
2 Project Description

2.1 Introduction

This project description has been prepared in accordance with Section 15124 of the California Environmental Quality Act (CEQA) Guidelines. The proposed Project, known as the Los Angeles International Airport (LAX) Northside Plan Update, provides a new design plan and detailed development guidelines for the future development of approximately 340 acres in the western area of the City of Los Angeles (Los Angeles).

The updated design plan and development guidelines are intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and of Los Angeles World Airports (LAWA), the Los Angeles department that manages LAX.

LAWA proposes the LAX Northside Plan Update to provide new regulations for future development occurring within the LAX Northside sub-area (the Project site) of the LAX Specific Plan area. LAWA acquired the Project site, which was once primarily single-family homes, in part using Federal Aviation Administration (FAA) grants which require the conversion of the Project site to compatible land uses in close proximity to airport operations at LAX. In 1984, the City of Los Angeles approved 4,500,000 square feet of commercial development on the Project site. In 1989, LAWA prepared the Design Plan and Development Guidelines for LAX Northside to provide additional guidance on development of the Project site. The City of Los Angeles subsequently incorporated the 1984 entitlements and 1989 Design Plan and Development Guidelines for LAX Northside into later planning documents, including the adopted 2004 LAX Specific Plan.

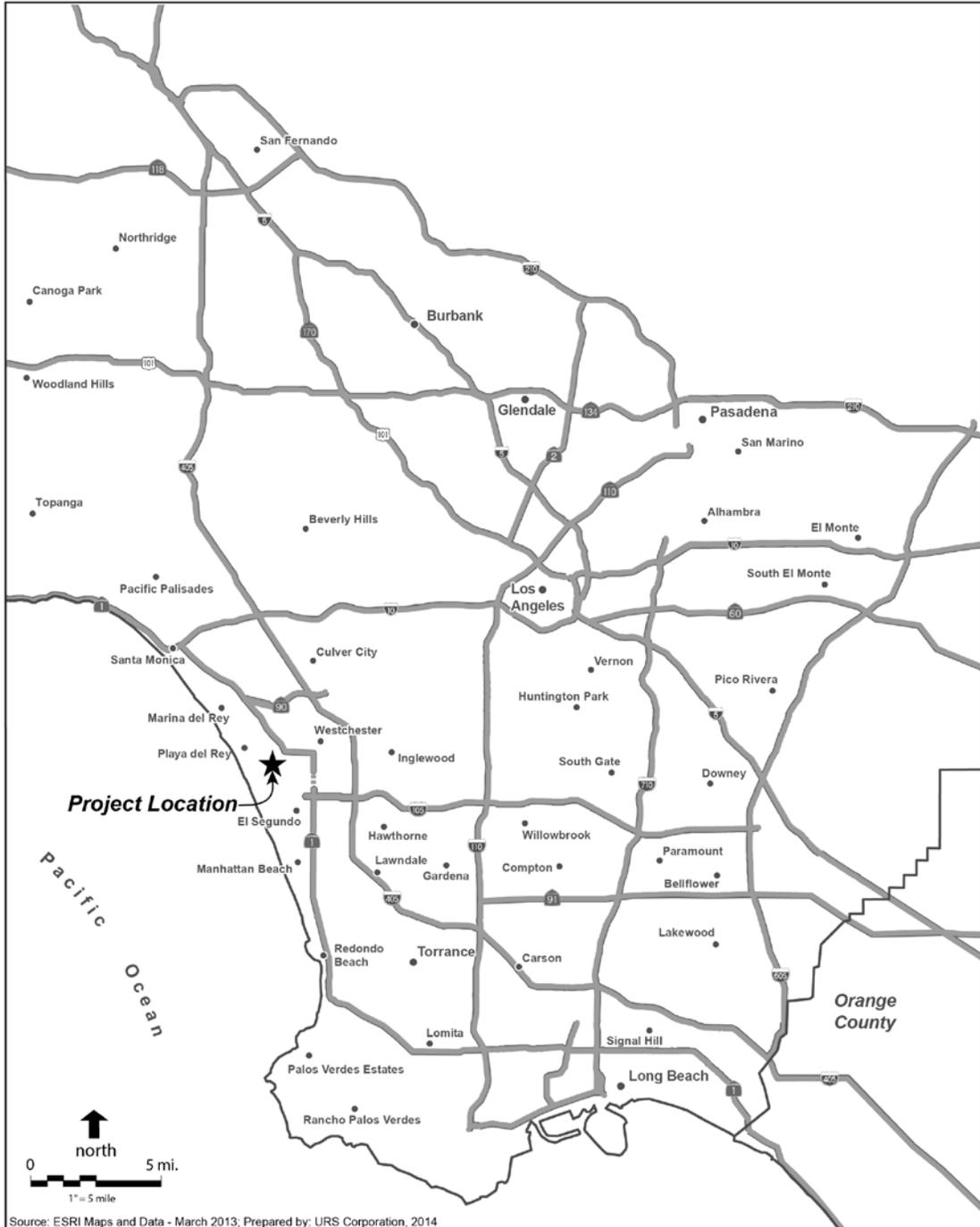
The proposed Project would update the 1989 Design Plan and Development Guidelines for LAX Northside to reduce the amount of development allowed approximately 340 acre Project site to a maximum of 2,320,000 square feet. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights will be allowed within limited areas of the Project site, not to exceed any 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.

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. The objectives of the proposed Project include: balancing the needs of neighborhoods and LAX; meeting rigorous environmental sustainability standards in design, construction, operation, and landscaping; managing vehicle traffic through smart engineering and trip reduction; achieving the best use of the property and fair market value; complying with all applicable zoning, land use, and air traffic regulations; and providing a foundation for other neighborhood improvements and services.

2.2 Existing Setting

2.2.1 Location and Boundaries

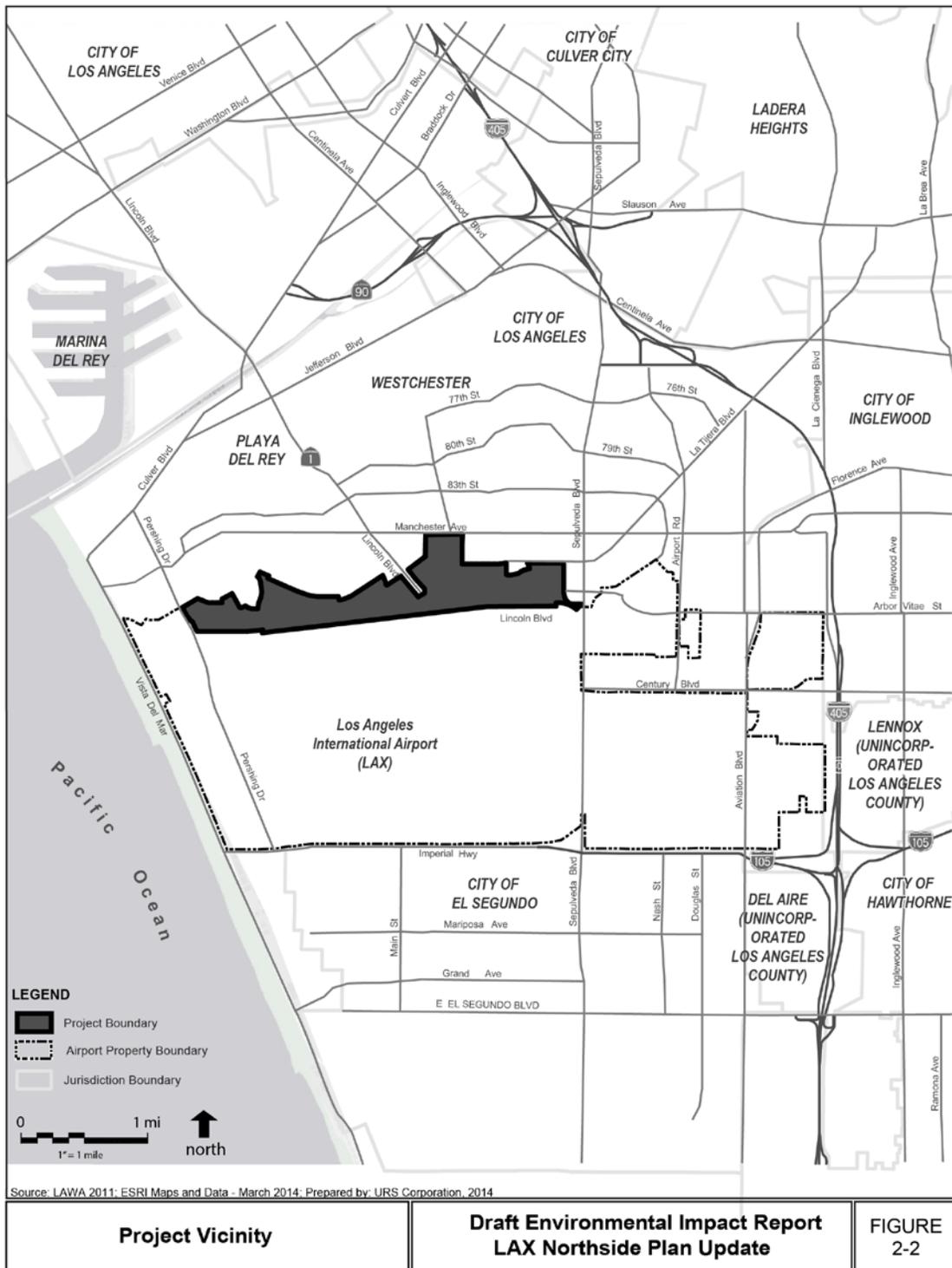
The Project site is comprised of approximately 340 acres within the City of Los Angeles, located approximately 15 miles southwest of downtown Los Angeles (**Figure 2-1**). The Project vicinity includes the Westchester community in the City of Los Angeles to the immediate north, the City of El Segundo and unincorporated community of Del Aire to the south of LAX, the City of Inglewood and unincorporated community of Lennox to the east of LAX, Playa del Rey community in the City of Los Angeles to the immediate west, and the Pacific Ocean further west (**Figure 2-2**). Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State Park to the west, LAX to the south, and Interstate 405 to the east. The Project site is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and generally 91st Street, Manchester Avenue, and 88th Street to the north (**Figure 2-3**).

