

Appendix L

LAX NORTHSIDE PLAN UPDATE

Land Use Policy Analysis

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1.0 Land Use Consistency Analysis

The tables within this Appendix detail the consistency analysis of the proposed Project with applicable plans. This Appendix includes a comparison of the currently adopted standards for the Project site, as contained in the Los Angeles International Airport (LAX) Plan and LAX Specific Plan, as well as consistency with other local and regional land use plans.

1.1 LAX Plan

The LAX Plan is one of 35 Community Plans that are part of the Land Use Element of the City of Los Angeles General Plan. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the Airport in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan is intended to allow the Airport to respond to emerging new technologies, economic trends and functional needs. The Project site is included in the LAX Plan area. The LAX Plan 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 gateway buffers. **Table 1** below summarizes the consistency analysis between the proposed Project and the LAX Plan for each of the proposed Project districts.

Table 1

LAX Plan Consistency

LAX Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Provide and maintain landscaped buffer areas along the northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential use.	Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.	Not Applicable. The Airport Support District is located along the southern boundary of the LAX Northside, south of Westchester Parkway and is not adjacent to residential uses. Grading strategies and existing landscape berms will be preserved and will serve to limit the visual presence of this area from the residential community located north of Westchester Parkway and the Project site.	Consistent. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13. North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north and the Project site. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway. Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing sound wall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building setback within Area 11 would ensure that building massing would step back as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of bioswales.

Land Use Consistency Analysis

Table 1

LAX Plan Consistency

LAX Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.	Consistent. Primary access to the LAX Northside Campus District is provided via Westchester Parkway and from Lincoln Boulevard and South Pershing Drive. This District is not accessible from residential streets to the north.	Consistent. The Airport Support District would be accessible from Westchester Parkway and other roadways internal to LAX.	Consistent. Proposed development within the LAX Northside Center District would be oriented towards the edges of Westchester Parkway and La Tijera Boulevard. Frontages of proposed buildings are oriented towards Westchester Parkway to encourage pedestrian activity. Vehicular access will be allowed primarily off of Westchester Parkway, with secondary access allowed along La Tijera Boulevard and Sepulveda Westway.

Table 1

LAX Plan Consistency

LAX Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.	Consistent. The entire Project site is intended to provide a buffer between LAX and surrounding neighborhoods. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.	Consistent. The Airport Support District is solely proposed for airport support uses and is located immediately adjacent to LAX. This district is separated from the rest of the proposed Project by Westchester Parkway, maintaining a clear distance from neighborhoods located north of the Project site.	Consistent. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13 and away from the surrounding neighborhoods and adjacent land uses. North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway. Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing sound wall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building setback within Area 11 would ensure that building massing would step back as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of landscaping.

Land Use Consistency Analysis

Table 1

LAX Plan Consistency

LAX Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses.	Consistent. The proposed Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charrettes, and community stakeholder meetings.	Consistent. The Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charrettes, and community stakeholder meetings.	Consistent. The proposed Project includes opportunities for public participation during various stages of the Project including public open house, public scoping meetings, environmental review, design charrettes, and community stakeholder meetings.

Source: City of Los Angeles, LAX Plan, 2004; Los Angeles World Airports, Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013; URS, 2013.

1.2 LAX Specific Plan

The LAX Specific Plan implements the goals and objectives of the LAX Plan through zoning and development standards, and contains specific provisions for the Project site. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Northside Zone (LAX-N Zone). The purpose of the LAX-N Zone is to provide for development that is consistent with airport needs and neighborhood conditions. The Specific Plan requires that all projects within the Project site comply with the 1989 Northside Design Guidelines (Section 11E) and other development requirements contained in Appendix A of the Specific Plan. Additionally, the LAX Specific Plan limits development within the Project site by establishing a vehicle trip cap of no more than 3,922 project-related a.m. peak hour trips (or 3,152 inbound trips) and 4,421 project-related p.m. peak hour trips (or 3,040 outbound trips) (Section 12-C(2)). A comparison of intent, permitted land uses, and development standards for development as presented in the LAX Specific Plan and the proposed Project are shown below in **Tables 2, 3, and 4**.

