4.6 Land Use and Planning

4.6.1 Introduction

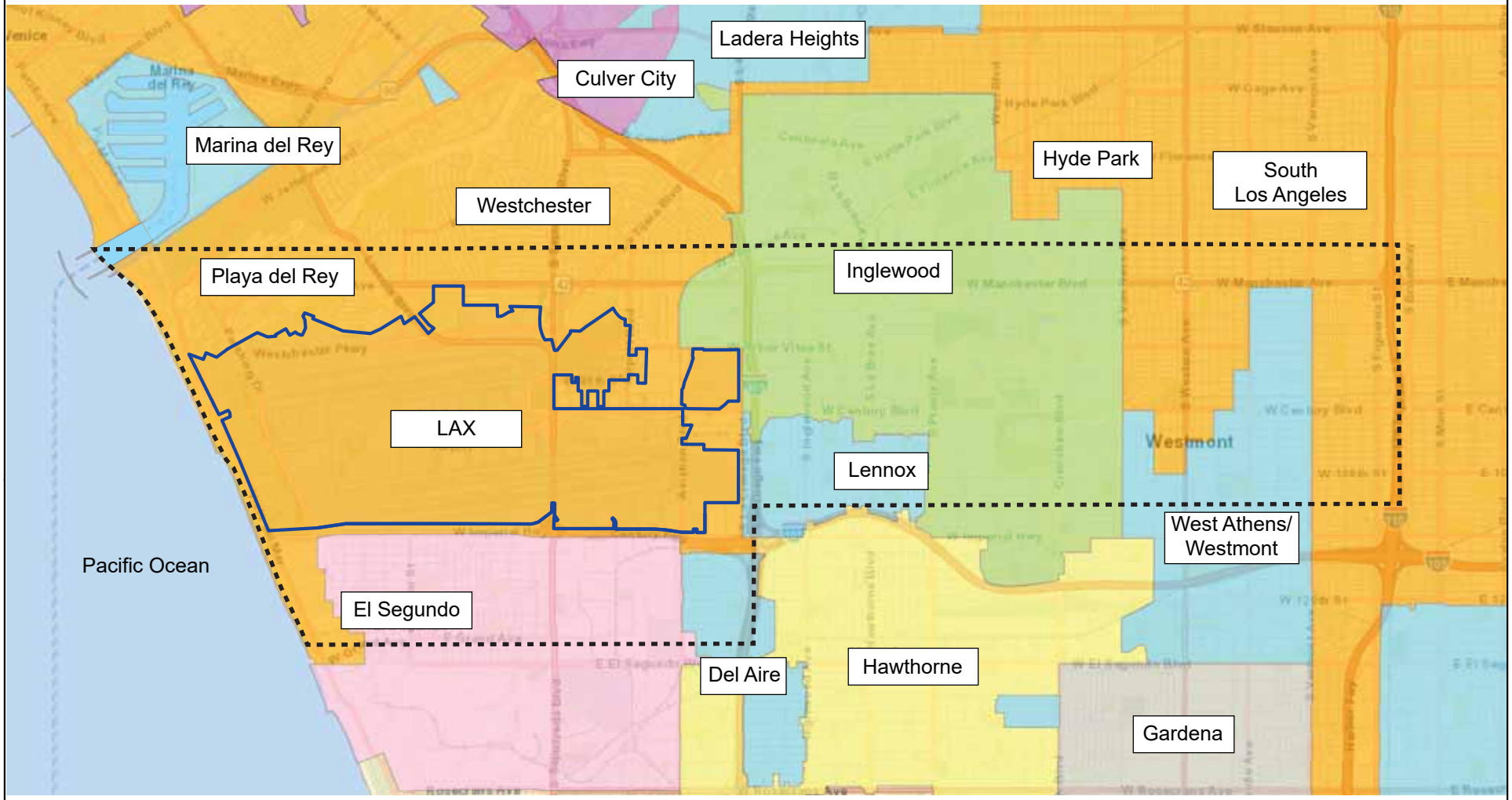
This section provides a description of the general land uses in and around the Project site and vicinity and presents applicable land use plans, policies, and regulations. This section also analyzes the potential for the proposed Project to cause a significant environmental impact due to a conflict with such land use plans, policies, or regulations, focusing on those plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Prior to the preparation of this EIR, an Initial Study (included as **Appendix A** of this EIR) was prepared using the CEQA Environmental Checklist Form to assess potential environmental impacts on land use and planning. For one of these screening criteria, the Initial Study found that the proposed Project would result in "No Impact" and, thus, no further analysis of this topic in an EIR is required. Based on the Initial Study screening criteria related to land use and planning, the following potential impact does not require any additional analysis in this EIR:

- Potential impacts from physically dividing a community were evaluated and determined to have no impact in the Initial Study. The Project site is located entirely within an existing urbanized area, and the majority of the land uses within the Project site are related to the operation of LAX. Off-airport land uses located adjacent to the proposed landside access improvements include hotels, commercial/office uses, and surface and structured parking, and commercial vehicle facilities. Development of the proposed Project improvements would not disrupt or divide the physical arrangement of an established community, as off-airport land uses would continue to have access to the surrounding roadway network and would continue to be accessible to their patrons. Therefore, no impacts resulting from physically dividing an established community would occur with the implementation of the proposed Project and no further evaluation of this potential impact is required.

4.6.2 Methodology

This assessment of potential land use and planning effects of the proposed Project focuses on the identification of applicable land use plans and policies and assesses if the proposed Project is generally consistent with those plans and policies. The overall land use study area, including jurisdictional boundaries therein, is shown in **Figure 4.6-1**. The study area includes land uses located in proximity to the proposed Project that could be directly affected by the proposed Project or to potential land use incompatibility. Since the potential for incompatible land use is primarily related to aircraft noise, the land use study area extends to the east beyond the immediate LAX vicinity to include surrounding communities and jurisdictions that may be subject to indirect land use impacts as a result of aircraft noise. In order to account for these indirect land use impacts, the study area is generally commensurate with the future aircraft noise contours under the proposed Project (discussed further in Section 4.7.1, *Aircraft Noise*). The land use study area includes the City of Los Angeles, unincorporated areas in Los Angeles County, and the cities of El Segundo and Inglewood. Specifically, the southerly portion of the land use study area includes parts of the City of El Segundo and the unincorporated areas of Del Aire and Athens, as well as the entirety of the unincorporated area of Lennox; the northerly portion includes parts of the City of Los Angeles communities of Playa del Rey and Westchester; and the central and easterly portion includes parts of the City of Inglewood and the City of Los Angeles community of South Los Angeles.



0 0.25 0.5 Miles

Scale

Source: CDM Smith, ArcGIS Online, 2019
Prepared by: CDM Smith, October 2020

Legend

- Land Use Study Area
- LAX Property Boundary
- City of Los Angeles
- County of Los Angeles
- El Segundo
- Inglewood
- Hawthorne
- Culver City
- Gardena

LAX Airfield and Terminal Modernization Project

Communities and Jurisdictional Boundaries

Figure **4.6-1**

The impact analysis evaluates the proposed Project's consistency with land use plans, policies, and regulations by identifying potential conflicts with those that were adopted for the purpose of avoiding or mitigating environmental effects. A project is considered to be consistent with a general plan and related planning documents if, considering all its components, it will meet the general intent of the plan, further the objectives and policies of the plan, or not obstruct their attainment. A given project need not be in perfect conformity with each and every policy, nor does state law require precise conformity of a proposed project with every policy or land use designation for a site.[1] These factors were considered when evaluating the potential for the proposed Project to conflict with specific individual plans or policies that were adopted for the purpose of avoiding or mitigating environmental effects.

Inconsistencies with a plan are not themselves environmental impacts. In order to be considered an environmental impact, any such inconsistency would have to result in a physical change in the environment. Thus, plan inconsistencies analyzed below in Section 4.6.5 are not considered environmental impacts unless they would result in a physical change in the environment that would cause a significant environmental impact.

4.6.3 Existing Conditions

4.6.3.1 Regulatory Setting

This section identifies and describes the existing land use plans, regulations, and policies that were adopted for the purpose of avoiding or mitigating an environmental effect within the land use study area. The regulatory setting includes land use plans and policies administered by the Southern California Association of Governments (SCAG), County of Los Angeles, City of Los Angeles, and other jurisdictions within the study area.

4.6.3.1.1 Regional Plans

Southern California Association of Governments

The Project site is located within the SCAG Planning Area. SCAG is a Joint Powers Authority under California state law and fulfills several roles in Southern California, including as a federal Metropolitan Planning Organization (MPO), a state Regional Transportation Planning Agency (RTPA), and a state Council of Governments (COG). SCAG represents six counties (Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles). SCAG is mandated by federal and state law to develop plans for transportation and sustainable communities. It develops a regional growth forecast that is the foundation for these plans and for regional air quality plans developed by the South Coast Air Quality Management District (SCAQMD). SCAG is responsible for reviewing regionally significant plans, projects, and programs for consistency with SCAG's adopted regional plans. SCAG plans applicable to the proposed Project are described below.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

On November 7, 2019, SCAG released the proposed draft 2020–2045 RTP/SCS, referred to as Connect SoCal, for public review. Subsequently, on May 7, 2020, the proposed final document was adopted for the limited purpose of federal transportation conformity. On September 3, 2020, the SCAG Regional Council formally adopted Connect SoCal and the addendum to the Connect SoCal Program Environmental Impact

[1] *San Francisco Tomorrow et al. v. City and County of San Francisco* (2014) 229 Cal.App.4th 498; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

Report.[2,3] No changes relevant to the proposed Project were made to the RTP/SCS between the time that the RTP/SCS was adopted for the purposes of federal transportation conformity on May 7, 2020 and the time that the RTP/SCS was adopted in full on September 3, 2020.[4] Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The plan demonstrates how the region will meet its GHG reduction targets as required by Senate Bill 375[5] and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.[6]

Connect SoCal contains the following land use goals that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project:

- **Goal 5:** Reduce greenhouse gas emissions and improve air quality
- **Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network

Connect SoCal includes an Aviation and Airport Ground Access Technical Report, which recognizes that the primary commercial airports in the region play a critical role in the movement of people and goods throughout the region, and that air transport is a major contributor to the SCAG region and global economic prosperity. The plan forecasts total air passenger demand in the region to increase from 110.17 MAP in 2017 to 197.14 MAP in 2045. The MAP forecast was based on a compounded annual growth rate of 2.1 percent starting from the 2017 MAP. For LAX, Connect SoCal includes a forecast of 127 MAP for LAX by 2045.[7]

As stated in the Aviation and Ground Access Technical Report, "SCAG's focus in aviation planning is to ensure adequate ground transportation planning and improving ground access to the region's airports in response to potential future aviation demands."[8] The Technical Report notes that it is critical that aviation and transportation stakeholders collaborate and work together in order to creatively plan for the future needs of the surface transportation system in and around the region's airports.

