside. Alternative D of the LAX Master Plan stated that the LAX Northside would contain a mix of land uses such as office park, hotel, retail/restaurant, and research/development business park with a trip cap. However, the precise square footage and allocation of land uses were not identified. As a result of the lack of a more detailed project description, the FAA stated that the analytical assumptions in the LAX Master Plan Final Environmental Impact Statement were inconsistent for purposes of FAA's project-level environmental analysis. The FAA therefore did not make its final decisions about the LAX Northside due to the lack of project level detail at that time. Per the FAA LAX Master Plan Record of Decision:

... before a decision is made regarding whether to approve LAX Northside, LAWA must submit a consistent set of assumptions regarding the size and nature of the development proposals for LAX Northside and the basis for those assumptions. LAWA must provide consistent and reasonable planning assumptions regarding the collateral development proposal so that FAA can undertake a review of the environmental consequences and airspace impacts associated with LAX Northside. FAA will make a final decision on the LAX Northside project after LAWA provides further information regarding the collateral development... FAA directs LAWA to provide the Agency with the requested information as soon as practicable, so that FAA may expeditiously prepare the necessary additional analysis regarding LAX Northside.

The proposed Project responds to the FAA's request that LAWA submit a consistent set of assumptions regarding the size and nature of the proposed Project. The LAX Northside Plan Update includes a detailed definition and allocation of land uses, square footage of land uses by District, transfer program, vehicle trip cap, and design guidelines and standards. No residential uses are permitted as part of the proposed Project due to airport-related safety requirements. The proposed Project is designed to minimize wildlife, birds, lighting, and glare that could create safety hazards in order to protect the general welfare. The proposed Project complies with all applicable FAA requirements for height, uses, building materials, lighting, safety, and other features. Additionally, per the FAA grant requirements, the proposed Project only permits uses that are compatible with airport operations to the south. The proposed Project is therefore designed to provide for airport compatible land uses, comply with FAA regulations and grant requirements, and permit land uses that will create a buffer between existing residences and airport operations. Design guidelines and standards that are designed to comply with FAA

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regulations and grant requirements are more likely to achieve FAA approval. FAA approval of the proposed Project would result in the benefit of a more streamlined development process as well as resulting developments that are consistent with FAA safety and compatibility requirements.