Table 2

Consistency with LAX Specific Plan Intent

LAX Specific Plan	Proposed Project	Consistency Analysis
The purpose of the LAX Northside Sub-Area according to the LAX Specific Plan is to provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. The LAX Northside Sub-Area is intended to serve as an airport buffer zone for the Westchester community.	The LAX Northside Sub-Area would continue to serve as an airport buffer zone for the Westchester community. The proposed Project would be developed with uses that are consistent with airport needs through the designation of the Airport Support District. The proposed Project will also be developed consistent with neighborhood conditions by providing landscaped buffer areas that shield surrounding neighborhoods from the Project. Proposed Project land uses are based on uses that the community has prioritized during the public outreach process and current market conditions. These priorities included the inclusion of more open space and recreational areas, revitalization of the Westchester Business District, community amenities, and job creation.	Consistent. The proposed Project is consistent with the overall purpose of the LAX Northside Sub-Area as defined in LAX Specific Plan.
Source: City of Los Angeles, <u>LAX Specific Plan</u> , 2004; Los Angeles World Airports, <u>Draft LAX Northside Plan Update Design Plan and Development Guidelines</u> , 2013; URS, 2013.		

Land Use Consistency Analysis

Table 3

Consistency with LAX Specific Plan Permitted Land Uses

LAX Specific Plan	Proposed Project	Consistency Analysis
The LAX Northside is zoned as “LAX-N” under the LAX Specific Plan. In order for development to comply with the LAX-N zone, it should be developed according to the allowable uses presented under Appendix A of the LAX Specific Plan, listed below: <u>Area 1:</u> Offices, business park, and research and development center. <u>Area 2:</u> Offices, business park, and research and development center. <u>Area 3:</u> Commercial uses, including hotel, offices, restaurant, service, retail uses. <u>Area 4:</u> Light industrial uses, airline and airport support services, business park and research and development center. <u>Areas 5-7:</u> Offices, business park and research and development center; airport view site; airline and airport support and accessory use. <u>Area 8:</u> Commercial uses, including office and restaurant uses; automobile station. <u>Area 9:</u> Commercial uses, including office and restaurant uses; automobile station, public automobile parking. <u>Area 10:</u> Public automobile parking libraries.	<u>Area 1:</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground). Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground). <u>Area 2 (Includes Areas 2A, 2B, 2C, 2D, and 2E):</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground). Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground). Active and passive recreation, including but not limited to golf course, play fields, soccer fields, baseball and softball fields, dog parks; buffer areas; below-grade storm water treatment facilities; and parking (above and below ground). <u>Area 3:</u> Office (including airport administrative), research and development, media, technology, higher educational, and parking (above and below ground). <u>Areas 4-10:</u> Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, and parking (above and below ground), excluding aircraft engine testing.	Consistent. All proposed Project land uses are consistent with allowable uses as specified in Appendix A of the LAX Specific Plan.

Table 3

Consistency with LAX Specific Plan Permitted Land Uses

LAX Specific Plan	Proposed Project	Consistency Analysis
Area 11: Commercial uses, including offices, hotel restaurant, service, retail uses. Areas 12A East and 12A West: Commercial uses, including offices, hotel restaurant, service, retail uses. Area 12B West: Commercial golf course, including golf driving tees and ranges and similar golf uses. Area 13: Recreational facilities, public benefit uses including child care, children's play area, picnic amenities, athletic fields, parks,	Area 11: Retail, commercial, office (including airport administrative), restaurants, services, hotel, transit station, medical, and parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships. Areas 12A East: Retail, commercial, office (including airport administrative), restaurants, services, hotel, transit station, medical, and parking (above and below ground), except big box retail stores over 100,000 square feet and auto-dealerships. Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground) Area 12A West: Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground). Area 12B: 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). Area 13: Community-serving uses (including airport-related community-serving uses), nonprofits, civic uses, cultural uses, and parking (above and below ground)	Consistent. All proposed Project land uses are consistent with allowable uses as specified in Appendix A of the LAX Specific Plan.
Source: City of Los Angeles, <u>LAX Specific Plan, 2004</u>; Los Angeles World Airports, <u>Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013</u>; URS, 2013.		

Land Use Consistency Analysis

Table 4

Consistency with LAX Specific Plan Development Standards

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Square Feet of Permitted Development	Total of 4,500,000 square feet allowed as follows: Low-rise and mid-rise office: 1,580,000 sf Restaurant and Retail: 130,000 sf Hotel: 870,000 Research park: 1,170,000 Airport support: 750,000	Total of 2,320,000 square feet as follows: Office, research and development: 1,275,000 Mixed use-commercial: 220,000 Airport support: 600,000 Community and civic: 215,000 Open Space and Recreation: 10,000	Consistent. The proposed Project allows less total development and compatible land use types as existing standards.
Building Height	South of Westchester Parkway (Airport Support District): 45'-55', except in certain areas between Lincoln and Loyola Boulevards, where structures may be built up to the maximum heights achievable under FAA requirements. Business Park (LAX Northside Campus District): 45'-55', except between Loyola and Lincoln Boulevards, where structures can be built to the maximum heights allowed by FAA standards. Westchester Center (LAX Northside Center District): 55' at 10-15 foot setback from Westchester Parkway. Building heights may increase as they move further north as allowed by FAA standards.	<u>Airport Support District: 30'</u> <u>LAX Northside Campus District:</u> Area 1: 45' Area 2: 45' Area 3: 60' <u>LAX Northside Center District:</u> Area 11, 12A East: 60' Area 12A West: 20' Area 13: 45'	Consistent. The proposed Project has more restrictive height requirements than existing standards. The proposed Project establishes maximum heights across the Project site, whereas existing standards allow heights to increase up to FAA standards as development moves further north from the LAX North Airfield.