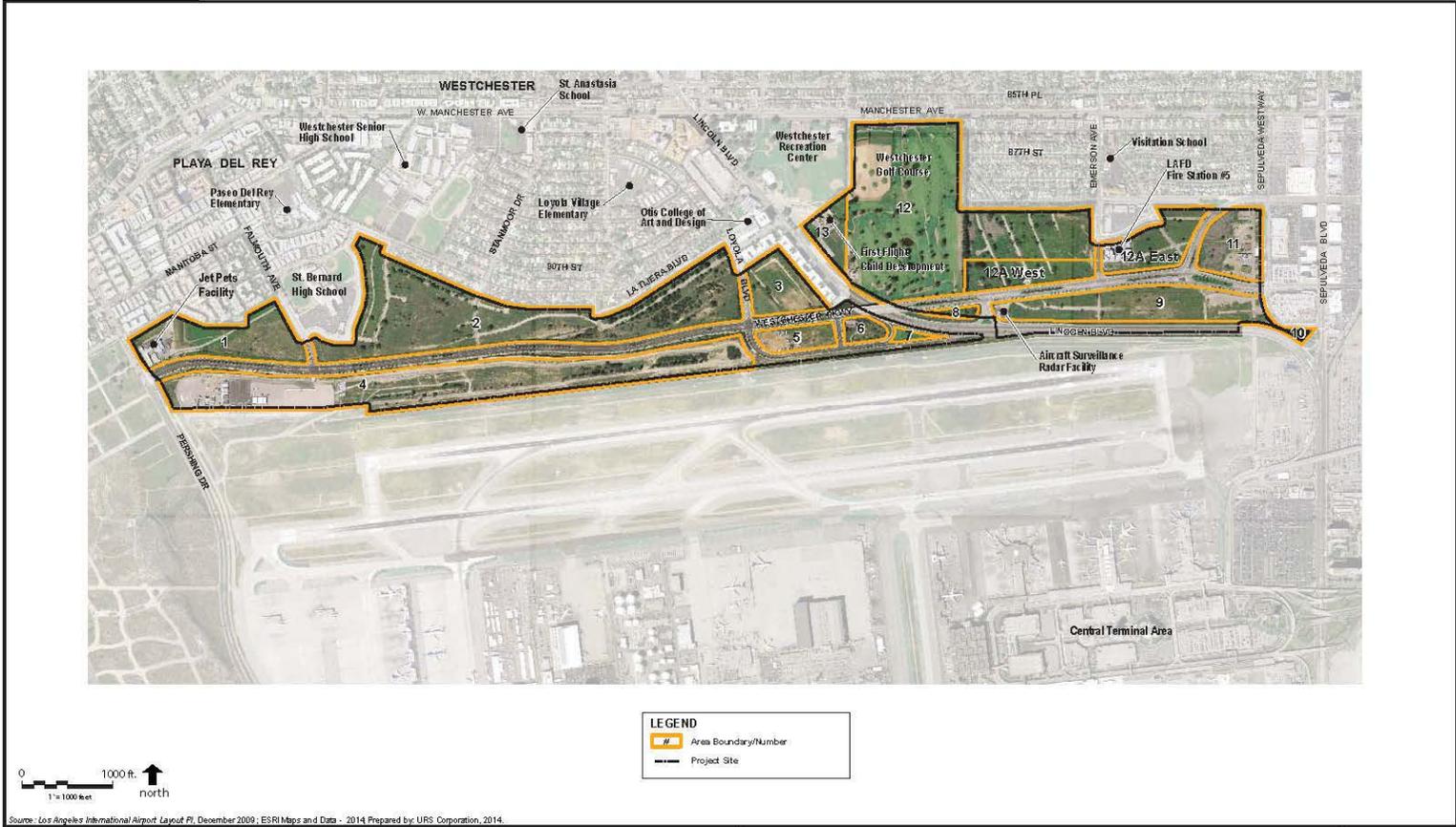


Source: ESRI Maps and Data - March 2013; Prepared by: URS Corporation, 2014

<p>Regional Location</p>	<p>Draft Environmental Impact Report LAX Northside Plan Update</p>	<p>FIGURE 2-1</p>
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2.0 Project Description





Project Site

Draft Environmental Impact Report
LAX Northside Plan Update

FIGURE
2-3

2.0 Project Description

2.2.2 Surrounding Uses

The area surrounding the Project site includes a diverse mix of low- to medium-intensity commercial, residential, and industrial development. To the north of the Project site are single- and multi-family neighborhoods in Westchester and Playa del Rey. Directly to the south are airfields, terminals, and LAX support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. The residential community of Playa del Rey is located to the west, and further west are beaches and the Pacific Ocean.

Open space, educational, public, and community-serving uses are also located near the Project site, as identified in **Figure 2-3**, and include the Playa del Rey Care and Rehabilitation Center, St. Bernard High School and Paseo del Rey Elementary School in Playa del Rey, and in Westchester, Westchester Senior High School, St. Anastasia School, Otis College of Art and Design, and the Westchester Recreation Center, along with Visitation School, several churches, and Carl E. Nielsen Park.

2.2.3 Project Site Existing Conditions

The Project site is composed of 13 Areas totaling approximately 340 acres of land and is referred to as the “LAX Northside.” The entire Project site is owned by LAWA and included on the Airport Layout Plan for LAX.

Westchester Parkway runs from east to west through the Project Site. Westchester Parkway was completed in 1993 to support the development of the 4.5 million square feet of development previously approved for, the Project site. For planning purposes, the 13 Areas that make up the site are grouped into the following three districts shown on **Figure 2-4** the LAX Northside Center District, located west of Lincoln Boulevard and north of Westchester Parkway; the LAX Northside Campus District, located east of Lincoln Boulevard and north of Westchester Parkway; and the Airport Support District, located south of Westchester Parkway.

Currently the Project site largely consists of undeveloped and partially developed land, with limited buildings and improvements, as shown on **Figure 2-3**. The existing uses in each Area are identified in **Table 2-1** and briefly described below.

The only existing development in the LAX Northside Campus District is the Jet Pets animal transportation facility, located on S. Pershing Dr. and Westchester Parkway. This District also contains some streets and related site improvements constructed to support residential development planned before LAWA acquired this property.

The Airport Support District presently consists of mostly vacant land, with an aircraft surveillance radar facility located in the eastern portion of this District. The western portion of this District is currently being used a temporary construction staging area for ongoing airport improvement projects.