County of Los Angeles

Los Angeles County plans that are relevant to the proposed Project include the Los Angeles County General Plan and the Airport Land Use Plan. The Los Angeles County General Plan provides the policy framework and establishes the long-range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities.[9] The

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2 Southern California Association of Governments, *Press Release: SCAG Regional Council formally adopts Connect SoCal*, September 3, 2020. Available: https://www.connectsocal.org/Pages/details.aspx?list=Announcements&lid=49, accessed September 18, 2020.

3 Southern California Association of Governments, *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments,* adopted September 3, 2020. Available: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf.

4 Southern California Association of Governments, *Connect SoCal Update*, July 2, 2020. Available: https://www.connectsocal.org/Documents/Agendas/rc070220agn04.pdf.

5 Pursuant to Senate Bill (SB) 375 (Steinberg, 2008), as codified in Government Code §65080(b) et seq., SCAG must prepare a Sustainable Communities Strategy that will be incorporated into the RTP and demonstrates how the region will meet its greenhouse gas reduction targets as set forth by the California Air Resources Board.

6 Southern California Association of Governments, *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, adopted September 3, 2020. Available: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf.

7 Southern California Association of Governments, *Connect SoCal Technical Report: Transportation System - Aviation and Airport Ground Access*, adopted September 3, 2020. Available: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal_Aviation-And-Airport-Ground-Access.pdf.

8 Southern California Association of Governments, *Connect SoCal Technical Report: Transportation System - Aviation and Airport Ground Access*, adopted September 3, 2020. Available: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal_Aviation-And-Airport-Ground-Access.pdf.

9 County of Los Angeles, *Los Angeles County General Plan*, October 6, 2015. Available: http://planning.lacounty.gov/generalplan/generalplan.

County's General Plan is discussed further under Section 4.6.3.1.3. The County's Airport Land Use Plan, which is the primary tool for addressing LAX-related noise, is discussed below.

Los Angeles County Airport Land Use Plan

The State Aeronautics Act mandates that each county containing a public airport have an Airport Land Use Commission (ALUC), which is required to coordinate planning for the areas surrounding public use airports.[10] The purpose of the Act is "to protect 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 to the extent that these areas are not already devoted to incompatible uses."[11] This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the Airport Land Use Plan (ALUP).

Caltrans, the agency with jurisdiction for administering the Act, published the *California Airport Land Use Planning Handbook* (Caltrans Handbook) to provide guidance to Airport Land Use Commissions when conducting airport land use compatibility planning as mandated by the Act.[12] The Los Angeles County Regional Planning Commission is the designated ALUC for airports within Los Angeles County and is responsible for preparing and implementing Los Angeles County's ALUP in accordance with the Caltrans Handbook.

The Los Angeles County ALUP establishes provisions to ensure safe airport operations through the delineation of Runway Protection Zones (RPZs) and height restriction boundaries,[13] and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. In addition, the ALUP establishes a planning boundary for each commercial airport within Los Angeles County to delineate areas subject to noise impacts and safety hazards, specifically, areas within the airport's 65 community noise exposure level (CNEL) noise contour and areas within the RPZ(s), respectively. Those noise and safety areas, together, determine the Airport Influence Area (AIA) specific to each airport. The General Plans and Specific Plans of cities within Los Angeles County must be consistent with ALUC land use policies. Amendments to a city's General Plan, Specific Plan, zoning ordinance, or building regulations within an airport's AIA require review by the ALUC and a Consistency Determination with the ALUP.

The ALUP for Los Angeles County includes policies addressing noise, safety, airspace hazards, and land use/noise compatibility criteria for new proposed land uses. The ALUP includes a Land Use Compatibility table; ALUP policies require new uses to adhere to the criteria set forth in that table and encourage the removal of incompatible land uses. The ALUP also includes policies prohibiting uses that would negatively affect safe air navigation, including limitations on height and light, from within the RPZ.[14]

As shown in **Figure 4.6-2,** the proposed Project is located within the AIA identified for LAX in the ALUP. In addition to lying within the airport's existing 65 CNEL noise contour, the proposed landside improvements extend into the RPZ for the north airfield complex.

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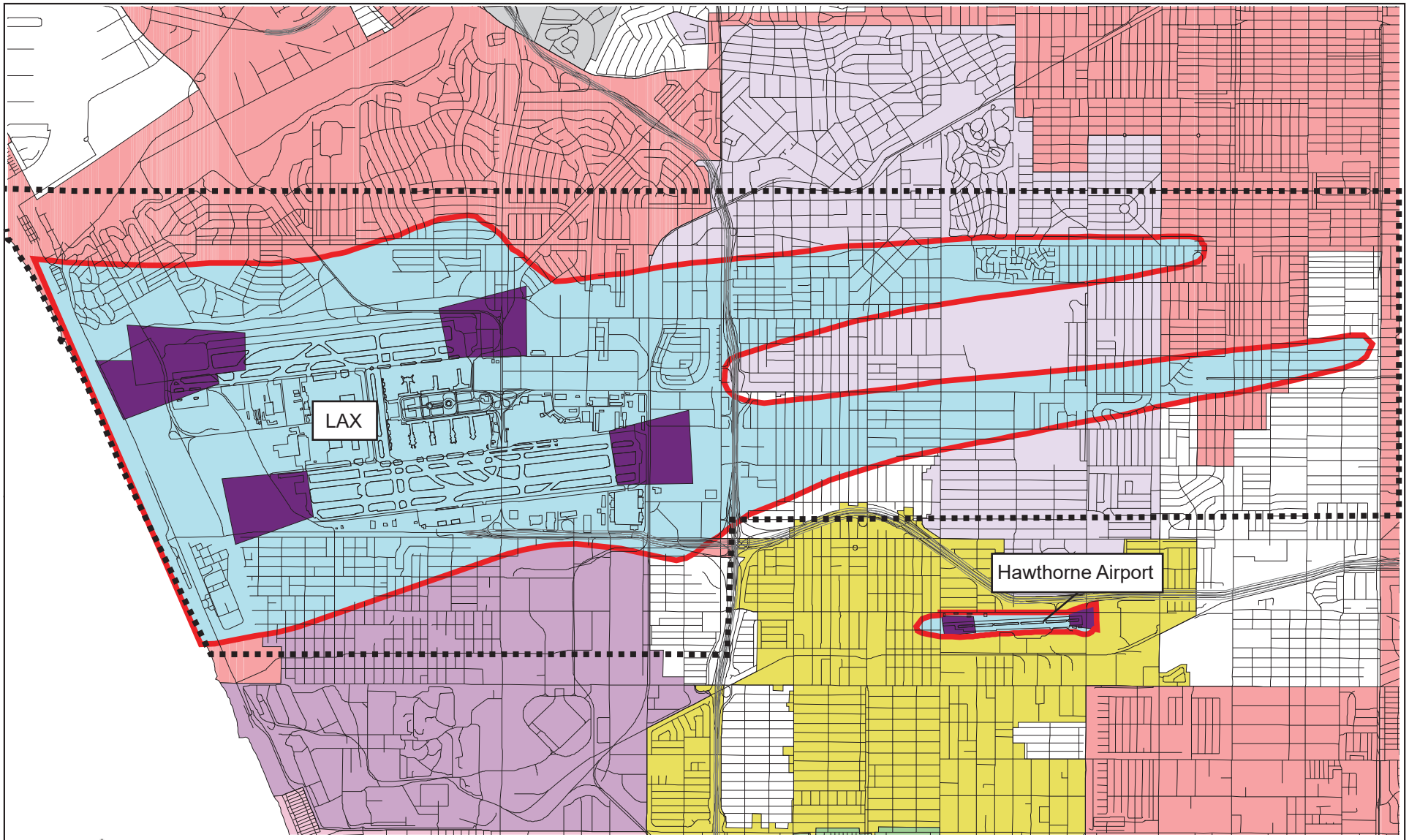
10 California Public Utilities Code, Sections 21670 et. seq.
11 California Public Utilities Code, Sections 21670(a)(2).
12 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011. Available: https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf.
13 Height Restriction boundaries in the Los Angeles County ALUP are based on federal 14 CFR Part 77 airspace surfaces.
14 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, December 1, 2004. Available: http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.



Source: Los Angeles County Airport Land Use Commission,
Los Angeles County Airport Land Use Plan, December 1, 2004
Prepared by: CDM Smith, October 2020

LAX Airfield and Terminal Modernization Project

Los Angeles County Airport Land Use Plan
Airport Influence Area

Figure
4.6-2

4.6.3.1.2 City of Los Angeles Plans

City of Los Angeles General Plan

The General Plan for the City of Los Angeles includes a series of elements, each of which focuses on various aspects of the built environment. The General Plan consists of a Framework Element; a Land Use Element comprised of 35 community plans, the LAX Plan, and the Port of Los Angeles Plan; and the following citywide elements: Air Quality, Conservation, Health, Housing, Infrastructure Systems, Mobility Plan 2035 (Transportation Element), Noise, Open Space, Public Facilities and Services, and Safety. General Plan components that are relevant to the proposed Project include the Framework Element, Mobility Plan 2035, Noise Element, and two community plans that are part of the Land Use Element, specifically the LAX Plan and the Westchester-Playa del Rey Community Plan. These General Plan components are addressed in the sections that follow.