Table 4

Consistency with LAX Specific Plan Development Standards

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Building Setbacks	<u>General:</u> All buildings required to be set back a minimum of 750 feet from the LAX north runway centerline. <u>South of Westchester Parkway (Airport Support District):</u> At La Tijera and Westchester Parkway, buildings should be set back a minimum of 100 feet from an extension of the centerline of La Tijera Parkway. A minimum of 100 feet from the extension of the centerline of Falmouth Avenue, and from the centerline of each major entry drive. <u>Business Park (LAX Northside Campus District):</u> A minimum of 50 feet from Pershing Drive and Westchester Parkway west of Loyola Boulevard. East of Loyola Boulevard, buildings should be set back 15 feet from the property line of Westchester Parkway. Buildings shall be set back a minimum of 30 feet from the final right-of-way of Falmouth Avenue. A minimum of 15 feet from Loyola Boulevard. A minimum of 20 feet from all interior property lines. <u>Westchester Center Guidelines (LAX Northside Center District):</u> 15 feet from property line along Westchester Parkway, La Tijera Boulevard, and Emerson Ave. 10 feet along Sepulveda Westway. A minimum of 60 feet from the centerline of each major entry drive into the site perpendicular to Westchester Parkway. See Figure 1.	<u>General:</u> Runway setback required in compliance with FAA guidelines. <u>Airport Support District:</u> 50 foot setback west of Lincoln Boulevard along Westchester Parkway, 15' setback east of Lincoln Boulevard along Westchester Parkway. <u>LAX Northside Campus District:</u> 38 foot setback along Westchester Parkway, 20 foot setback along interior property lines, 30 foot setback along Falmouth Ave. 80 foot setback along north property line of Area 1. 15 foot setback along Lincoln Boulevard. <u>LAX Northside Center District:</u> 15 foot setback along Lincoln Boulevard. 20 foot setback along interior property lines. 30 foot setback along north property lines of Area 12A E and Area 11. 15 foot setback along La Tijera Boulevard. 15 foot setback along Westchester Parkway in Area 12 A W. 18 foot setback along Westchester Parkway in Area 12 A East. 50 foot setback in Area 11 in addition to Runway setback. See Figure 2.	Consistent: The proposed Project has equal or greater setback requirements than existing standards in most areas. Along Westchester Parkway, some setbacks are smaller in the proposed Project to reinforce building orientation towards Westchester Parkway, which is consistent with the LAX Specific Plan policies.