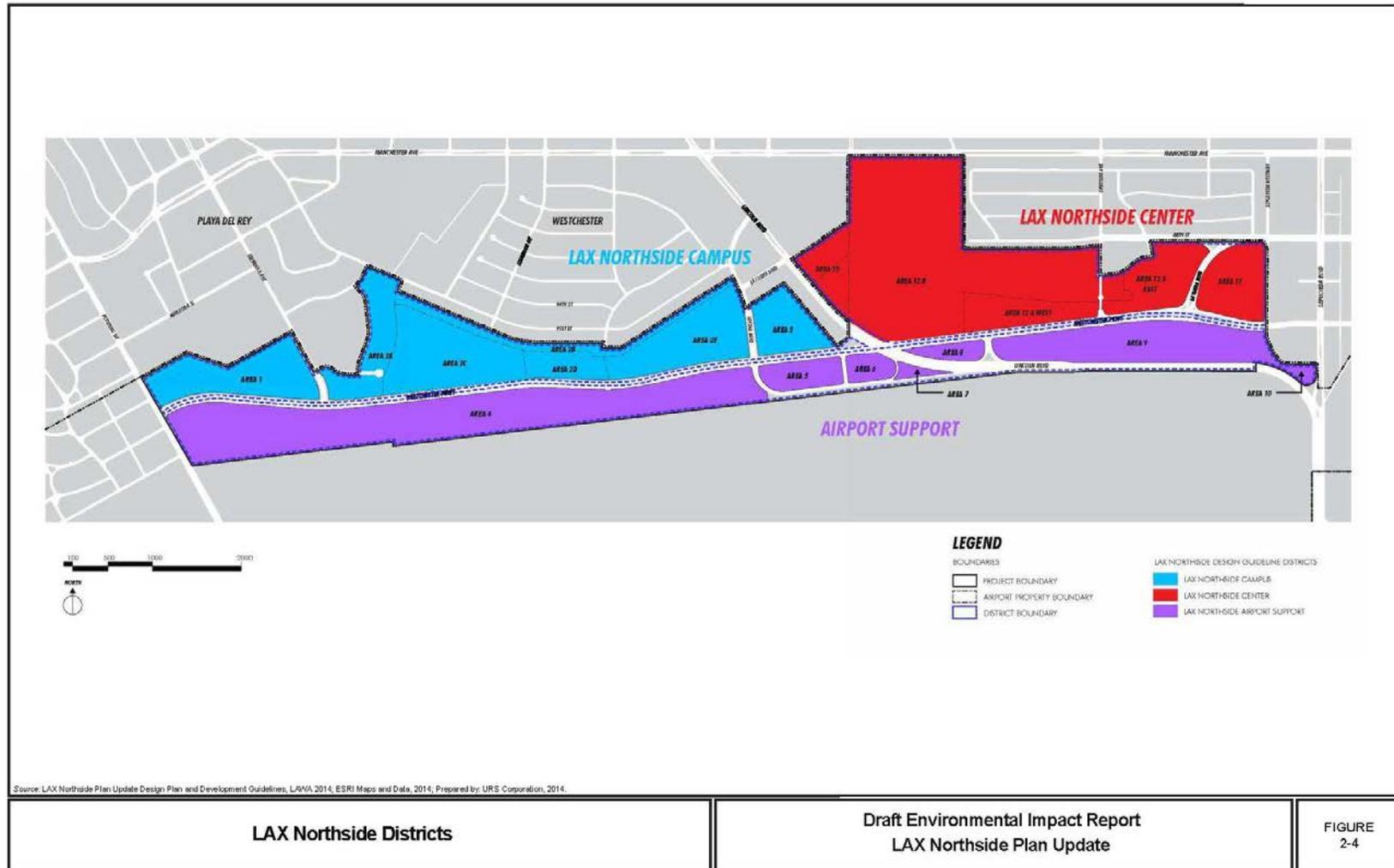
The Northside Center District currently contains the Westchester Public Golf Course, the First Flight Child Development Center on Lincoln Blvd. and LAFD Fire Station #5 on Emerson Ave. The eastern portion of this District is also currently being used as a temporary construction staging area for ongoing airport improvement projects.

**Table 2-1
Existing Land Uses By Area**

	Area Acreage	Existing Uses
LAX Northside Campus District		
1	22.0	Jet Pets Animal Quarantine Facility
2	71.1	Vacant
3	12.0	Vacant
Total LAX Northside Campus District	105.1	
LAX Northside Center District		
11	12.0	Temporary Construction Lay Down
12 A-East	13.5	Los Angeles Fire Station No. 5
12 A-West	10.0	Vacant
12 B	80.2	Westchester Golf Course
13	7.1	First Flight Child Development Center
Total LAX Northside Center District	122.8	
Airport Support District		
4	70.6	Temporary Construction Materials and Staging
5	6.0	Vacant
6	3.3	Vacant
7	1.2	Vacant
8	2.8	Vacant
9	25.8	Airport Radar
10	0.9	Vacant
Total Airport Support District	110.6	
Total Project Site Acreage:	338.5	

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

2.0 Project Description



LAX Northside Districts

Draft Environmental Impact Report
LAX Northside Plan Update

FIGURE
2-4

2.3 Existing Plans and Documents

2.3.1 LAX Plan, Specific Plan, and Master Plan

The following documents and ordinances guide development at the Project site:

- 1984 Zoning Ordinances (159,526; 169,254; and 169,768) and Final Tract Map No. 34836: These entitlements, which currently permit up to 4.5 million square feet of commercial development in the LAX Northside Area, were superceded by the 2004 LAX Specific Plan.
- 1989 Design Plan and Development Guidelines for LAX Northside: One of the conditions of the 1984 approvals required the preparation of this design plan and the associated development guidelines, which are being updated through this Project. The 1989 Design Plan and Development Guidelines recommends uses for each area and the design guidelines address architectural and landscape design and address other design elements, including lighting, signs and street furniture.
- 2004 LAX Plan: Provides the long-range land use policy framework and serves as the land use element for Los Angeles General Plan for LAX, including the LAX Northside. The currently adopted LAX Plan land use designation for the Project site is LAX Northside. This land use designation provides for the development of a variety of uses that are consistent with airport needs and neighborhood conditions, subject to the limits and conditions approved in the 1984 entitlements. The primary uses allowed within the LAX Northside by the 2004 LAX Plan include: commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; schools and community facilities; open space; bicycle paths; and greenway buffers.
- 2004 LAX Master Plan: The comprehensive development program for LAX properties addressed runway and taxiway system modernization, redevelopment of terminal areas, airport access improvement, and passenger safety, security, and convenience enhancements.
- 2004 LAX Specific Plan: This Specific Plan implements the goals and objectives of the LAX Plan by defining zoning and development standards, and contains specific provisions for the Project site. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Northside Zone (LAX-N Zone). The purpose of the LAX-N Zone is to provide for development that is consistent with airport needs and neighborhood conditions. The Specific Plan requires that all projects within the Project site comply with the 1989 Northside Design Plan and Development Guidelines for LAX Northside¹ (Section 11E) and other development requirements contained in Appendix A of the Specific Plan. Additionally, the LAX Specific Plan limits the intensity of development within the Project site by establishing a vehicle trip cap of no more than 3,922 project-related a.m. peak hour trips (or 3,152 inbound trips) and 4,421 project related p.m. peak hour trips (or 3,040 outbound trips) (Section 12-C(2)). LAWA initiated the LAX Specific Plan Amendment Study, or SPAS, in 2006 and the SPAS Report and EIR were adopted in 2013. SPAS identifies and evaluates potential alternatives to the projects which were previously analyzed as part of the LAX Master Plan Program that required further evaluation prior to implementation. SPAS did not change any of the land use regulations for the Project site. SPAS does contemplate a

¹ Area 13 is exempted from this requirement and designated for recreational facilities and other public benefit types of uses.

2.0 Project Description

potential future realignment of Lincoln Boulevard. The proposed Project is consistent with both the existing alignment of Lincoln Boulevard and any potential future alignment.

2.3.2 LAX Master Plan Final Environmental Impact Report

The Final Environmental Impact Report (EIR) for the LAX Master Plan (California State Clearinghouse Project No. 1997061047) included analysis of the potential environmental impacts of development of the LAX Northside per adopted entitlements and contained specific commitments and mitigation measures that apply to the entire LAX property.