Framework Element

The Framework Element establishes the long-range strategy for addressing the City's long-term growth and defines citywide policies to be implemented through community plans and citywide elements.[15] The Framework Element's Land Use, Economic Development, and Infrastructure and Public Services chapters include policies addressing environmental effects that are relevant to the proposed Project; these policies are discussed below.

Framework Element Land Use Chapter

The land use policies contained in the General Plan Framework Element are intended to retain the City's residential neighborhoods and commercial districts and, when future growth occurs, encourage that growth to locate in neighborhood districts, commercial and mixed-use centers, along boulevards, in industrial districts, and in proximity to transportation corridors and transit stations.[16]

The Framework Element's Land Use chapter identifies policies for each of several land use categories that are shown in the Long-Range Land Use Diagrams for the City. The Project site is designated as a Regional Center land use category in the Long-Range Land Use Diagram for West/Coastal Los Angeles. The Regional Center in which LAX is located extends between Century Boulevard and 96th Street, and between Sepulveda Boulevard and La Cienega Boulevard. Regional centers are intended to serve as the focal points of regional commerce, identity, and activity and typically provide a significant number of jobs and non-work destinations that generate and attract a high number of vehicular trips. The chapter characterizes the Regional Center land use category as having a variety of urban and community-serving uses, including major transit hubs.[17] The Framework Element Land Use chapter includes the following policy that was adopted for the purpose of avoiding or mitigating an environmental effect and is relevant to the proposed Project due to the proposed Automated People Mover (APM) station, which would connect to the previously-approved LAX APM system and, thereby, to the previously-approved LAX Intermodal Transportation Facilities (ITFs), and Airport Metro Connector 96th Street Transit Station:

- **Policy 3.10.2:** Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

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15 City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework - An Element of the City of Los Angeles General Plan*, December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/00/00.htm.

16 City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework - An Element of the City of Los Angeles General Plan*, Chapter 3, Land Use, adopted December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/03/030.htm.

17 City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework - An Element of the City of Los Angeles General Plan*, Chapter 3, Land Use, Table 3-1, Land Use Standards and Typical Development Characteristics, adopted December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/03/tab31.htm.

Framework Element Economic Development Chapter

As noted above, the Framework Element includes an Economic Development chapter with policies that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project. The Economic Development chapter of the General Plan Framework Element addresses policies and programs to promote business retention and job growth within the City. The chapter states that "the City must take advantage of the critical role of… the Los Angeles International Airport in supporting the local economy." LAX is identified as a candidate for the consideration of economic strategies and implementation priorities. The chapter identifies LAX as an area with broad regional and international market links and recognizes that improvement of the airport "will have a regional impact on employment and economic growth."[18] The Economic Development chapter includes the following policies specific to LAX, and relevant to the proposed Project, that were adopted for the purpose of avoiding or mitigating an environmental effect:[19]

- **Policy 7.2.13:** Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.
- **Policy 7.3.4:** Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.

Framework Element Infrastructure and Public Services Chapter

The Infrastructure and Public Services chapter of the Framework Element contains the following policy that was adopted for the purpose of avoiding or mitigating an environmental effect and is relevant to the proposed Project:

- **Policy 9.9.7:** Incorporate water conservation practices in the design of new projects so as to not impede the City's ability to supply water to its other users or overdraft its groundwater basins.

Mobility Plan 2035

Mobility Plan 2035, adopted in 2015 and subsequently amended in 2016, is the General Plan Transportation Element for the City of Los Angeles. Mobility Plan 2035 serves as a guide to further the development of a citywide transportation system in a manner that provides for the efficient movement of people and goods. The Plan establishes policies and programs to provide safe and accessible streets for vehicles, pedestrians, bicycles, and transit users throughout the City. Many of the policies relate to roadway design and envision a balanced, multi-modal transportation system with connections throughout the City to improve mobility and create a more pedestrian-friendly atmosphere.[20] Mobility infrastructure, including roadway and bicycle transportation, is discussed further under Section 4.8, *Transportation*. The Plan establishes the broad framework to enhance multiple modes of transportation throughout the City, including bicycle, transit, pedestrian, and vehicle.

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[18] City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework - An Element of the City of Los Angeles General Plan*, Chapter 7, Economic Development, Figure 7-1, Citywide Economic Strategies, adopted December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/07/fig7-1.htm.

[19] City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework - An Element of the City of Los Angeles General Plan*, Chapter 7, Economic Development, adopted December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/07/07.htm.

[20] City of Los Angeles, Department of City Planning, *Mobility Plan 2035 - An Element of the General Plan*, amended September 7, 2016. Available: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf.

Mobility Plan 2035 includes the following policies that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project:

- **Policy 4.8 Transportation Demand Management (TDM):** Encourage greater utilization of TDM strategies to reduce dependence on single-occupancy vehicles.
- **Policy 5.1 Sustainable Transportation:** Encourage the development of a sustainable transportation system that promotes environmental and public health.
- **Policy 5.2 Vehicle Miles Traveled (VMT):** Support ways to reduce VMT per capita.
- **Policy 5.4 Clean Fuels and Vehicles:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.
- **Policy 5.5 Green Streets:** Maximize opportunities to capture and infiltrate stormwater within the City's public rights-of-way.

Noise Element

The Noise Element of the City's General Plan,[21] adopted in 1999, identifies significant noise sources within the City and addresses noise mitigation regulations, strategies, and programs. It also includes discussion of local limitations relative to noise control due to federal or state preemption. The Noise Element specifically addresses airport-related noise associated with LAX. The goal of the Noise Element is a city where noise does not reduce the quality of urban life, and policies are identified for its achievement. The Noise Element includes the following policies that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project:

- **Policy 1.1:** Incompatibility of airports identified by the Los Angeles County ALUC as "noise problem airports" (LAX, Van Nuys, and Burbank) and land uses shall be reduced to achieve zero incompatible uses within a CNEL of 65 dB airport noise exposure area, as required by Caltrans pursuant to the California Code of Regulations Title 21, Section 5000, et seq., or any amendment thereto.
- **Program P1:** Continue to develop and implement noise compatibility ordinances and programs that are designed to abate airport-related noise impacts on existing uses, to phase out incompatible uses, and to guide the establishment of new uses within a CNEL of 65 dB noise exposure area of the Los Angeles International and Van Nuys airports and within those portions of the City that lie within a CNEL of 65 noise exposure area of the Burbank-Glendale-Pasadena Airport [Hollywood Burbank Airport].
- **Program P2:** Noise abatement, mitigation, and compatibility measures shall be incorporated into the City's general plan airport and harbor elements, including, where feasible, soundproofing of impacted sensitive uses, buffering, land use reconfiguration, modification of associated circulation and transportation systems, modification of operational procedures, conversion or phasing out of uses that are incompatible with airport or harbor uses, and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.
- **Program P3:** Continue to incorporate airport and harbor noise compatibility measures into the City's General Plan Community Plan elements for communities that are significantly impacted by airport- and harbor-related noise, including, where feasible, conversion or phasing out of land uses that are incompatible with airport and harbor uses, reclassification of zones, modification of associated circulation systems and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.

[21] City of Los Angeles, Department of City Planning, *Noise Element of the Los Angeles City General Plan*, adopted February 3, 1999. Available: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf.

Land Use Element

The Land Use Element of the General Plan is comprised of a series of 35 Community Plans, the LAX Plan, and the Port of Los Angeles Plan. Each of these plans focuses on specific geographies within the City. The Project site is located within the LAX Plan boundary. In addition, the existing noise contours associated with aircraft landing at LAX extend over the South Los Angeles Community Plan area. The following sections identify and describe the Land Use Element plans and policies that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project, including the LAX Plan, the Westchester-Playa del Rey Community Plan, and the South Los Angeles Community Plan.

LAX Plan

The LAX Plan, which is the Community Plan for the LAX area and was last amended in 2017, is part of the Land Use Element of the City of Los Angeles General Plan. The LAX Plan establishes land use policies for LAX and 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 promoting the movement and processing of passengers and cargo within a safe and secure environment, while continuing to serve as the region's principal international gateway. The LAX Plan is intended to allow the airport to respond to emerging new technologies, economic trends, and functional needs.[22]

As described in the LAX Plan, and shown in **Figure 4.6-3**, the LAX Plan area has five general land use subareas: Airport Airside, Airport Landside, Airport Landside Support, LAX Northside, and Open Space, as summarized below.

- The Airport Airside Subarea includes those aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services. Permitted uses include four runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities.
- The Airport Landside Subarea functions as the interface between Airport Airside and the regional ground transportation and public transit network, establishing access portals for the processing of people and goods. As stated in the current LAX Plan, this area includes the Central Terminal Area (CTA); ground transportation facilities to the east, including ITFs, the Consolidated Rental Car Facility (CONRAC), and the APM connecting these facilities to the CTA; and airport parking. Aircraft are not permitted under power in this area. Examples of uses within these areas include passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.
- The Airport Landside Support Subarea supports the airport regional ground transportation network and allows for the development of commercial uses meeting the needs of passengers, visitors, and employees of LAX; guests of hotels; and employees of businesses in or around the vicinity. Allowable uses in this area include, but are not limited to, retail, restaurants, entertainment, hotels, and offices.

[22] City of Los Angeles, Department of City Planning, *Los Angeles International Airport - LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx?la=en&hash=A56B9B036C9CC63428A4AC5DC0E910992C1B0F53.