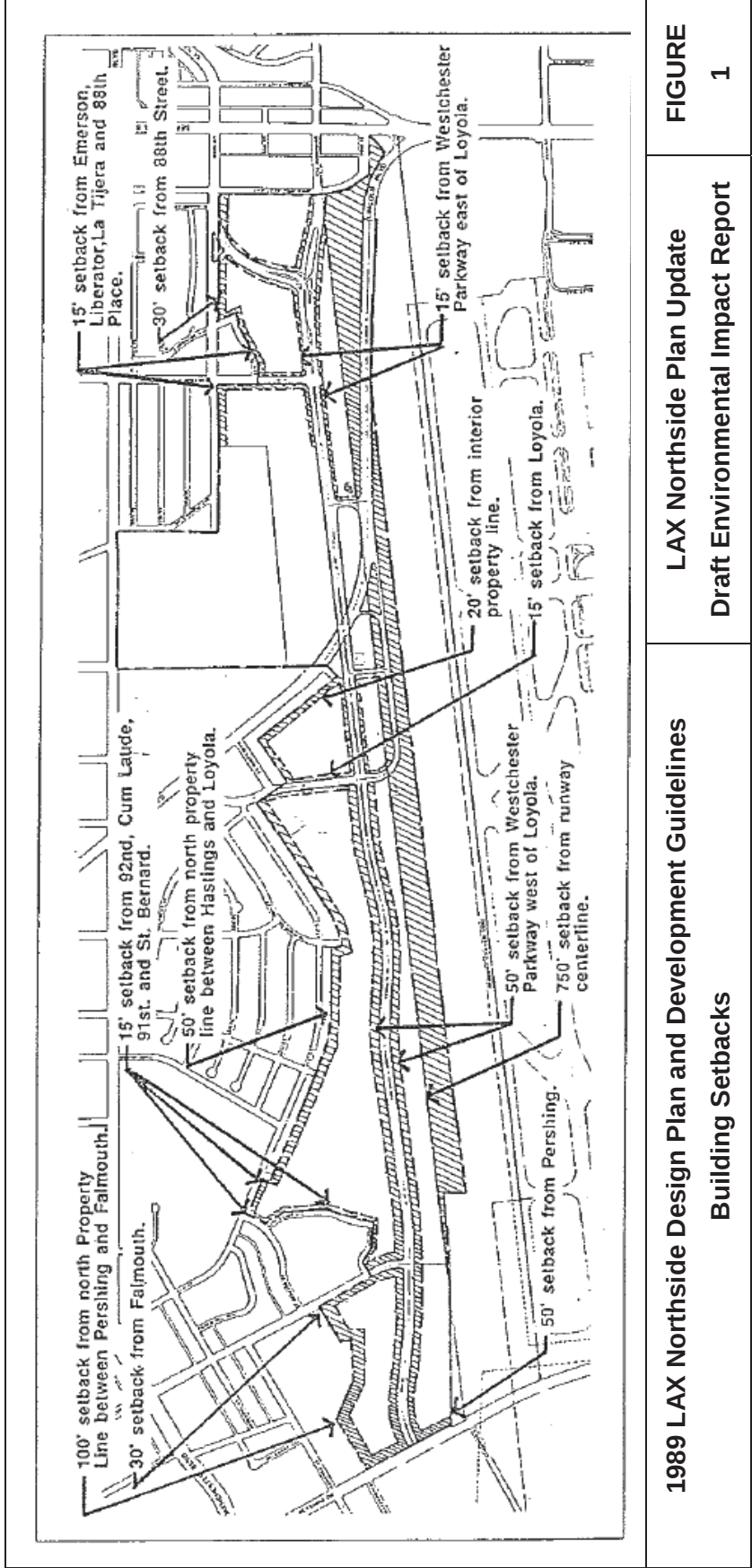
Land Use Consistency Analysis

Table 4

Consistency with LAX Specific Plan Development Standards

Topic	LAX Specific Plan	Proposed Project	Consistency Analysis
Buffer Areas	Business Park (LAX Northside Campus District): Parcel 2 along north property line requires a 15-foot landscape buffer between Loyola Boulevard and Hastings Avenue. Parcel 2 along Cum Laude Avenue and 92nd Street requires a 10-foot landscape buffer. Parcel 1 along the north boundary between Falmouth Avenue and Pershing Drive requires a 50-foot wide landscape buffer. Westchester Center Guidelines (LAX Northside Center District): 30 foot wide landscape buffer set back along 88th street between Sepulveda Westway and Liberator Avenue. Parcel 12A at 88th Place and Liberator requires a 15-foot wide landscape buffer.	LAX Northside Campus District: 100-foot wide buffer is required along northern property line of Area 2. 20-foot wide landscape buffer is required along northwest property line in Parcel 1.	Consistent: The proposed Project buffers and setbacks yield the same or greater separation between the proposed Project and existing residences as the existing standards.