2.4 Project Characteristics

2.4.1 Technical Characteristics

2.4.1.1 Overview

As described above, the proposed Project consists of 13 separate Areas, designated as Areas 1 through 13, arranged north and south along the length of Westchester Parkway between Sepulveda Boulevard and South Pershing Drive. The proposed Project consists of three primary planning regions: Areas 1-3, located west of Lincoln Boulevard and north of Westchester Parkway, make up the LAX Northside Campus District; Areas 11-13, located east of Lincoln Boulevard and north of Westchester Parkway make up the LAX Northside Center District; and Areas 4-10, located south of Westchester Parkway, make up the Airport Support District. Area 12 in the Northside Center District is further divided into sub-Areas 12A East, 12A West, and 12B for planning purposes

The proposed land use plan is shown in **Figure 2-5**. The LAX Northside Center District is located adjacent to existing retail and commercial development on Sepulveda Blvd in the Westchester Business District. The LAX Northside Center District is envisioned as having a pedestrian-oriented commercial character on the east intended to complement and enhance the Westchester Business District. A mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office uses, including Airport-related administrative offices, would be allowed in Areas 11 and 12A East in this District.

The LAX Northside Center District also includes the existing Westchester Recreational Center and the 18-hole public Westchester Golf Course in Area 12B. Two community serving uses, the Los Angeles Fire Department (LAFD) Station Number 5 and the First Flight Childcare Center, are also currently located in Areas 12A East and 13, respectively, and the proposed Project would designate Area 12A West for additional community-serving and civic uses.

The LAX Northside Campus District is envisioned as a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north. The creative campus is intended to attract research and development, higher education, technology, media, and/or other creative economy and office uses, including Airport-related administrative offices in Areas 2 and 3. The northern portion of Area 2 would be planned as a 100-foot wide secured landscaped buffer to provide separation between the existing single-family homes to the north along 91st Street and the planned creative campus uses. New recreational space, which would be developed concurrently with the commercial uses planned in this District, is proposed for the westernmost portions of the Project site, and would potentially include playing fields, a dog park, and open space.

The Airport Support District includes the Areas located south of Westchester Parkway. Given their proximity to the LAX North Airfield and the existing airport radar equipment in Area 9, private commercial development is not proposed for these Areas. Land uses in Areas 4, 5, 6, 7, 8, 9, and 10 would include uses for airport support, such as maintenance shops, storage, parking, and temporary construction staging areas. Aircraft engine testing would be prohibited in these Areas.

Primary access would be provided by Westchester Parkway, which currently includes bikeways. The proposed Project would create an enhanced pedestrian environment along Westchester Parkway promoting connectivity between the LAX Northside Area, the Westchester Business District to the east, and recreational uses to the west.

Adoption of the proposed Project could permit the development of up to 2,320,000 square feet, with the majority of this development planned in the eastern portions of the Northside Center and Campus Districts, as described above, with areas designated for recreation uses, open space, and buffer space.

The proposed Project would also include vacation of Cum Laude Avenue along the western edge of Area 2, and development or extension of existing supporting infrastructure, including new parking lots, drainage systems, sewer systems, and other infrastructure needed to support the allowed development.

All future development within the Project site would be governed by the amended LAX Specific Plan and proposed LAX Northside Design Guidelines and Standards. As described above, the LAX Specific Plan currently limits the total amount of vehicle trips that can be generated by land uses within the LAX Northside Area. The proposed LAX Northside Design Guidelines and Standards address urban design, architecture, landscape materials and design, pedestrian infrastructure, and graphics and signage. The maximum amount of development in each District is defined and the allowed uses in each Area are identified. Standards addressing building heights, massing and setbacks, are also provided. The proposed Project would also provide limited flexibility to allow transfers and exchanges of development rights, as discussed further below.

2.4.1.2 Proposed Land Uses and Illustrative Site Plan

The proposed Project would permit a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses as identified in the Land Use Plan in **Figure 2-5**. The allowed land uses in each of the land use categories identified on the Land Use Plan are identified in **Table 2-2**.

2.0 Project Description

Table 2-2

LAX Northside Plan Update Land Use Categories

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

Note:

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

Source: LAWA, 2014.

The proposed LAX Northside Design Guidelines and Standards includes the Illustrative Site Plan provided in **Figure 2-6** which depicts the primary open space and recreational features of the proposed Project and shows the pattern of development that would be permitted under the proposed development standards and design guidelines. While the specific locations and orientations of the buildings and other structures are not known at this time, the Illustrative Site Plan represents a reasonably foreseeable development scenario that could occur based on existing and anticipated market conditions.

Specific features included in the proposed LAX Northside Design Guidelines and Standards to minimize the effects of the proposed development reflected in the Illustrative Site Plan include the fenced and secured 100-foot wide landscape buffer on the northern edge of Area 2, the 20-foot wide landscape buffer on the northern edge of Area 1, and the proposed urban design and architectural guidelines addressing building location and orientation. These guidelines require all buildings in Areas 2, 11, and 12A be located adjacent to the required setbacks on Westchester Parkway, La Tijera, and Sepulveda Westway. In Area 11, all buildings located adjacent to 88th Street and La Tijera are also required to step back by one foot for each additional foot of height above 15 feet. In addition, all buildings in Areas 2C and 2E are also required to have a minimum

of 65 percent of the ground floor of all buildings to be located within 250 feet of property line on Westchester Parkway.

The Illustrative Site Plan, along with the restrictions stipulated in the proposed LAX Northside Design Guidelines and Standards, defines the reasonably foreseeable development scenario that is evaluated in this Draft EIR. The proposed LAX Northside Design Guidelines and Standards define development standards (maximum heights, required setbacks) and design guidelines addressing building form, orientation and design that would apply to all future development at the Project site. The LAX Northside Plan Update Draft EIR fully evaluates all potential impacts of the proposed development based on these proposed standards.

The proposed LAX Northside Design Guidelines and Standards are intended to reinforce the LAX Northside as a buffer area between LAX and the surrounding community by reshaping the topography of the site and allowing compatible development in certain areas. The grading concept ensures new buildings will comply with applicable FAA height restrictions and orient the LAX Northside to Westchester Parkway while buffering the existing neighborhoods to the north. This grading concept will better link future development to recreational opportunities along Westchester Parkway and lower the grade of development on the LAX Northside relative to existing residential neighborhoods to the north.

The main unifying design feature of the LAX Northside is a proposed continuous pedestrian paseo along Westchester Parkway. Beginning in Area 11, adjacent to the existing Westchester Business District, the paseo will extend west along Westchester Parkway to Pershing Drive, where it will connect to the existing recreation path to the beach. This nearly three (3) mile landscape feature will be composed of the existing ten (10) feet of sidewalk and a twelve (12) foot wide path of stabilized decomposed granite, with landscaping. Vehicular entries and other breaks in the paseo will be minimized to enhance the pedestrian experience. A typical cross-section and plan showing a section of this new paseo incorporating recreational amenities is shown in **Figure 2-7**.

Activity along the paseo will be promoted with the introduction of entry plazas and shared common spaces that relate to the adjacent uses. These could include outdoor restaurant patios, additional features such as fountains and green space, or plaza spaces that connect buildings to the paseo.

The intent of focusing pedestrian activity along Westchester Parkway in this paseo, and restricting access from the north and into adjacent neighborhoods, is to create a safe environment that is compatible with the secure airfield areas to the south of Westchester Parkway and the residential neighborhoods to the north.

The permitted land use categories, maximum structure heights, and maximum amount of development proposed for each Area are summarized below in **Table 2-3**. The planned character of each District is briefly described below.

LAX Northside Campus District

The LAX Northside Campus is planned as a low to mid-rise, retail and office environment extending from Sepulveda Westway to Lincoln Boulevard. Vehicular access will be allowed primarily off of Westchester Parkway, with secondary access allowed along La Tijera Boulevard and Sepulveda Westway.

Building setbacks and setbacks along Westchester Parkway and La Tijera Boulevard are planned to create a pedestrian environment that works with the proposed paseo and consolidates pedestrian activity along primary building frontages.

2.0 Project Description

As presented in **Table 2-3**, the proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Campus District, with the majority of this development consisting of commercial and community and civic uses in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1.

The proposed grading concept and building height limits will minimize the visual presence of new developments from the residential neighborhoods to the north. In Areas 2 and 3, grading strategies will bring building elevations down in height to orient the buildings to Westchester Parkway, while in Area 1 existing grading will be preserved to separate the open space uses planned of this areas from Westchester Parkway.

Landscape Buffers are required in two separate locations in the LAX Northside Campus District, a 100-foot wide fenced and secured buffer area along the northern edge of Area 2 and a 20-foot buffer along the northern edge of Area 1. Buildings, parking, and pedestrian access are prohibited in these buffer areas.

LAX Northside Center District

The LAX Northside Center District is planned as a low-rise, low density office, and research and development park extending from Lincoln Boulevard west to Falmouth Avenue. Site access will be controlled, with project entry points planned as major design features along Westchester Parkway, incorporating graphic and landscape elements.