Legend

LAX SPECIFIC PLAN SUBAREAS

- LAX Northside
- Airport Airside
- Airport Landside
- Airport Landside Support
  - Area 1
  - Area 2

LAX/EL SEGUNDO DUNES SPECIFIC PLAN AREA

- Open Space
- Imperial Terminal Area

LA City Boundary

Source: City of Los Angeles, *Los Angeles International Airport - LAX Plan*, adopted December 14, 2004, last amended June 7, 2017
Prepared by: CDM Smith, October 2020

LAX Airfield and Terminal Modernization Project	LAX Plan Map	Figure **4.6-3**

- The LAX Northside Subarea provides for the development of a variety of land uses of an appropriate scale and level of activity to provide a buffer and transition between the Westchester-Playa del Rey community and the airport. It may also serve as a relocation area for businesses displaced by airport development. The primary allowable uses within LAX Northside include, but are not limited to, commercial development, office, light industrial, research and development, hotel and conference facilities, retail and restaurant uses, school and community facilities, open space, bicycle paths, and greenway buffers. The proposed north airfield improvements are located south of the LAX Northside Subarea. No modifications to the LAX Northside Subarea are proposed and this subarea is not addressed further in this EIR.
- The Open Space Subarea is comprised of the Los Angeles Airport/El Segundo Dunes. Development within this subarea is limited to existing and relocated navigational aids, restoration and maintenance of the Dunes Habitat Preserve, a park, and other ancillary facilities per the adopted Los Angeles Airport/El Segundo Dunes Specific Plan. The Los Angeles Airport/El Segundo Dunes Specific Plan Area is located at the far western boundary of LAX. The Los Angeles Airport/El Segundo Dunes lie west of the proposed north airfield improvements across Pershing Drive. The proposed terminal and landside improvements are over 2 miles to the east of the Dunes. No modifications to the Open Space Subarea are proposed and this subarea is not addressed further in this EIR.

The LAX Plan identifies various policies that guide airport development. These policies and programs are organized into nine topics that address functional and operational aspects of the airport and potential impacts to adjacent land uses. These policy topics are safety and security, land use, conservation, circulation and access, economic benefits, noise, air quality, hazardous waste, and design.

The LAX Plan includes the following policies that were adopted for the purpose of avoiding or mitigating an environmental effect and are relevant to the proposed Project:

- **Land Use – Airport Airside P1:** Develop a balanced airfield to provide for more efficient and effective use of airport facilities.
- **Land Use – Airport Landside P1:** Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.
- **Land Use – Airport Landside P3:** Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.
- **Land Use – Airport Landside P4:** Develop direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.
- **Land Use – Airport Landside P6:** Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.
- **Conservation – Sustainability P1:** Design new facilities to meet or exceed energy prescriptive standards required under Title 24.
- **Conservation – Sustainability P2:** Reduce energy usage and increase usage of green power at all airport facilities and in all operations.
- **Conservation – Sustainability P3:** Increase recycling and source reduction efforts at all facilities and for all operations.
- **Conservation – Sustainability P4:** Increase water conservation in all airport facilities and for all operations.

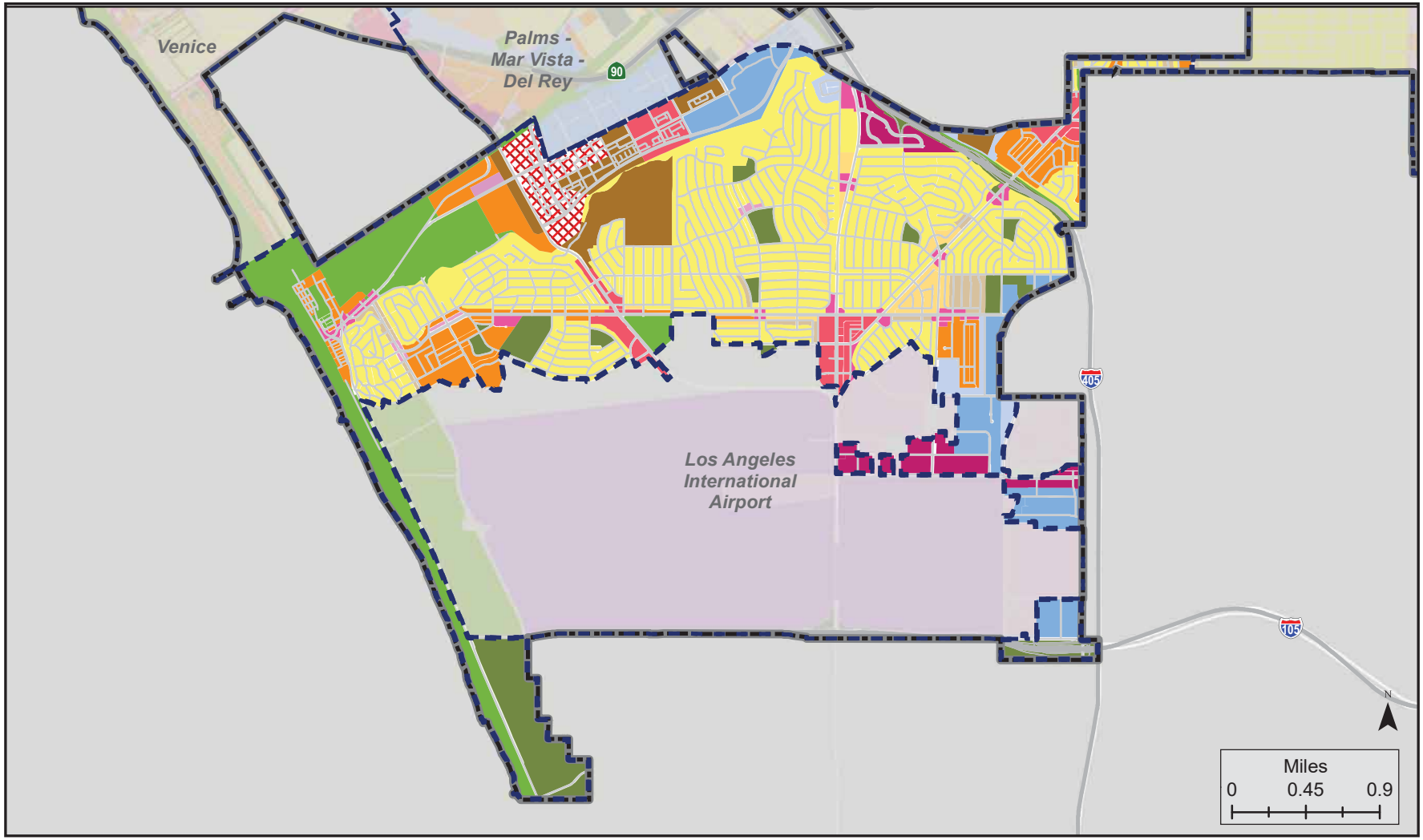
- **Conservation – Sustainability P6:** Incorporate sustainable planning, design, and construction practices into all airport projects.
- **Circulation and Access P1:** Develop direct links from each major Airport Airside and Airport Landside facility to other Airport Landside and Airport Airside facilities, as appropriate.
- **Circulation and Access P2:** Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.
- **Circulation and Access P3:** Provide facilities that encourage transit ridership.
- **Circulation and Access P11:** Connect to transit, encouraging transit ridership to LAX.
- **Circulation and Access P14:** Reduce vehicle emissions and improve air quality.
- **Noise P1:** Maintain and enhance applicable elements of the current Aircraft Noise Abatement Program that pertain to aircraft noise.
- **Noise P2:** Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.
- **Noise P8:** Continue to implement LAX's Airport [Aircraft] Noise Mitigation Program to mitigate noise impacts to incompatible land uses (residences, schools, hospitals, churches, and libraries).
- **Noise P9:** Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.
- **Air Quality P1:** Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air [pollutant] emissions through reduced idle time.
- **Air Quality P4:** Provide facilities that encourage transit ridership.
- **Air Quality P5:** Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.
- **Design P1:** Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.

Westchester-Playa del Rey Community Plan

The Westchester-Playa del Rey Community Plan includes areas that surround LAX to the west, north, east, and south, as shown in **Figure 4.6-4**. The land uses designated in the Westchester-Playa del Rey Community Plan area consist primarily of residential uses, with commercial uses concentrated near the transportation corridors of Lincoln Boulevard, Sepulveda Boulevard, and Century Boulevard. Industrial land uses are primarily located in the east and southeast sections of the community, close to LAX. Many of the businesses in those areas are closely tied to the aviation industry and include logistics, aircraft repair or part fabrication, food service, and parking lots for car rental agencies and long-term airport parking use.[23]

The Westchester-Playa del Rey Community Plan recognizes the intertwined relationship between LAX and the Westchester Playa del Rey community. One of the stated goals of the Community Plan is to coordinate the development of LAX and its ancillary facilities and circulation system with surrounding communities to increase safety, security, and efficient operational capabilities to serve the passenger travel and air-cargo demand throughout Los Angeles and the region, while minimizing potential adverse environmental impacts resulting from such activities.

[23] City of Los Angeles, Department of City Planning, *Westchester - Playa del Rey Community Plan*, adopted April 13, 2004, amended September 7, 2016. Available: https://planning.lacity.org/odocument/67450916-225a-4a55-97a5-8fa184a7e91d/Westchester-Playa_Del_Rey_Community_Plan.pdf.



Legend

- City Boundary
- Community Plan Boundary
- Low
- Low Medium I
- Low Medium II
- Medium
- High Medium
- General Commercial
- Community Commercial
- Neighborhood Commercial
- Neighborhood Office Commercial
- Regional Commercial
- Regional Mixed Commercial
- Light Industrial
- Light Manufacturing
- Limited Industrial
- Limited Manufacturing
- Open Space
- Public Facilities
- Public Facilities - Freeways
- Airport Landside

0 0.25 0.5 Miles
Scale

Source: City of Los Angeles, Department of City Planning, *Westchester-Playa del Rey Community Plan*, 2004
Prepared by: CDM Smith, October 2020

LAX Airfield and Terminal Modernization Project

Westchester-Playa del Rey Community Plan Land Use Map

Figure **4.6-4**

South Los Angeles Community Plan

The South Los Angeles Community Plan area is located approximately three miles east of LAX. The South Los Angeles Community Plan is within the land use study area because the southern portion of the area is subject to aircraft overflights associated with LAX and a portion of the Plan area falls within the airport's existing 65 CNEL noise contour. The South Los Angeles Community Plan outlines a vision for the long-term physical and economic development and community enhancement of South Los Angeles.[24] The South Los Angeles Community Plan does not contain any policies related to LAX.

City of Los Angeles Zoning, Specific Plans, and Streetscape Plan

LAX Specific Plan

While the LAX Plan establishes a land use policy framework for LAX, the LAX Specific Plan establishes zoning and development regulations and standards consistent with the LAX Plan for the Airport Airside, Airport Landside, Airport Landside Support, and LAX Northside subareas. The LAX Specific Plan is the principal planning tool for achieving the goals and objectives of the LAX Plan and for implementing the Plan's policies and programs.