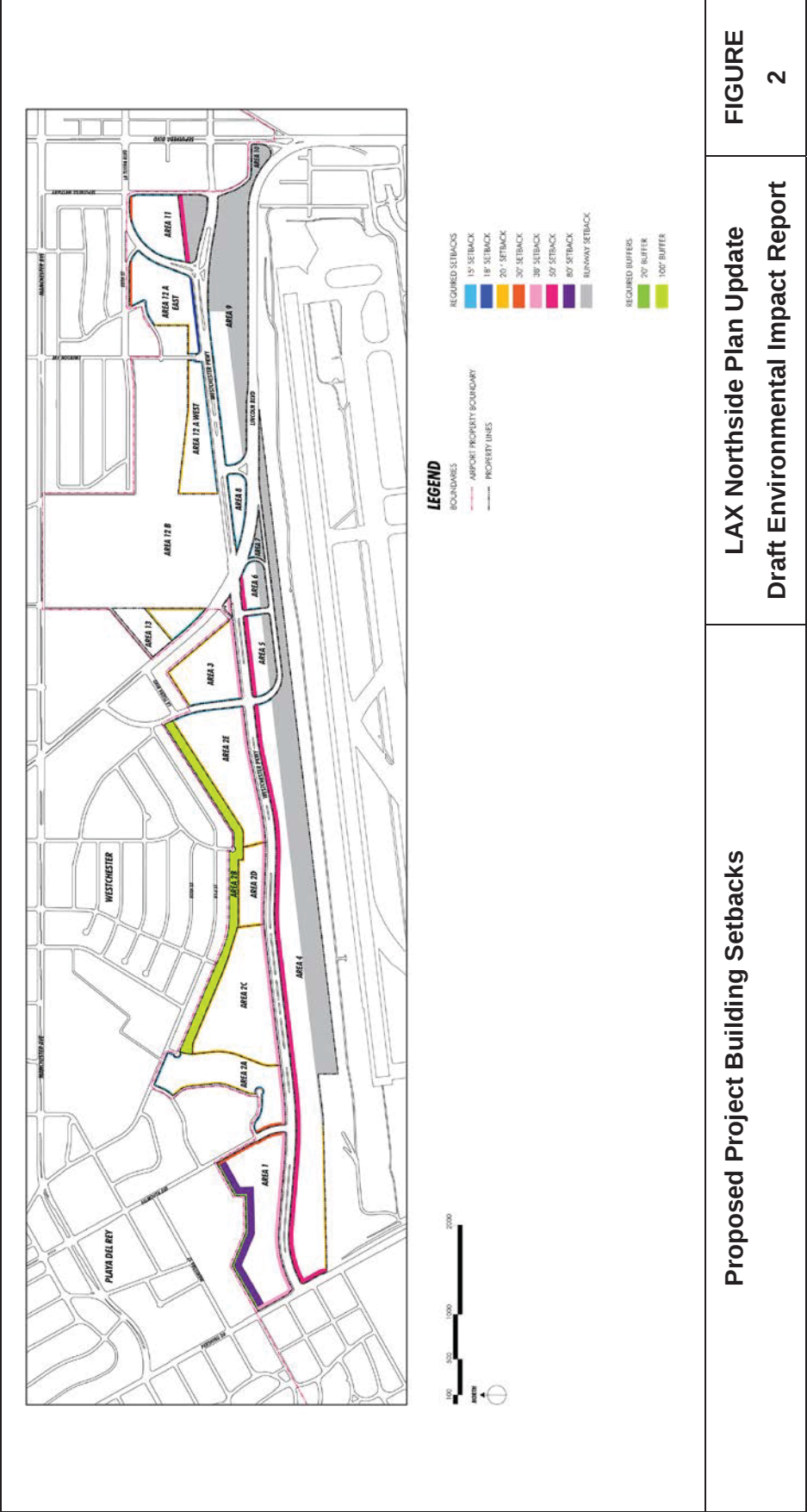
Source: City of Los Angeles, LAX Specific Plan, 2004; Los Angeles World Airports, Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013; URS, 2013.



1989 LAX Northside Design Plan and Development Guidelines
Building Setbacks

LAX Northside Plan Update
Draft Environmental Impact Report

FIGURE
1



1.3 LAX Master Plan

The LAX Master Plan is the comprehensive development program for LAX properties that seeks to improve Airport safety, add new security measures, improve ground transportation, and provide job opportunities. The LAX Master Plan outlines improvement programs to modernize the Airport, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvements, and passenger safety, security, and convenience enhancements. **Table 5** below summarizes the proposed Project's consistency with the LAX Master Plan.

Table 5

LAX Master Plan Consistency Analysis

LAX Master Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Through enhanced urban design, maximize compatibility between LAX and the demand for housing, employment, service, and protect surrounding neighborhoods.	Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses. All areas of the LAX Northside Campus District will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials. The LAX Northside Campus	Consistent. The Airport Support District would shield airport support uses from the rest of the Project and is separated from the rest of the Project site by Westchester Parkway. The Airport Support District would provide airport related job opportunities.	Consistent. The LAX Northside Center District is planned for a mix commercial development, community, and civic uses to respond to future demand for these uses. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13. North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north. Area 12B serves as the existing Westchester Golf Course and

Land Use Consistency Analysis

Table 5

LAX Master Plan Consistency Analysis

LAX Master Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
	District would provide office, research, and development job opportunities.		provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway. Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing sound wall located along La Tijera Boulevard would continue to provide a buffer between adjacent residential areas. Additionally, the building setback within Area 11 would ensure that building massing would stepback as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center is designated for surface parking, and requirements will be placed on these areas to provide

Table 5

LAX Master Plan Consistency Analysis

LAX Master Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
			additional buffering to screen adjacent residential areas through the use of bioswales. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3 mile Paseo composed of existing sidewalk and an additional 12 foot wide path that allows for paved path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation The LAX Northside Center District would provide retail and commercial job opportunities.
Achieve a balance between increased LAX operations and environmental, social, land use, ground access, economic and air	Consistent. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This	Consistent. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses. The Airport Support District will support increased operations at LAX and be separated from the rest of the Project site by	Consistent. The entire Project site serves as a means to reduce impacts to surrounding land uses by providing a buffer between the airport and adjacent land uses.