Along the north side of Westchester Parkway, buildings will be diverse in design character but will maintain a relationship to the street. Wider setbacks are required at major access points are located with smaller setbacks required elsewhere to create a campus-like environments. These design strategies are intended to reinforce a pedestrian scale within each development that integrates with the Westchester pedestrian paseo.

A maximum amount of 645,000 net square feet of new development would be permitted in the LAX Northside Campus District, consisting of up to 470,000 square feet of commercial development in Areas 11 and 12A East and 175,000 square feet of new community and civic uses in Areas 12A West and 13.

LAX Airport Support District

The areas south of Westchester Parkway will be comprised of low-rise, light industrial structures. The existing site entrance and security checkpoint at the intersection of Falmouth Avenue and Westchester Parkway will be maintained, allowing a secured access point for employees. The topography of this District, including existing landscape berms will be preserved to limit the visibility of new buildings and activities from Westchester Parkway and the new development planned in the Northside Campus District.

Up to 600,000 net square feet of new development would be permitted in Areas 4-10 in the Airport Support District, with the majority of building density being allocated to Area 4.

Table 2-3

Land Uses, Heights, and Square Footage Permitted Under the Proposed Project

Area	Permitted Land Use Category^a	Maximum Height From Grade	Net New Square Footage
LAX Northside Campus District			
Area 1	Open Space and Recreation	45'	10,000 ^c
	Office, Research and Development ^b		
Areas 2 & 3	Office, Research and Development	Area 2: 45'	1,065,000
	Community and Civic		
	Open Space and Recreation	Area 3: 60'	
LAX Northside Center District			
Areas 11, 12A East	Mixed Commercial Use	60'	470,000
	Community and Civic		
Area 12A West	Community and Civic	30'	130,000
Area 12B	Open Space and Recreation	N/A ^c	N/A ^c
Area 13	Community and Civic	45'	45,000
Airport Support District			
Areas 4-10	Airport Support	30'	600,000
Total			2,320,000

Notes:

The proposed Project provides for limited transfers and exchanges of development rights and land uses, not to exceed specified development, environmental and design constraints, within the LAX Northside Campus District (Areas 1-3), within the LAX Northside Center District (Areas 11-13), and within the Airport Support District (Areas 4-10). In no case would the Project uses exceed a cumulative total of 2,320,000 net new square feet or 23,635 total daily vehicle trips.

^a = For a more detailed list of permitted uses per land use category, please see Table 2-2.

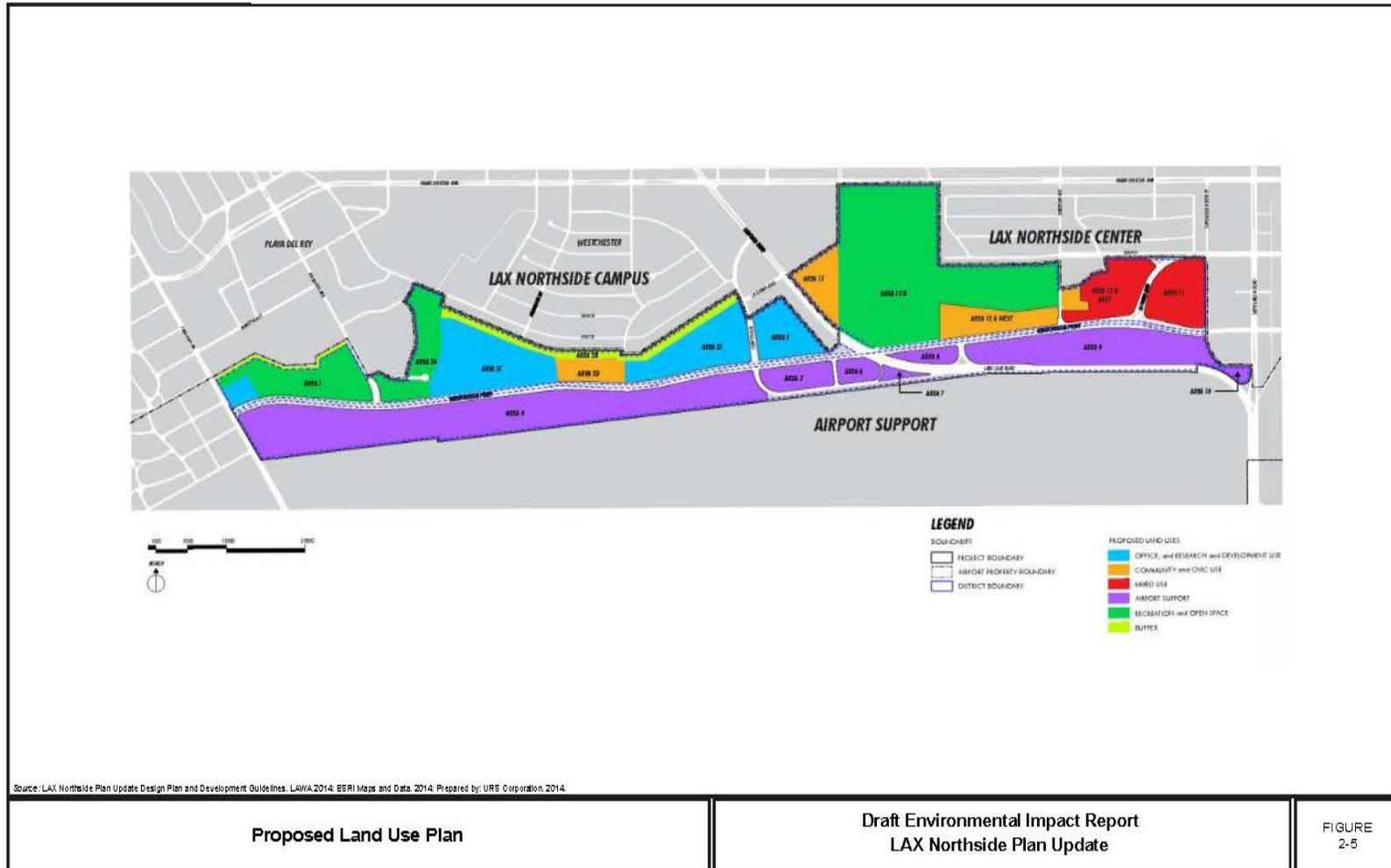
^b = Office, Research, and Development uses would only be developed on Area 1 in the event the Los Angeles Bureau of Sanitation (LABOS) facility is not approved.

^c = Intended for recreational support structures including snack shops, toilets, office space, equipment storage, and maintenance storage.

The proposed Project would not change the existing Westchester Golf Course.

Source: LAWA, 2014.