The LAX Specific Plan, last amended in 2017, contains land use regulations and procedures for the processing of future individual projects and activities under the LAX Plan.[25] **Figure 4.6-5** depicts the LAX Specific Plan area, which is divided into four land use subareas: Airport Airside, Airport Landside, Airport Landside Support, and LAX Northside. The proposed airfield and terminal improvements are located within the Airport Airside Subarea.

The allowed uses in the LAX Specific Plan subareas are generally the same as described above for the LAX Plan, but with additional levels of detail that include items such as design guidelines and standards, development standards (including height and floor area restrictions), trip generation limits, transportation regulations, and sign regulations. Projects within the LAX Specific Plan must be reviewed and approved for consistency with the LAX Plan. In addition, any activity within the LAX Specific Plan area is required to comply with the applicable Design Guidelines.

Coastal Transportation Corridor Specific Plan

The Coastal Transportation Corridor Specific Plan (CTCSP), as amended,[26] implements a transportation impact mitigation program in the area generally bound by the City of Santa Monica to the north, I-405 to the east, Imperial Highway to the south, and Pacific Avenue and Vista del Mar to the west. LAX is included in the Specific Plan area. The CTCSP established a Transportation Impact Assessment fee program that is used to fund various improvements to the transportation system within the Specific Plan area. The CTCSP purposes include:

- Produce fewer auto trips per capita and decrease vehicle miles traveled per capita by increasing multi-modal transportation options and promoting best practices in Transportation Demand Management (TDM)
- Enhance mobility and connectivity along key transportation corridors

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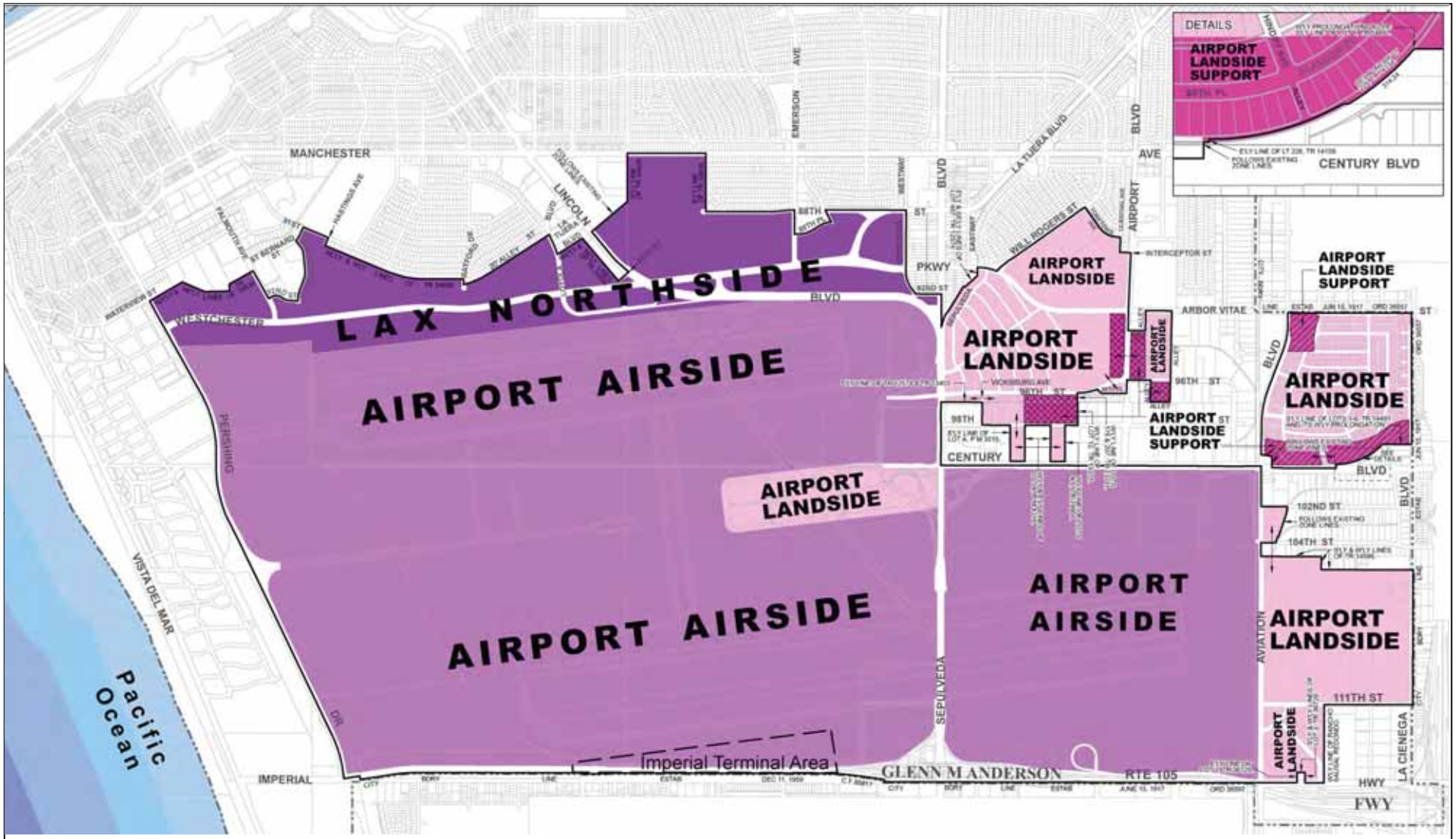
[24] City of Los Angeles, Department of City Planning, *South Los Angeles Community Plan*, adopted November 22, 2017. Available: https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf.

[25] City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/17-0276-s2_ord_185164_10-28-17.pdf.

[26] City of Los Angeles, *Coastal Transportation Corridor Specific Plan*, June 28, 2019. Available: https://planning.lacity.org/plans-policies/overlays/coastal-transportation-corridor.



0 0.25 0.5 Miles

Scale

Source: City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017
Prepared by: CDM Smith, October 2020

Legend

- LAX Northside
- Airport Airside
- Airport Landside
- Airport Landside Support
- LAX Specific Plan Boundary
- LA City Boundary
- Area 1
- Area 2

LAX Airfield and Terminal Modernization Project	LAX Specific Plan Map	Figure **4.6-5**

Century Boulevard Streetscape Plan

The Century Boulevard Streetscape Plan (Streetscape Plan), located within the LAX Plan and Westchester-Playa del Rey Community Plan areas, provides guidelines and standards for streetscape improvements in the public right-of-way and on private properties along an approximately 1.5-mile segment of Century Boulevard between Sepulveda Boulevard on the west and La Cienega Boulevard on the east.[27] This portion of the corridor is considered to be the "Gateway to Los Angeles" due to the millions of annual passengers that access LAX via Century Boulevard from Interstate 405 (I-405, also known as the San Diego Freeway) and adjacent arterials. The Streetscape Plan was adopted in 2018 and is designed to enhance walkability, make aesthetic enhancements, and create street-front business opportunities in the area.

The Streetscape Plan identifies various streetscape elements that are to be incorporated into applicable projects along this section of Century Boulevard, including street trees, planting in the parkways/tree wells, pedestrian lighting, paving patterns and materials, and street furniture. Implementation of the improvements identified in the Streetscape Plan is accomplished by private property owners along the corridor through the entitlement process, in conjunction with the permitting of other improvements, including developments or map approvals.

The Century Boulevard Streetscape Plan identifies the following goal that was adopted for the purpose of avoiding or mitigating an environmental effect and is relevant to the proposed Project:

- **Goal:** Incorporate "Green Streets" principles and design techniques along the corridor. These principles will allow for more sustainable management of stormwater runoff by infiltrating the runoff into the ground or filtering out pollutants before allowing the runoff to flow into the storm drains and ultimately, the Santa Monica Bay.

4.6.3.1.3 Plans of Other Jurisdictions within the Study Area

Although the proposed Project would not include components that are physically located within the boundaries of adjacent jurisdictions, unincorporated areas within the County of Los Angeles, and portions of the City of El Segundo and the City of Inglewood lie within the airport's existing 65 CNEL noise contour and are included within the land use study area. The General Plans of these jurisdictions contain policies regarding LAX. However, because the land use plans for these communities do not have jurisdiction over airport land, the goals and policies are designed to be responsive to airport development and operations within their jurisdictional boundaries and not to control airport development or operations.

City of El Segundo

The City of El Segundo lies immediately south of LAX. The El Segundo General Plan Noise Element, last updated in 1992, identifies flight operations at LAX as a major source of noise in the city, and contains land use policies responsive to LAX-related noise.[28]

City of Inglewood

The City of Inglewood is located to the east of LAX and portions of the City lie directly under the airport approach paths. The City's General Plan Noise Element, adopted in 1987, is a comprehensive program for including noise control in the planning process.[29] The Noise Element identifies aircraft operations as a

[27] City of Los Angeles, *Century Boulevard Streetscape Plan*, May 21, 2018. Available: https://planning.lacity.org/plans-policies/overlays/century-boulevard.

[28] City of El Segundo, *El Segundo General Plan – 1992, Noise Element*. Available: https://elsegundo.org/depts/planningsafety/planning/general_plan/9noise.htm.

[29] City of Inglewood, *Noise Element of the General Plan for the City of Inglewood*, adopted September 1, 1987. Available: https://www.cityofinglewood.org/209/General-Plan.

predominant source of noise in the City, and contains policies designed to reduce land use noise conflicts within the City of Inglewood.

County of Los Angeles General Plan Area Plans

The Los Angeles County General Plan is the foundational document for all community-based plans that serve the unincorporated areas. The General Plan identifies 11 Planning Areas, of which two are located near LAX: the Metro Planning Area and the South Bay Planning Area. Within these two Planning Areas, there are three unincorporated communities located near or in the vicinity of LAX, including Lennox, which is located directly east of the south airfield; Del Aire, which is located to the south/southeast; and Westmont, which is located east of the City of Inglewood but is situated under the LAX flight path. The Los Angeles County General Plan identifies the relationship between LAX noise contours and these communities and contains several policies that address aircraft noise.[30]

4.6.3.2 Environmental Setting

LAX is bordered on the north by the City of Los Angeles communities of Westchester and Playa del Rey, on the south by the City of El Segundo, on the southeast by the unincorporated Los Angeles County community of Del Aire, and on the east by the City of Inglewood and the unincorporated Los Angeles County community of Lennox. Vista del Mar, Dockweiler State Beach, and the Santa Monica Bay are located to the west of LAX. All of these cities and communities are located within Los Angeles County. **Figure 4.6-6** shows the existing land uses in the Project area.