Table 5
LAX Master Plan Consistency Analysis

LAX Master Plan Goal	LAX Northside Campus District	Airport Support District	LAX Northside Center District
commerce impacts.	buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses.	Westchester Parkway to the north.	
Source: Source -City of Los Angeles, <u>LAX Master Plan</u> , 2004; Los Angeles World Airports, <u>Draft LAX Northside Plan Update Design Plan and Development Guidelines</u> , 2013; URS, 2013.			

1.4 Los Angeles Citywide General Plan Framework Element

The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans. The City of Los Angeles General Plan Land Use Element consists of 35 local Community Plans that set forth land use regulations and zoning for specific areas. The Framework Element's Long-Range Land Use Diagram identifies the general vicinity near the proposed Project as an area designated to support community centers. A community center is defined as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices, overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood oriented services. Community Centers are also defined as areas that are served by small shuttles, local buses in addition to automobiles and/or may be located along rail transit stops. **Table 6** below summarizes the proposed Project's consistency with the Los Angeles Citywide General Plan Framework Element.

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	Consistent. The LAX Northside Campus District is planned for a mix of office and research and development uses including higher education, technology, media, and/or other creative economy uses. Recreation and open space is also planned for in this district as well as community and civic uses.	Not Applicable. The Airport Support District does not accommodate a diversity of uses since it is located immediately adjacent to an active airfield. Airport support uses are the only uses allowed for safety reasons.	Consistent. The LAX Northside Center District is planned for a mix of commercial uses that could accommodate retail, restaurant, hotel, medical, and parking uses. The district is also planned to accommodate community, non-profit, and civic uses.

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Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	Consistent. The LAX Northside Sub-Area was established as part of the LAX Plan as an area that can be developed to support airport needs and the needs of the community. The LAX Northside Campus District provides a mix of higher educational uses, office, research and development uses, and recreation uses that would serve the needs of existing and future residents and provide job opportunities.	Not Applicable. The Airport Support District would not provide a mix of uses and is solely designated for airport support due to safety reasons since it is located immediately adjacent to an active airfield. However, the LAX Airport Support District would provide job opportunities.	Consistent. The LAX Northside Sub-Area was established as part of the LAX Plan as an area that can be developed to support airport needs and the needs of the community. The LAX Northside Center District provides a mix of commercial, community, and civic uses that would serve the needs of existing and future residents and provide job opportunities.

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	Consistent. The LAX Northside Campus District proposes office and recreation uses that could accommodate play fields, soccer fields, baseball and softball fields, dog parks; All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive recreation through the introduction of various infrastructure improvements and materials.	Not Applicable. The Airport Support District would not allow for open space opportunities due to safety reasons since it is located immediately adjacent to an active airfield.	Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials.

Land Use Consistency Analysis

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	Consistent. The LAX Northside Campus District would accommodate recreation areas to encourage active and passive forms of recreation within Areas 1 and 2. These recreation areas would include pedestrian pathways, recreation centers, dog parks, and playing fields. Development within this District would also be required to accommodate bicycle parking. Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.	Not Applicable. The Airport Support District would not facilitate reduced vehicular trips, vehicle miles traveled, and air pollution since it will be developed with airport support uses that would be located immediately adjacent to an active airfield.	Consistent. The LAX Northside Center District is proposed as a site for a potential transit station. Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials. This path would allow for multiple non-motorized modes of transportation such as bicycling and walking.

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.	Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. See Table 2. Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path would accommodate active and passive forms of recreation, including walking and biking, through the introduction of various infrastructure improvements and materials.	Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. See Table 2. Not Applicable. The Airport Support District would not accommodate pedestrian/bicycle access and use due to safety reasons since it is located adjacent to an active airfield.	Consistent. The proposed Project allows for development that is consistent with requirements for development according to Appendix A of the LAX Specific Plan. See Table 2. Consistent. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive forms of recreation, including walking and biking, through the introduction of various infrastructure improvements and materials.
Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.			