2.0 Project Description



Proposed Land Use Plan

Draft Environmental Impact Report
LAX Northside Plan Update

FIGURE
2-5

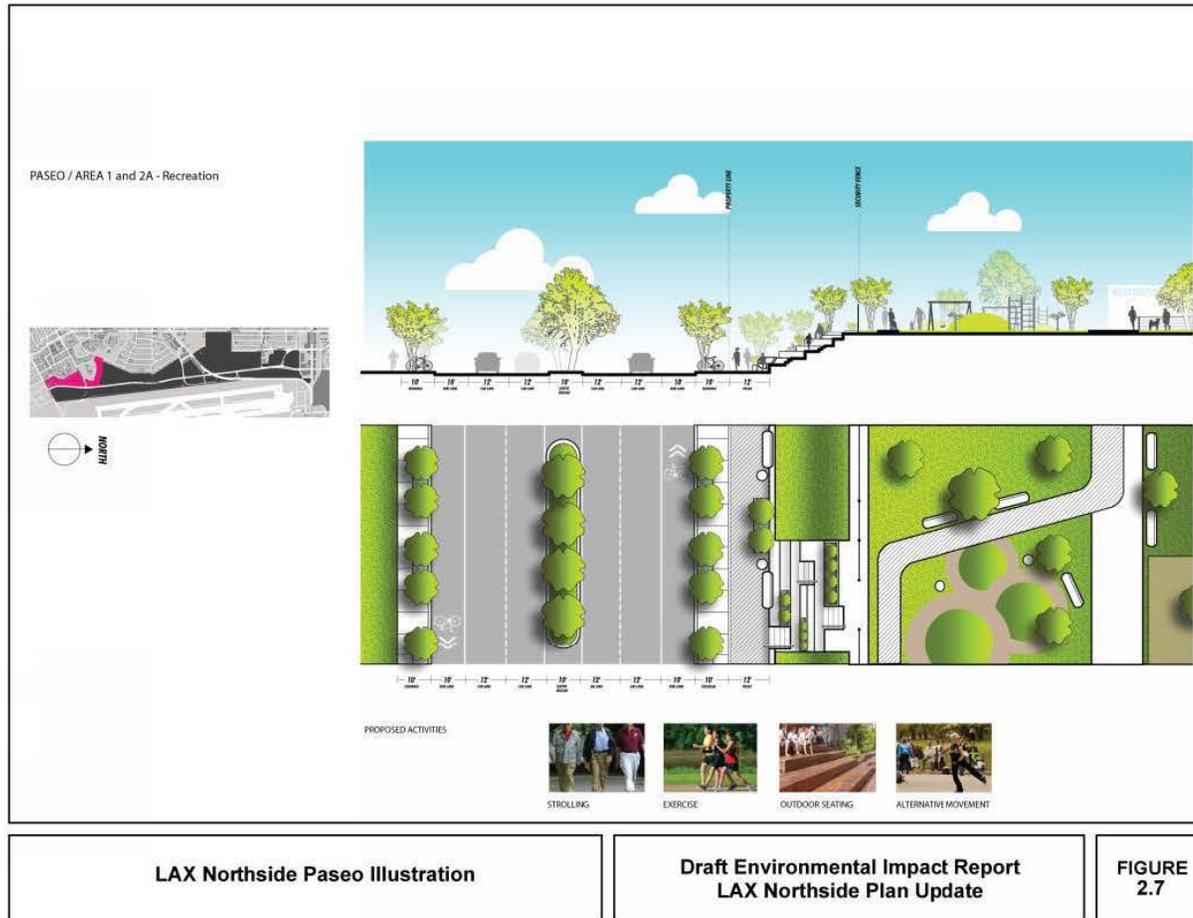


Illustrative Site Plan

**Draft Environmental Impact Report
LAX Northside Plan Update**

**FIGURE
2.6**

2.0 Project Description



These proposed land uses for each Area are described below in further detail, with the location of each Area shown in **Figures 2-8 through 2-13**.

2.4.1.2.1 LAX Northside Center District

Area 11



Figure 2-8 – Area 11 Key Map

Area 11 is located adjacent to the existing Westchester Business District on Sepulveda Boulevard. The proposed Project identifies Area 11 as an extension of the Westchester Business District to the east and as a link to the balance of the Project site to the west. A vibrant, community-serving, mixed-use development is envisioned, which would include retail, restaurants, services, hotel, and

office development with buildings up to 60 feet high from grade. All buildings would be required to be setback 50 feet from Westchester Parkway, 30 feet from La Tijera Boulevard on the north and 15' from La Tijera Boulevard on the west and Sepulveda Westway on the east. All buildings would be required to be located adjacent to these setbacks on La Tijera Boulevard and Sepulveda Westway. In addition, all buildings located adjacent to La Tijera Boulevard and 88th Street are required to be stepped back one foot for each additional foot of height above 15'. A pedestrian environment would be encouraged along Westchester Parkway, with connections to the adjacent Westchester Business District. Below-grade parking would be permitted, and transit uses, such as a potential future light-rail or subway station, would also be permitted in this Area.

Area 12A (East and West)



Figure 2-9 – Area 12A-E & W Key Map

The proposed Project would permit the same uses in Area 12A East (east of Emerson Avenue) as Area 11, and would allow an extension of a pedestrian oriented mixed-use development. Since it is located at a greater distance from the Westchester Business District, however, Area 12A East would likely be characterized more by office development than retail development. In the event that

Area 12A East is developed with uses that generate employees, pedestrian access to the Westchester Business District and its existing retail and restaurant facilities would be encouraged. Building heights permitted in Area 12A East would be up to 60 feet high from grade. An 18-foot building setback would be required on the southern and eastern edges of this Area along Westchester Parkway and La Tijera Boulevard in Area 12A East and a 30-foot setback would be required on W. 88th Street. All buildings in this area are also required to be located adjacent to these required setbacks on Westchester Parkway and La Tijera Boulevard. The existing LAFD Station Number 5 would remain at its current location and configuration in Area 12A East.

Area 12A West to the west of Emerson Avenue would permit development of community, civic, cultural, or other nonprofit uses with building heights of up to 30 feet high from grade with 15-foot setbacks from Westchester Parkway and Emerson Avenue

2.0 Project Description

Area 12 B (Westchester Golf Course)



Figure 2-10 – Area 12 B Key Map

Area 12B, located north of Westchester Parkway, is already developed with the Westchester Golf Course. The proposed Project does not include any changes to existing uses in Area 12B. The existing Westchester Golf Course would remain at its current location and configuration.

Area 13



Figure 2-11 – Area 13 Key Map

The northern portion of Area 13 includes the existing First Flight Child Development Center. The proposed Project would permit community-serving uses on the remaining undeveloped portion of Area 13 with building heights of up to 45 feet high from grade to be setback 15 feet from Lincoln Boulevard. The existing First Flight Child Development Center would remain at its current location and

configuration.

2.4.1.2.2 LAX Northside Campus District

Area 1



Figure 2-12 – Area 1 Key Map

Open space and recreation uses, in conjunction with offices, business parks, and research and development uses would be permitted in Area 1.² The existing Jet Pets facility, the only currently developed portion of Area 1, will remain in place on the western portion of Area 1. Any new buildings in this Area would be restricted to a height of 45 feet from grade and setback 38 feet from Pershing

Drive and Westchester Parkway, 30 feet from Falmouth Avenue, and 80' from the northern edge of this District. In addition, the proposed LAX Northside Design Guidelines and Standards require a 20-foot landscaped buffer along the northern edge of this Area to enhance the compatibility of uses in this Area with the existing multi-family residential development to the north.

² As a related project to the LAX Northside Plan Update, the LABOS has proposed to construct a below-grade stormwater treatment and ground water injection facility in Area 1. The proposed Project would permit the undeveloped portion of Area 1 above the proposed stormwater treatment and ground water injection facility to be used as recreational open space in the event that this related project is implemented, which may include playing fields, a dog park, and parking for these uses.

Area 2



Figure 2-13 – Area 11 Key Map

Area 2, the largest of the Project Areas, is envisioned as a low intensity, landscaped campus of buildings up to 45 feet high from grade with surface parking, and would be developed to attract research and development uses, which may include creative economy tenants, conventional office tenants, and higher educational uses. Most buildings would be located along the southern

portion of Area 2, and all buildings would have vehicular and pedestrian access solely from Westchester Parkway and Loyola Boulevard. All buildings would be required to be setback 38 feet from Westchester Parkway. In addition, the westernmost portion of Area 2 would be designated as recreational open space intended for additional community playing fields and associated parking, to be developed in conjunction with other commercial uses in Areas 2 and 3. Finally, a 100-foot wide secured landscaped buffer, which would prohibit public access, would be required along the entire northern edge of Area 2 to help maintain separation between any future development and existing offsite residences along 91st Street. In addition, all buildings in Area 2 would be required to be located adjacent to the required setback area on Westchester Parkway and have a minimum of 65 percent of the ground floor located within 250 feet of the property line on Westchester Parkway. As part of the proposed Project, Cum Laude Avenue, located along the western edge of Area 2, could be vacated to allow for the St. Bernard High School to develop and use additional playfields adjacent to the existing school.

Area 3



Figure 2-14 – Area 13 Key Map

Located just east of Area 2 and bounded on the north by an existing offsite four story apartment complex, Area 3 is proposed as an extension of the Area 2 office campus. Given the existing height of the adjacent apartment building and lack of adjacent low-rise single-family homes, building in Area 3 would be allowed to extend up to 60 feet high from grade. All buildings would be required to be setback 38 feet from Westchester Boulevard,

15 feet from Loyola Boulevard and 20' from the northern and western edges of this Area.

2.0 Project Description

2.4.1.2.3 Airport Support District

Areas 4, 5, 6, 7, 8, 9, and 10



Figure 2-15 – Areas 4-14 Key Map

The Areas south of Westchester Parkway (Areas 4 through 10) have a distinctly different character from the Areas north of Westchester Parkway due to their close proximity to the LAX North Airfield and associated aircraft noise exposure, federally-mandated safety requirements and height restrictions, which limit their potential for commercial use.

The proposed Project would designate Areas 4 through 10 for airport support uses, which would include maintenance and repair shops, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction materials staging, parking, and airport recycling yards. Due to federally-mandated height restrictions, building heights in Areas 4 through 10 would be limited to 30 feet high from grade.