4.6.3.2.1 Project Area

The Project area describes the physical limits of work for the proposed Project, as shown in Figure 2-3 in Chapter 2, *Description of the Proposed Project*. The study area (as described in Section 4.6.2, *Methodology*) defines the geographic area within which the proposed Project may have a potential direct or indirect environmental effect; the Project area is smaller than the study area and defines the area within which the proposed Project would be physically constructed. This section describes the existing land uses in the Project area.

Existing Land Uses

The land uses in the Project area are characterized by airport operations with commercial uses along Sepulveda Boulevard and Century Boulevard; and commercial uses, a Los Angeles Community College District warehouse/educational facility, and vehicle parking (surface and structured parking) along 96th Street, 98th Street, and Vicksburg Avenue. Existing land uses within the footprint of each Project component are described below.

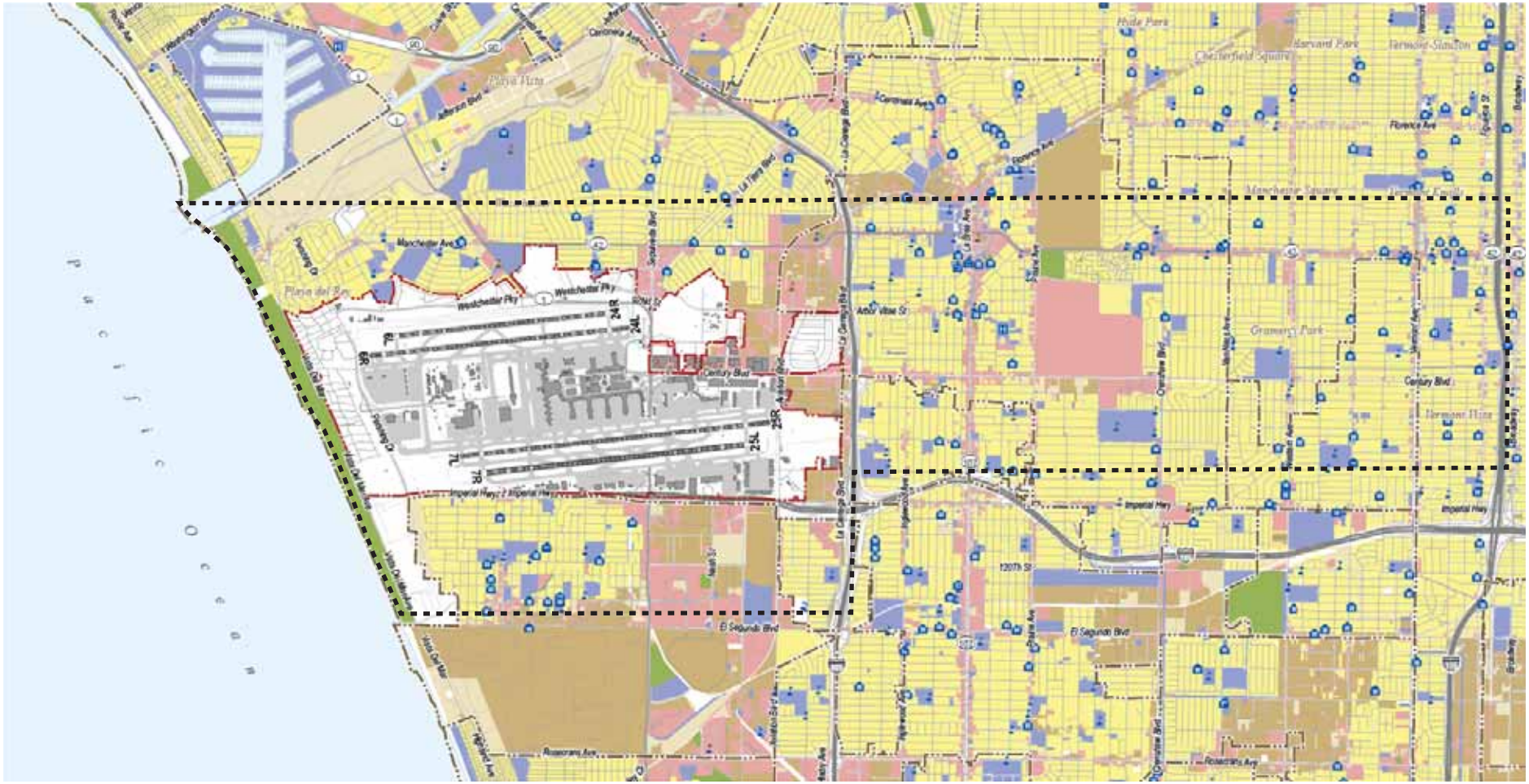
Airfield Improvements

The proposed airfield improvements are situated within the airport's north airfield, which includes runways, paved airfield areas, airfield access roadways, remote gates, and other aviation-related uses, such as maintenance facilities and fuel storage facilities. All proposed airfield improvements would be located on land zoned LAX and within the Airport Airside Subarea.

Terminal Improvements - Concourse 0

The Concourse 0 site is located on airport property and houses airport-related land uses. The site is primarily occupied by LAX-it, a temporary passenger pick-up area for taxis and transportation network companies (e.g., Uber and Lyft). The northern portion of the Concourse 0 site includes the existing LAWA

[30] County of Los Angeles, *Los Angeles County General Plan*, October 6, 2015. Available: http://planning.lacounty.gov/generalplan/generalplan.



Source: Harris Miller Miller & Hanson, February 2020
Prepared by: CDM Smith, October 2020

LAX Airfield and Terminal Modernization Project	Existing Land Uses in the Study Area	Figure **4.6-6**

Police Headquarters building, a vehicle service road, an airport security post, and roads. The LAWA Police Headquarters is currently in the process of being relocated to LAX Northside. The existing Headquarters is expected to close prior to the development of the proposed Project. A small portion of the site houses a groundwater remediation system to address past contamination beneath the site. The Concourse 0 site is zoned LAX and is within the Airport Airside Subarea.

Terminal Improvements - Terminal 9

The Terminal 9 site, including the related airfield improvement area, is located on airport property with land uses that are exclusively airport-related. The site encompasses existing and recently-decommissioned air cargo and maintenance facilities (including the former Delta Air Lines Maintenance Facility and Ground Support Equipment [GSE] Building, Mercury Air Cargo Facility, and Air Freight Building No. 8, and Air Freight Building No. 10), the LAX Records Retention Building, an American Eagle commuter terminal, and an office building. Other airport-related uses, including the United Airlines Maintenance Operations Center, are located in the vicinity. The Terminal 9 site is zoned LAX and is within the Airport Airside Subarea.

Landside Improvements

The proposed landside improvements would be located proximate to several hotels (including the Hyatt Regency Los Angeles, H Hotel/Homewood Suites, Courtyard by Marriott, and Sheraton Gateway Los Angeles), surface and structured parking facilities, a taxi staging lot on airport property, a City of Los Angeles Department of Water and Power (LADWP) electrical substation, and a Los Angeles Community College warehouse property that is used for occasional classes. With the exception of the taxi staging lot, these uses are located on non-airport property. Many of the proposed roadways and roadway improvements would be within existing or future roadway rights-of-way. However, some of the proposed improvements are located on or over parcels that are currently used for surface parking or taxi staging (see Figure 2-26b and Table 2-5 in Chapter 2, *Description of the Proposed Project)*. Even though they are mostly on private property, with the exception of the Los Angeles Community College District parcel, the affected parcels are within the boundaries of the LAX Plan and LAX Specific Plan. These parcels are zoned LAX and designated Airport Landside. The Los Angeles Community College District parcel is zoned C2-2 and is designated for regional commercial uses in the Westchester-Playa del Rey Community Plan.

4.6.3.2.2 Surrounding Area

The following describes the existing land use setting in communities and jurisdictions surrounding the Project area, as shown in Figure 4.6-1. These communities and jurisdictions include portions of the City of Los Angeles, the City of El Segundo, the City of Inglewood, and unincorporated Los Angeles County.

City of Los Angeles

The City of Los Angeles community of Playa del Rey lies to the north of the western portion of LAX. Existing uses include residential development and community-serving uses like schools, beachfront parks, and the Ballona Wetlands. The southerly portion of Playa del Rey lies within the existing 65 CNEL noise contour of LAX's north airfield.

The City of Los Angeles community of Westchester is adjacent to the Project boundary. Existing uses located in proximity to the proposed improvements include high-rise hotels and office buildings, parking lots and structures, and other uses that support these industries. A small portion of Westchester falls within the existing 65 CNEL noise contour of LAX's north airfield.

The City of Los Angeles community of South Los Angeles lies approximately three miles east of LAX. Portions of South Los Angeles – including Gramercy Park and the area to the north – lie within the existing 65 CNEL noise contour of LAX's north airfield. The portions of the community within the existing 65 CNEL

noise contour consist predominantly of residential land uses and community-serving uses such as schools, with some commercial development.

City of El Segundo

The City of El Segundo is approximately 3,494 acres in size[31] and is located adjacent to and south of the airport. Existing uses in El Segundo nearest to the airport (south of Imperial Highway) include office, commercial, and industrial development towards the east, and commercial and residential uses towards the west. The northwesternmost portion of the City, as well as some of the commercial uses along the northeastern boundary of the City, lie within the existing LAX south airfield 65 CNEL noise contour.