Land Use Consistency Analysis

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	Consistent. The LAX Northside Campus District is planned for a 100-foot landscaped buffer located along the northern property line of Parcel 2, and a 20-foot landscaped buffer is proposed along the northwest property line in Parcel 1. This buffer provides a visual screen that physically separates proposed land uses within the LAX Northside Campus District from adjacent residential uses. Building height limits, setbacks, and stepbacks would be consistent with the prevailing scale and character of development.	Consistent. The Airport Support District would be separated from the rest of the Project by Westchester Parkway to the north. Airport support uses are located closest to the airport for safety reasons and away from residential uses. Building height limits, setbacks, and stepbacks would be consistent with the prevailing scale and character of development.	Consistent. Development proposed for the LAX Northside Center District will be oriented towards Westchester Parkway so that building massing is located around the edges of Areas 11, 12A East, 12A West, and Area 13. North of Area 13 there is existing open space providing a buffer between the residential neighborhoods to the north and the Project site. Area 12B serves as the existing Westchester Golf Course and provides an existing buffer between the proposed Project and the residential community. Area 12A West is not located adjacent to residential areas and proposed development is oriented towards Westchester Parkway. Area 12A East and Area 11 are proposed for low to mid-rise retail and office use and would include a parking garage and surface parking. The existing sound wall located along La Tijera Boulevard would continue to provide a buffer

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
			between adjacent residential areas. Additionally, the building setback within Area 11 would ensure that building massing would step back as it increases in height. The parking garage proposed in the northern portion of Area 11 would protect the privacy of adjacent residential areas through the orientation of its façade. The majority of space within the LAX Northside Center District is designated for surface parking, and requirements will be placed on these areas to provide additional buffering to screen adjacent residential areas through the use of landscaping. Additionally, development within the LAX Northside Center District would be oriented towards Westchester Parkway and would be connected by pedestrian paths that connect to the proposed Paseo. Building height limits, setbacks, and stepbacks would be consistent with the prevailing scale and character of development.

Land Use Consistency Analysis

Table 6

Los Angeles Citywide General Plan Framework Element Consistency Analysis

Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
Accommodate land uses, locate and design buildings, and implement street amenities that enhance pedestrian activity.	Consistent. The LAX Northside Campus District would be connected by pedestrian paths. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path would accommodate active and passive forms of recreation, including walking, through the introduction of various infrastructure improvements and materials.	Not applicable. The Airport Support District does not accommodate pedestrian activity due to safety reasons since it is located immediately adjacent to an active airfield.	Consistent. The LAX Northside Center District would accommodate pedestrian activity by orienting building frontages towards Westchester Parkway and by providing internal pedestrian connections throughout the site which would also connect to the proposed Paseo.
Source: City of Los Angeles, Citywide General Plan Framework Element, 1974; Los Angeles World Airports, Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013; URS, 2013.			

1.5 Los Angeles County Airport Land Use Plan

The Los Angeles County Regional Planning Commission is the designated Airport Land Use Commission (ALUC) for airports within Los Angeles County. ALUCs are formed with the specific purpose of implementing state law (Public Utilities Code) regarding airports and surrounding land use compatibility. The purpose of the ALUC is to protect the public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the Airport Land Use Plan (ALUP). In formulating the ALUP, the ALUC establishes provisions to ensure safe airport operations, through the delineation of Runway Protection Zones and height restriction boundaries, and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. The Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP) identifies compatible land uses within Airport Influence Areas based on community noise exposure. The Project site is located within the LAX airport influence. **Table 7** below summarizes the proposed Project's consistency with the Los Angeles County ALUP, while Table 8 summarizes the proposed Project's consistency with the CLUP Land Use Compatibility Chart.

Land Use Consistency Analysis

Table 7

Los Angeles County Airport Land Use Plan Consistency Analysis

Policy Number	Policy	LAX Northside Campus District	Airport Support District	LAX Northside Center District
G-4	Prohibit any uses which will negatively affect safe air navigation.	Consistent. The proposed Project does not allow uses that would attract birds, emit smoke, or which may otherwise affect safe air navigation. Additionally, the landscape guidelines prohibit species that would attract birds and require maintenance to eliminate habitat that could attract birds.	Consistent. The proposed Project does not allow uses that would attract birds, emit smoke, or which may otherwise affect safe air navigation. Additionally, the landscape guidelines prohibit species that would attract birds and require maintenance to eliminate habitat that could attract birds.	Consistent. The proposed Project does not allow uses that would attract birds, emit smoke, or which may otherwise affect safe air navigation. Additionally, the landscape guidelines prohibit species that would attract birds and require maintenance to eliminate habitat that could attract birds.
G-1	Require new uses to adhere to the Land Use Compatibility Chart.	Consistent. The proposed Project land uses adhere to the Land Use Compatibility Chart. See Table 8.	Consistent. The airport support uses proposed for this district adhere to the Land Use Compatibility Chart. See Table 8.	Consistent. The proposed Project land uses adhere to the Land Use Compatibility Chart. Higher educational uses will include noise reduction measures to reduce impacts and will not include sensitive receptors (children) typically associated with educational uses. See Table 8.
S-7	Comply with height restriction standards and procedures set forth in FAR Part 77.	Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards. The maximum allowable height in the LAX Northside Campus District is 60 feet.	Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards. The maximum allowable height in the LAX Airport Support District is 30 feet.	Consistent. All allowable development within the proposed Project would be in compliance with height restriction standards. The maximum allowable height in the LAX Northside Center District is 60 feet.