2.4.1.3 **Transfers of Development Rights and Land Use Equivalency Program**

The development program identified in **Section 2.4.1.2** would provide for a variety of uses within the LAX Northside Area. The proposed Project would provide for future development to respond to future market conditions by allowing transfers and exchanges of development rights and land uses between Areas within the LAX Northside Center, Northside Campus, and Support Districts.

As all development would be required to comply with the proposed height restrictions, setback requirements, and design standards, any such transfers would not substantially change the physical form of future development or the intended design character from what is described above. Specifically, as described above, the combination of the height limits, required setbacks, and design guidelines for new buildings would strictly limit the location and physical form of new buildings regardless of the use. The building location criteria require buildings in Areas 2, 11 and 12 to be located adjacent to Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway and that the majority of the ground floor of any building in Area 2 be located within 250 feet of the property line on Westchester Parkway. In addition, all buildings in Area 11 also have to stepback one foot for each additional foot of height above 15 feet.

In no event would the total development within the Project site exceed 2,320,000 net new square feet or be allowed to generate more than the 23,636 total daily vehicle trips currently allowed by the LAX Specific Plan.

2.4.1.4 **Open Space and Recreational Areas**

The proposed Project would define areas of open space that would be used for recreational or buffer purposes. New open space would serve the needs of the surrounding communities, future employees of the proposed development within the LAX Northside Area, and visitors by including amenities such as play fields, outdoor gathering places, and landscaped areas for passive recreation.

As required by FAA regulations, development of the Project site must achieve fair market value. Therefore, development rights will be assigned to open space Areas and transferred to commercial development Areas to ensure that a fair market value is achieved for all Areas. Consistent with FAA grant requirements and Los Angeles requirements, development of the proposed Project is required to achieve fair market value.

Recreational uses, open space areas, and other public amenities will be developed concurrent with the planned commercial uses through a transfer of development rights program to ensure that fair market value is achieved for all Areas within the Project site, while providing open space and recreational amenities for the surrounding communities and future employees. Accessory buildings, up to 10,000 square feet in size, may be developed in these areas to support recreational activities.

2.4.1.5 Urban Design and Sustainability Guidelines

The proposed Project would update the 1989 Design Plan and Development Guidelines for LAX Northside to include new requirements for sustainability, as well as revised parameters for height and massing, building setbacks, signage, street furniture, and landscaping. The proposed LAX Northside Design Guidelines and Standards would define an urban design framework for future development of the LAX Northside Area by providing LAWA, developers, and surrounding communities clearly defined design standards and guidance. While individual projects would have the flexibility to determine their own architectural styles, the proposed development guidelines are intended to ensure that future development within the Project site meets LAWA's high standards for sustainability and achieves compatibility with neighboring airport, residential, educational, and business communities.

The proposed architectural design guidelines address building form by requiring all buildings located within 150 feet of any home or sensitive open space or community use to maximize privacy by orienting buildings to minimize views of these adjacent uses, off-set windows from any windows in adjacent buildings to preclude any direct views, use translucent glass or clerestory windows to interrupt any potential direct views, and have a window sill of 4 feet or higher on all building facades facing north. The proposed design guidelines also include specific standards for building articulation to visually break down the mass of all new buildings.

One major objective of the proposed Project is to incorporate the latest standards in sustainable design and construction into future development on the Project site. In addition to LAWA's *Sustainable Airport Planning Design and Construction Guidelines (Version 5.0)* and existing sustainability practices, the proposed Project's sustainability guidelines would promote optimal energy and water efficiency by providing guidance on required lighting, water usage and fixtures, building orientation, and use of recycled or sustainable building materials specific to development of the Project site.

The proposed landscape design guidelines address sustainability by requiring the use of native plant species in all landscape areas. 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.

2.0 Project Description

2.4.2 Economic Characteristics

The proposed Project includes a mix of uses and transfers of development rights and land use equivalency program intended to respond to current and future market conditions, achieve fair market value, generate employment opportunities, and enhance the existing Westchester Business District.

The land uses proposed for the Project site were determined through a review of currently permitted uses, determination of FAA and Los Angeles County Airport Land Use Commission (ALUC) compatible land uses, and consultation with developers and real estate professionals familiar with the market and the Project site vicinity. Available market data and trends were also assessed as part of a retail “void analysis” to help determine the retail uses to be permitted at the Project site. A potential schedule was developed to project how much square feet of each use type could be absorbed by the market annually. Based on these assumptions, all development could be completed by 2022. All projections regarding absorption and actual market value of the land are speculative and based on best available estimates of future demand. At build-out, the proposed Project is estimated to support approximately 7,600 jobs.

Additionally, development of the Project site must achieve fair market value, per applicable regulations and land grant assurances. As the LAX airport sponsor, LAWA must comply with U.S. law and FAA policy, including the Airport and Airway Improvement Act of 1982, FAA Order 5190.6B, “Airport Compliance Manual,” and FAA’s Revenue Use Policy. Specifically, Los Angeles must receive fair market value for the non-aviation use (i.e., lease or sale of land to be developed with airport-compatible uses) of airport land and use the revenue in accordance with relevant FAA law and grant assurances.

2.4.3 Environmental Characteristics

The Project site is located within a highly-developed, urbanized area consisting of airport-related, commercial, and residential uses. While the majority of the Project site is currently vacant, the land was previously developed with residential structures, and some parts of the Project site retain paving and roads associated with this previous development. Existing development within the Project site includes an LAFD fire station, airport support uses, a child care facility, a golf course, an animal quarantine facility, temporary construction laydown, and temporary airport-support structures south of Westchester Parkway. Portions of the Project site are covered with vegetation, including shrubs, trees, and grasses. The southern portion of the Project site is relatively flat, while north of Westchester Parkway, the Project site includes gently sloping areas.

2.4.4 Supporting Public Service and Facilities

2.4.4.1 Circulation

Primary access to the Project site from the east and west is provided via Westchester Parkway and from the north and south is provided via Sepulveda Boulevard, Lincoln Boulevard, and South Pershing Drive. Secondary access is provided by Loyola Boulevard, La Tijera Boulevard, and Falmouth Avenue. The Project site is not currently accessible from residential streets to the north, and the proposed Project would not change this. There are no bus lines serving the Project site, but both bus and rail transit service are available as part of the public transit system in the Project site vicinity. The Los Angeles County Metropolitan Transportation Authority (Metro) Green Line provides light-rail transit service in the Project site vicinity. Bus transit

providers serving the Project site vicinity include Metro, Culver City Bus, Santa Monica Big Blue Bus, Torrance Transit, Beach Cities Transit, and the Los Angeles Department of Transportation (LADOT) Commuter Express. Metro provides five bus lines in the form of local, express, shuttle, and rapid bus service in the Project site vicinity. Culver City Bus provides two local and rapid bus lines in the area. Santa Monica Big Blue Bus provides two local and rapid bus lines in the area. Torrance Transit and Beach Cities Transit each provide one local bus line in the area. LADOT Commuter Express provides one express bus line in the area. Implementation of the proposed Project would also include vacation of Cum Laude Avenue.

2.4.4.2 Water Supply

Water is provided by the Los Angeles Department of Water and Power. Reclaimed water lines exist on the north and south side of Westchester Parkway and serve the irrigation system for existing landscaped areas. The Project site also contains a loop system network of domestic and fire water lines varying in size from 6 inches to 12 inches, which are connected to the water lines on the adjoining roadways. A 24 inch ductile iron pipe water line also runs west-east from South Pershing Drive to Sepulveda Boulevard along the south side of the Argo Drainage Channel.

2.4.4.3 Sewer/Wastewater

Wastewater treatment is provided by the Los Angeles Hyperion Treatment Plant. The existing sewer system in the vicinity can be divided into three areas according to its connection point or outfall. There is an existing sewer mainline along Westchester Parkway except for a 700' gap between Loyola Boulevard and Lincoln Boulevard. The existing sewer mainlines vary in size from 8 inches to 18 inches of clay pipe. Between South Pershing Drive and Stanmoor Drive (Area 1, southwest portion of Area 2 and west portion of Area 4) the existing sanitary sewer system flows from south to north and through an 18 inch clay pipe along Falmouth Avenue. Between Stanmoor Drive and Emerson Avenue (East portion of Areas 2 and 4, Areas 3, 5, 6, 7, and west portion of Areas 9 and 12A) the existing sanitary sewer system outfalls to the North Central Outfall Sewer (NCOS) at the intersection of Westchester Parkway and Georgetown Avenue. The existing sewer mainline varies from 12 inches to 18 inches at the connection point. Finally, between Emerson Avenue and Sepulveda Boulevard (Areas 10, 11, and east portion of Areas 9 and 12A) the existing 8 inch sewer clay pipe on Westchester Parkway and 18 inch clay pipe on La Tijera Boulevard join and flow west along Westchester Parkway, then south along El Manor Avenue.