City of Inglewood

The City of Inglewood is located east of the airport and covers approximately 5,800 acres. Existing land uses in the City include a mix of residential, commercial, and industrial uses. Commercial and industrial land uses are located along major corridors, such as Century Boulevard east of I-405. Residential and mixed-use developments are generally located between major corridors, with multi-family residential uses located primarily west of Crenshaw Boulevard and single-family uses located primarily east of Crenshaw Boulevard. The Forum, a multi-purpose indoor arena, is located on Prairie Avenue, between Manchester and Century Boulevards. The Hollywood Park Tomorrow Mixed-Use Development, which consists of the redevelopment of the 238-acre former Hollywood Park racetrack, is located adjacent to the Forum and will consist of residential, retail, office, commercial, hotel, and community-serving uses, as well as a new sports stadium and entertainment complex, currently under construction. The existing 65 CNEL noise contours for both the north and south airfields lie within the City of Inglewood boundaries.

County of Los Angeles

The community of Lennox is located east of the airport within unincorporated Los Angeles County. Land uses in the western part of Lennox (between La Cienega Boulevard and I-405) include manufacturing and commercial development. Residential land uses are located east of the I-405 Freeway, with commercial uses along major north-south corridors. A large portion of Lennox lies within the south airfield 65 CNEL noise contour.

The unincorporated community of Del Aire is approximately 650 acres in size and is located south of the airport and east of El Segundo. Existing land uses within Del Aire near I-105 and I-405 include residential, industrial, and commercial development.

The unincorporated community of Westmont is approximately 1,180 acres in size and is located east of the City of Inglewood. Land uses are predominantly residential with some community-serving uses such as schools. A small area in Westmont lies within the existing south airfield 65 CNEL noise contour.

4.6.4 Thresholds of Significance

A significant land use impact would occur if the proposed Project would:

Threshold 4.6-1 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

This threshold is from Appendix G of the State CEQA Guidelines. Per Appendix G of the State CEQA Guidelines, the plan consistency evaluation considers potential conflicts or inconsistencies between the proposed Project and existing land use plans, policies, and regulations that were adopted for the purpose

[31] City of El Segundo, *El Segundo General Plan – 1992, 1.0 Introduction*. Available: https://elsegundo.org/depts/planningsafety/planning/general_plan/1intro.htm.

of avoiding or mitigating environmental effects. Determinations of significance are not based on inconsistency alone, but on instances where inconsistencies with plans, policies, and regulations would result in physical impacts to the environment.

As discussed above in Section 4.6.2, a project is considered to be consistent with a general plan and related planning documents if, considering all of its aspects, it will meet the general intent of the plan, further the objectives and policies of the plan, or not obstruct their attainment. A given project need not be in perfect conformity with each and every policy, nor does state law require precise conformity of a proposed project with every policy or land use designation for a site. If a project is determined to be inconsistent with specific individual objectives or policies, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the project would not be considered inconsistent with the plan.

4.6.5 Project Impacts

The following sections analyze the potential environmental effects of construction and operation of the proposed Project on land use. The analysis evaluates potential impacts by assessing whether the proposed Project is consistent with relevant existing land use plans, policies, or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

4.6.5.1 Impact 4.6-1

Summary Conclusion for Impact 4.6-1: Implementation of the proposed Project would not cause a significant environmental impact due to a conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This would be a *less than significant impact* for construction and operations.

4.6.5.1.1 Consistency with Regional Plans

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Consistency

The 2020-2045 RTP/SCS reflects the region's commitment to improve its mobility, sustainability, and economy. The proposed Project is an aviation transportation improvement project that is designed to enhance efficiency and safety within the north airfield, provide new terminal facilities to upgrade passenger processing capabilities and enhance the passenger experience, and improve the system of roadways to better access the CTA and new facilities while reducing congestion. The improvements would accommodate future aviation demand at LAX, which is supportive of the economic health of the region. Thus, the proposed Project is consistent with the 2020-2045 RTP/SCS overall goals.

Mobility in the vicinity of airports is an important component of sustainability and integrated planning in the 2020-2045 RTP/SCS. The proposed Project would be consistent with the overall intent of the 2020-2045 RTP/SCS, as it would provide ground access improvements that support the plan's goals as shown in **Table 4.6-1** below. The ground access improvements would also directly support the 2020-2045 RTP/SCS aviation strategy, which focuses on facilitating airport access to improve the functioning of the aviation system overall. In addition, the proposed Project would be consistent with the aviation forecast for LAX in the 2020-2040 RTP/SCS. As noted in Section 4.6.3.1.1, the 2020-2045 RTP/SCS forecasts an activity level of up to 127 MAP at LAX in the planning horizon year (i.e., 2045). Activity levels at LAX are forecasted to be 111 MAP in 2028. These activity levels are within the activity levels identified in the 2020-2045 RTP/SCS. As shown in Table 4.6-1, the proposed Project would not be inconsistent with the 2020-2045 RTP/SCS overall nor with policies in the 2020-2045 RTP/SCS that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the 2020-2045 RTP/SCS would be ***less than significant***.

Table 4.6-1
Project Consistency with Applicable Goals in the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

Goal	Plan Inconsistency?
Goal 5: Reduce greenhouse gas emissions and improve air quality	No inconsistency. As indicated in Section 4.1.1, *Air Quality*, and Section 4.4, *Greenhouse Gas Emissions,* the proposed Project would result in increased GHG emissions and impacts to air quality. However, a large portion of GHG and air quality impacts would be related to increased aircraft activity that will occur with or without Project implementation, although impacts due to construction, vehicle trips by Project-related employees, and building equipment would be attributable to the Project. As discussed in Section 4.4, *Greenhouse Gas Emissions,* LAWA does not have authority to regulate aircraft operations or emissions from aircraft engines. Moreover, the forecasted activity levels that would result in aircraft operations-related air pollutant and GHG emissions at LAX are accounted for in SCAG's 2020-2045 RTP/SCS. Although LAWA does not have the authority to regulate aircraft operations or emissions from aircraft engines, the proposed Project would result in changes at LAX, including the proposed airfield improvements, terminal gate configurations, and the substantial decommissioning of the West Remote Gates, that would result in decreased air pollutant and GHG emissions. Thus, the Project would not be inconsistent with Goal 5. While the proposed Project would still result in significant impacts under the applicable air quality and GHG thresholds, as outlined in Sections 4.1.1 and 4.4, the proposed Project includes mitigation measures to address air quality and GHG impacts.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	No inconsistency. The proposed Project would support an integrated regional development pattern and transportation network by adding a new APM station serving Terminal 9. Connecting to the APM would support the goal by ensuring that the development of Terminal 9 is connected to the regional transportation network via the APM. The proposed Project would not be inconsistent with the goal of adapting to a changing climate. All Project-related on-road medium- and heavy-duty vehicles at LAX would comply with LAWA's Alternative Fuel Vehicle Requirement. In addition, airlines that operate GSE related to Concourse 0 and Terminal 9 would comply with LAWA's GSE Emissions Policy, which would reduce GHG emissions. Moreover, the new Concourse 0 and Terminal 9 would be designed to achieve the USGBC's LEED® Silver certification and construction vehicles and equipment would comply with LAWA's Design and Construction Handbook requirements pertaining to clean equipment. Thus, the Project would not be inconsistent with Goal 5. In addition, as noted above and outlined in Section 4.4, *Greenhouse Gas Emissions,* the proposed Project includes mitigation measures that would reduce GHG emissions, which would aid the airport in adapting to climate change.

Source: Southern California Association of Governments, *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments,* adopted September 3, 2020. Available: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf.

Prepared by: EnviCraft LLC, 2020.

Los Angeles County Airport Land Use Plan Consistency

As described in Section 4.6.3.1.1, the ALUP for Los Angeles County provides policies for proposed new development to protect public health and minimize the public's exposure to safety hazards and excessive noise related to the operation of LAX. The proposed airfield improvements would be designed in conformance with FAA safety requirements. The reconfigured runway exits from Runway 6L-24R would be located outside of the high-energy zone and would include new acute-angled exits that would improve pilot visibility, thereby improving the safety of aircraft operations. The proposed Project would also be designed to avoid the creation of any obstructions or hazards as defined by Federal Aviation Regulation (FAR) Part 77 and would be consistent with ALUP policies that address RPZs and limit uses within these zones. Although some of the proposed roadway improvements would be situated within the eastern RPZ for Runway 6R-24L, these improvements would be at-grade (i.e., would not penetrate Part 77 surfaces) and would primarily replace and/or alter existing roadways.

The proposed Project would not conflict with the general and noise-related policies of the ALUP. These policies focus on ensuring that new development in areas surrounding the airport is compatible with airport operations, encouraging the land recycling of incompatible uses, and encouraging local agencies to inform prospective property owners of aircraft noise exposure in areas where high noise levels exist or are anticipated. Although some areas would be newly exposed to high noise levels, LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible land uses affected by aircraft noise under LAWA's Aircraft Noise Mitigation Program (ANMP), in compliance with ALUP policy. Based on the above, the proposed Project would not be inconsistent with the policies of the ALUP that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the ALUP would be ***less than significant***.

4.6.5.1.2 Consistency with City of Los Angeles Plans

City of Los Angeles General Plan

Framework Element Consistency

The Framework Element includes primary land use objectives that accommodate land use decisions that support existing and future business needs of the City, and plan for the provision of adequate supporting transportation and utility infrastructure. The proposed Project is intended to support and accommodate the business and transportation needs of the City of Los Angeles. In addition, the proposed landside access improvements are intended to reduce traffic congestion within the airport's CTA and on surrounding roadways. As shown in **Table 4.6-2** below, the proposed Project is supportive of the policies in the Framework Element by maintaining the basic relationship among land use districts and expanding transportation infrastructure at LAX in an environmentally sound manner. As shown in Table 4.6-2, the proposed Project would not be inconsistent with applicable policies of the General Plan Framework Element that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the City of Los Angeles General Plan Framework Element would be ***less than significant***.