Source: Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, adopted 1991, revised 2004; Los Angeles World Airports, Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013; URS, 2013.

Table 8
Airport Land Use Plan Land Use Compatibility Chart Analysis

CNEL Noise Contour	Proposed Project Land Uses	Land Use Compatibility for Airport ^a	Impact
<65 dB CNEL	Office and Research and Development	Satisfactory	Less Than Significant
	Community and Civic Use	Satisfactory	Less Than Significant
	Mixed Use	Satisfactory	Less Than Significant
	Recreation and Open Space	Satisfactory	Less Than Significant
	Buffer	Satisfactory	Less Than Significant
65-70 dB CNEL	Office, and Research and Development	Caution, Avoid for Educational Facilities	Less Than Significant
	Community and Civic Use	Caution	Less Than Significant
	Mixed Use	Caution	Less Than Significant
	Recreation and Open Space	Caution	Less Than Significant
	Buffer	Caution	Less Than Significant
70-75 dB CNEL	Airport Support	Satisfactory	Less Than Significant
	Airport Support	Caution	Less Than Significant

Note:

^a Based on Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan.

Source: URS Corporation, 2013

1.6 SCAG 2012 RTP/SCS

The proposed Project is located within the six county Southern California Association of Governments (SCAG) Planning Area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The SCAG 2012-2035 Regional Transportation/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future was adopted on April 4, 2012. The RTP/SCS includes goals and policies related to mobility, accessibility, safety, productivity of the transportation system, protection of the environment and energy efficiency, and land use and growth patterns that complement the state and region's transportation investments. An integral component of the RTP/SCS is a strong commitment to reduce emissions from transportation sources, in order to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Clean Air Act. **Table 9** below summarizes the proposed Project's consistency with the SCAG 2012 RTP/SCS.

Table 9

SCAG 2012 RTP/SCS Consistency Analysis

Goal/Policy Number	Policy Text	LAX Northside Campus District	Airport Support District	LAX Northside Center District
RTP G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent. The LAX Northside Campus District would accommodate recreation areas to encourage active and passive forms of recreation within Areas 1 and 2. These recreation areas would include pedestrian pathways, recreation centers, dog parks, and playing fields. Development within this District would also be required to accommodate bicycle parking. Additionally, all areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile Paseo composed of existing sidewalk and an additional 12-foot wide path that would accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.	Not Applicable. The Airport Support District does not encourage active transportation. It is located directly adjacent to an active air field and is not a publicly accessible space due to safety and security reasons (accessible to LAX personnel only).	Consistent. The LAX Northside Center District would encourage the pedestrian experience by consolidating pedestrian activity along building frontages oriented towards Westchester Parkway. Future development within this District would also be required to include bike racks. Development within this District would be designed to connect with the proposed LAX Northside Paseo. All areas of the LAX Northside will be connected from east to west along Westchester Parkway through a nearly 3-mile stretch that will accommodate active and passive forms of recreation through the introduction of various infrastructure improvements and materials to allow for multiple non-motorized modes of transportation such as bicycling and walking.

Land Use Consistency Analysis

Table 9

SCAG 2012 RTP/SCS Consistency Analysis

Goal/Policy Number	Policy Text	LAX Northside Campus District	Airport Support District	LAX Northside Center District
RTP G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. Building lighting plans for the proposed Project are required to incorporate energy-efficient fixtures and technology.	Consistent. Building lighting plans for the proposed Project are required to incorporate energy-efficient fixtures and technology.	Consistent. Building lighting plans for the proposed Project are required to incorporate energy-efficient fixtures and technology.
RTP G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. Areas 1 and 2 are planned for pedestrian pathways. The District would also be connected to the other areas within the Northside through the LAX Northside Paseo, which would provide a means of non-motorized transport along Westchester Parkway.	Not Applicable. The proposed uses within the Airport Support District do not facilitate transit since the uses are limited to airport support uses.	Consistent. The LAX Northside Center District includes space for a potential transit station adjacent to Area 11. The pedestrian oriented, mixed-use development proposed for this District would encourage the use of public transit and non-motorized transportation by providing a variety of land uses (commercial, office, civic/community uses) that are connected by pedestrian pathways, making these uses accessible to public transit. Additionally, all areas of the Northside would be connected through the proposed Paseo located along Westchester Parkway, which would provide a means of non-motorized travel.

Source: Southern California Association of Governments, RTP/SCS, 2012; Los Angeles World Airports, Draft LAX Northside Plan Update Design Plan and Development Guidelines, 2013; URS, 2013.