2.4.4.4 Solid Waste Disposal

Solid waste in Los Angeles is collected by municipal agencies and private refuse haulers. Waste collected by these entities is disposed of at eight regional landfills located from south to north in Puente Hills, Calabasas, Scholl Canyon, Bradley West, Sunshine Canyon, Chiquita Canyon, Antelope Valley, and Lancaster. LAWA implements various programs to reduce solid waste. LAWA's Construction and Maintenance, Recycling Division intends to achieve a 70 percent waste reduction goal by 2020.

2.4.4.5 Stormwater/Drainage

In general, the Project site drains from north to south and discharges to the northern perimeter drainage system of LAX. The Project site is part of the Argo sub-drainage area that is tributary to the Santa Monica Bay watershed. The Areas north of Westchester Parkway flow through the

2.0 Project Description

existing catch basins and inlets that are connected to storm drain lines on the adjacent streets. The existing storm drain mainlines vary in size from 27 inches to 96 inches and flow south to the LAX drainage system. Based on existing topography, the Project site is divided into two drainage areas by the high point located between Stanmoor Drive and Rayford Drive. The east portion discharges to the existing LAX perimeter ditch (Argo Channel) located between Westchester Parkway and Runway 24R-6L while the west side connects to the existing reinforced concrete box (RCB, 11'-3"W x 13'-6"H) located at the downstream end of the existing Argo Drainage Channel. The Areas to the south of Westchester Parkway drain directly to the adjacent Argo Drainage Channel. The proposed Project would allow a below-grade stormwater and ground water injection treatment facility as a permitted use on Area 1; however this facility would be subject to its own environmental review and all applicable permits.

2.4.4.6 Parks and Recreation

There are five parks located within the Project site vicinity. Directly west of the Project site border is the Isidore B. Dockweiler State Beach and the County of Los Angeles maintained South Bay Bicycle Trail. Parks within the vicinity of the Project site also include the Westchester Recreation Center, Carl E. Nielsen Youth Park, and Vista del Mar Park. The Project site includes the Westchester Golf Course, a public golf course, which would remain in its current location and configuration. The proposed Project would also allow development of new open space and recreational uses on Areas 1 and 2.

2.5 Project Construction and Schedule

Development is anticipated to occur over a six and a half year period from 2015 to 2022. Development of each Area would require permit approvals and consist of site preparation, and construction of buildings and site improvements. Typical site preparation actions that would be required to prepare the Areas for future development would include earthwork, including grading, clearing of brush and debris, and excavation.

This anticipated phasing schedule is based on observed real estate development trends for the Project site vicinity. The actual timeline for development of the proposed Project components is subject to change based on market conditions and may deviate from the phases outlined here. Construction for each parcel and building is anticipated to take approximately 18 months and all buildings are assumed to be completed in the middle of each year.

Any future construction on the Project site would be required to incorporate mitigation measures and commitments from the LAX Master Plan Final EIR, and any new mitigation measures associated with the adoption of this EIR. Future construction would also be required to comply with the Los Angeles Municipal Code (LAMC) provisions for construction activity, including limits on the days and times when construction is permitted.

2.6 Statement of Objectives

CEQA Guidelines state that a clearly written statement of project objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR, and will aid decision makers in preparing findings, or a statement of overriding considerations, if necessary. The statement of objectives includes the underlying purpose of the project.

The underlying purpose of the proposed Project is to permit development that creates a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses. LAWA seeks to foster this development by updating the provisions of the LAX Specific Plan and 1989 Design Plan and Development Guidelines for LAX Northside in order to incorporate community input and current best-practices in sustainability and urban design. The proposed Project would help to revitalize the Project site while providing development that would serve the needs of surrounding communities and LAWA.

The following specific proposed Project objectives support the underlying purpose:

2.6.1 Economic Development

- Enable Project site development with financially viable uses in compliance with applicable LAWA and FAA requirements.
- Ensure that Project site development achieves fair market value.
- Develop a new vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses.
- Revitalize the Project site by permitting a variety of uses that reflect and can adapt to current and future market demands.
- Provide space for new industries within a campus-like office environment that can accommodate a variety of users.
- Protect private investment, both existing and future, by assuring compatibility among adjacent developments and avoiding future conflicts.
- Enable the development of complementary and synergistic uses that create a critical mass to support economic vitality in the Project site and surrounding communities.

2.6.2 Community Compatibility, Urban Design Guidelines, and Sustainability

- Establish an appropriate scale for development.
- Provide a buffer consisting of airport-compatible uses and landscape areas between LAX operations to the south and existing residences to the north.
- Create a development program that is consistent with the LAX Plan and LAX Specific Plan.
- Create an environmentally sound development that reduces environmental impacts through a comprehensive program of sustainability guidelines consistent with existing LAWA standards.
- Establish development guidelines that are flexible yet reflect the latest best-practices in urban design and sustainability, including the promotion of native landscape strategies, and comply with established FAA airport safety regulations.
- Provide viable transportation options and connections.
- Create new development that is compatible with LAX operations and other LAWA projects.

2.0 Project Description

- Reflect current community and stakeholder interests for additional open space, research and development, recreation, security, community-serving uses, and economic development.
- Ensure that new development enhances neighboring communities through additional landscaping, public facilities, open space, and pedestrian and bicycle amenities.
- Minimize parking and traffic impacts on neighboring residential communities.

2.6.3 Approval Process

- Establish an overall framework of land uses and development standards that can be applied within the Project area over time.
- Provide LAWA with a basis for reviewing and coordinating project development plans.
- Establish a high level of design standards and a method for reviewing projects for conformance with those standards.
- Streamline the approval process, and provide certainty and consistency for future developments.

2.7 Intended Uses of the EIR

2.7.1 Required Approvals

This section includes a list of agencies and permits and approvals known, or assumed to be required for one or more components of the proposed Project, as required by State CEQA Guidelines Section 15124(d). Other approvals may be required as individual future projects are proposed for the Project site.

Implementation of the proposed Project requires approvals from and consultation with federal, state, and local agencies. The EIR will be used by the following agencies in connection with all permits and approvals that are necessary for the construction and operation of the proposed Project. Federal, state, and local agency actions required for the construction and operation of the proposed Project may include, but are not limited to, those described below.

2.7.1.1 Federal

- FAA review of the environmental analysis; determination of need for and preparation of an Environmental Assessment or Environmental Impact Statement; issuance of a Record of Decision; and determination as to whether or not the proposed Project complies with required FAA airspace clearance areas.
- U.S. Army Corps of Engineers (USACE) issuance of permits, as needed.
- U.S. Fish and Wildlife Service (USFWS) issuance of a Biological Opinion for potential impacts to federally-listed threatened and endangered species.

2.7.1.2 State and Regional

- California Department of Transportation (Caltrans) consultation on potential impacts to state highways or circulation plans.

- Regional Water Quality Control Board (RWQCB) approval of a National Pollutant Discharge Elimination System (NPDES) Industrial Activities Storm Water Permit, a General Construction Activity NPDES Storm Water Permit (2009-0009-DWQ) for construction activities, and issuance of a Section 401 Permit (Water Quality Certification or Waiver).
- South Coast Air Quality Management District (SCAQMD) review for proposed Project conformity with the State Implementation Plan and any permits required under the Clean Air Act for stationary sources.

2.7.1.3 Local

- Board of Airport Commissioners (BOAC), Los Angeles City Planning Commission, and Los Angeles City Council approval and certification of:
 - Amendment to the LAX Specific Plan.
 - Update to the 1989 Design Plan and Development Guidelines for LAX Northside.
 - Certification of the Project Final EIR, including adoption of the Mitigation Monitoring and Reporting Program to ensure the proposed Project mitigation is carried out as the Project is implemented.
 - Adoption of a Tract Map including potential street vacations and haul routes.
 - LAX Specific Plan Compliance Review for individual development projects.
 - A Development Agreement.
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the proposed Project and any associated Department of Public Works permits for infrastructure improvements.
- Los Angeles County ALUC consistency finding with the Airport Land Use Compatibility Plan.

2.0 Project Description

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