Table 4.6-2
Project Consistency with Applicable Policies in the General Plan Framework Element

Policy	Plan Inconsistency?
Land Use Policy	
Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.	No inconsistency. The proposed Project includes improvements that would support the multi-modal capability of the airport, including a new station and terminal connection to the APM, which would provide connectivity to ITF West and the Airport Metro Connector, which are multi-modal centers.
Economic Development Policies	
Policy 7.2.13: Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.	No inconsistency. The proposed airfield improvements would enhance safety and improve the operational management of aircraft movements in the north airfield. The proposed terminal improvements would replace remote gates with contact gates that are located within the CTA, reduce busing of passengers and upgrade the passenger experience. The proposed landside access improvements would have greater queuing capacity than the existing roadway system, which would improve through traffic conditions in the surrounding transportation network. These improvements would facilitate environmentally sound operations and would have local and regional economic benefits by improving airport access and operational management, providing increased terminal amenities and concessions, and reducing congestion on surrounding roadways.
Policy 7.3.4: Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.	No inconsistency. The proposed Project includes airfield, terminal, and landside improvements that would accommodate forecasted growth in aviation demand and activity and would provide for future employment growth at LAX. The proposed Project would also include mitigation measures that would reduce or avoid adverse impacts, as discussed in this EIR.
Infrastructure and Public Services Policies	
Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as to not impede the City's ability to supply water to its other users or overdraft its groundwater basins.	No inconsistency. As discussed in Section 4.9.1, *Water Supply*, Concourse 0 and Terminal 9 would provide infrastructure to allow the use of reclaimed water in restrooms for toilet flushing and would include water conservation devices (e.g., high water efficiency appliances and restroom fixtures) throughout the facilities. Landscaping would incorporate water-efficient irrigation systems and utilize drought-tolerant plants and materials. As identified in Section 4.9.1, *Water Supply,* and **Appendix H**, *Water Supply Assessment,* the City will be able to supply water to the proposed Project without impeding the City's ability to supply water to its other users or overdraft its groundwater basins. Thus, the proposed Project would not be inconsistent with Policy 9.9.7. In addition to the Project features listed above, as identified in Section 4.4, *Greenhouse Gas Emissions,* Mitigation Measure MM-GHG (ATMP)-5 would further incorporate water conservation practices by requiring the use of non-potable water for Project-related landscaping.

Source: City of Los Angeles, Department of City Planning, *The Citywide General Plan Framework – An Element of the City of Los Angeles General Plan*, December 11, 1996, re-adopted August 8, 2001. Available: https://planning.lacity.org/cwd/framwk/chapters/00/00.htm.

Prepared by: EnviCraft LLC, 2020.

Mobility Plan 2035 Consistency

The proposed Project would improve the landside transportation system serving LAX, thereby improving access to and from the airport and relieving congestion on surrounding roadways. The proposed ground

access improvements include new arrival and departure roadways and a nearby parking facility to support Terminal 9, along with new roadway segments that would improve vehicle access to, and egress from, the existing CTA and Terminal 9. The landside improvement plan would also include construction of a seventh APM station at Terminal 9 on the previously-approved LAX APM line, as well as construction of a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard. The reconfigured CTA access roadways would have greater queuing capacity than the existing CTA access roadways, which would lessen the potential for vehicular congestion to occur on Century Boulevard and Sepulveda Boulevard, thereby improving traffic conditions on the surrounding roadway network. This is consistent with the overall aim of the Mobility Plan 2035 to achieve a transportation system that balances the needs of all road users. As shown in **Table 4.6-3**, the proposed Project would not be inconsistent with applicable policies of the Mobility Plan 2035 that were adopted for the purpose of avoiding or mitigating an environmental effect.[32] Therefore, impacts associated with Mobility Plan 2035 would be ***less than significant***.

Table 4.6-3
Project Consistency with Applicable Policies in the Mobility Plan 2035

Policy	Plan Inconsistency?
Collaboration, Communication & Informed Choices	
Policy 4.8 Transportation Demand Management (TDM) Strategies: Encourage greater utilization of TDM strategies to reduce dependence on single-occupancy vehicles.	No inconsistency. As described in Section 4.8, *Transportation,* the proposed Project would not conflict with nor prohibit TDM strategies or otherwise impede increased TDM strategy utilization, and would not be inconsistent with Policy 4.8. While the proposed Project would result in significant impacts related to transportation, as outlined in Section 4.8, *Transportation*, the proposed Project's Mitigation Measure MM-T (ATMP)-1 includes TDM strategies addressing employee travel that would add to, and complement, the TDM programs currently being implemented by LAWA, including strategies that would reduce dependence on single-occupancy vehicles. Employee impacts, relative to VMT and the application of TDM measures, would be mitigated to a level that is less than significant.
Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.	No inconsistency. The proposed Project would enhance the sustainable ground transportation infrastructure for the airport that is currently being implemented as part of the LAX Landside Access Modernization Program by adding a new APM station.
Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce VMT per capita.	No inconsistency. As described in Section 4.8, *Transportation,* VMT per employee with implementation of the proposed Project would be more efficient than under existing (2019) conditions (and more efficient than under the Projected Future Conditions Baseline in 2028). Specifically, the Project would result in 23.9 VMT per employee (compared to 25.2 under existing conditions and 24 VMT under future without project conditions). Thus, the proposed Project would not be inconsistent with Policy 5.2. While the proposed Project would still result in a significant impact under the applicable transportation threshold because the decrease in employee VMT would not be at least 15 percent below the 24 VMT baseline, the Project includes a mitigation

[32] The Mobility Plan 2035 includes many policies that do not apply, or only marginally apply to the proposed Project, as the Mobility Plan 2035 focuses on addressing mobility issues citywide, rather than LAX-specific mobility policies.

Table 4.6-3
Project Consistency with Applicable Policies in the Mobility Plan 2035

Policy	Plan Inconsistency?
	measure (MM-T (ATMP)-1. VMT Reduction Program) to reduce VMT, including employee VMT per capita as well as total passenger VMT, as discussed in this EIR. Also, note that, as described in Section 4.8, *Transportation*, for purposes of this EIR, passenger VMT is not measured on a per capita basis, but rather measured in terms of total VMT.
Policy 5.4 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No inconsistency. All operators of on-road (street-licensed) medium- and heavy-duty vehicles at LAX, including all airport contractors, lessees, permittees, and licensees, would comply with LAWA's Alternative Fuel Vehicle Requirement. This requirement would apply to contractors, lessees, permittees, and licensees of Concourse 0 and Terminal 9 once they are operational. In addition, airlines that operate GSE related to Concourse 0 and Terminal 9 would comply with LAWA's GSE Emissions Policy, which requires GSE operators to reach average composite emissions factors for their GSE fleets. LAWA would also comply with existing municipal code sections related to the provision of EV charging infrastructure. Thus, the proposed Project would not be inconsistent with Policy 5.4. In addition to the Project features listed above, as outlined in Section 4.1.1, *Air Quality*, and Section 4.4, *Greenhouse Gas Emissions,* the Project includes mitigation measures pertaining to clean fuels and vehicles, including low and zero emission fuel sources [e.g., renewable diesel], new mobility technologies [updates to the LAX Electric Vehicle - EV - purchasing policy], and provision of additional EV charging infrastructure beyond that required by code, as discussed in this EIR.
Policy 5.5 Green Streets: Maximize opportunities to capture and infiltrate stormwater within the City's public rights-of-way.	No inconsistency. The street-level roadway improvements would comply with the City's Low Impact Development (LID) and Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, which provide for stormwater capture and infiltration, where feasible and appropriate.

Sources: City of Los Angeles, Department of City Planning, *Mobility Plan 2035 - An Element of the General Plan*, amended September 7, 2016. Available: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf; City of Los Angeles, Los Angeles World Airports, *Alternative Fuel Vehicle Requirement Program (LAX Only)*, October 16, 2017. Available: https://www.lawa.org/-/media/lawa-web/environment/files/altfuelvehreq.ashx; City of Los Angeles, Los Angeles World Airports, *LAX Alternative Fuel Vehicle Requirement – Frequently Asked Questions (FAQs)*, February 6, 2018. Available: https://www.lawa.org/-/media/lawa-web/environment/files/alt-fuel-faqs-2-06-18.ashx; City of Los Angeles, Los Angeles World Airports, *Ground Support Equipment Emissions Policy*, October 22, 2019. Available: https://www.lawa.org/-/media/lawa-web/environment/files/lax_gse_emission_reduction_policy_boac.ashx.

Prepared by: EnviCraft LLC, 2020.

Noise Element Consistency

The forecast for LAX projects an increase in airport operations by 2028 (with or without implementation of the proposed Project), which would result in increased flights and aircraft noise, as discussed in Section 4.7.1, *Aircraft Noise*. However, as shown in **Table 4.6-4**, the proposed Project would not be inconsistent with the applicable programs and policies of the Noise Element of the General Plan. Specifically, the proposed Project would be consistent with policies requiring the incorporation of noise abatement

measures in the City's planning documents. As shown in Table 4.6-4, the proposed Project would not be inconsistent with the General Plan Noise Element nor with specific policies in the element that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the City of Los Angeles General Plan Noise Element would be ***less than significant***.

Table 4.6-4
Project Consistency with Applicable Policies in the General Plan Noise Element

Policy/Program	Plan Inconsistency?
Policy 1.1: Incompatibility of airports identified by the Los Angeles County ALUC as "noise problem airports" (LAX, Van Nuys, and Burbank) and land uses shall be reduced to achieve zero incompatible uses within a CNEL of 65 dB airport noise exposure area, as required by Caltrans pursuant to the California Code of Regulations Title 21, Section 5000, et seq., or any amendment thereto.	See evaluation of consistency with individual programs that were developed to implement this policy, below.
Program P1: Continue to develop and implement noise compatibility ordinances and programs that are designed to abate airport-related noise impacts on existing uses, to phase out incompatible uses, and to guide the establishment of new uses within a CNEL of 65 dB noise exposure area of the Los Angeles International and Van Nuys airports and within those portions of the City that lie within a CNEL of 65 noise exposure area of the Burbank-Glendale-Pasadena Airport [Hollywood Burbank Airport].	No inconsistency. The proposed Project would not hinder the development or implementation of existing noise compatibility ordinances and programs. Moreover, the proposed Project would not establish new non-airport uses within the 65 CNEL contour. Thus, the Project would not be inconsistent with Program P1. While the proposed Project would still result in significant aircraft noise impacts, as discussed in Section 4.7.1, *Aircraft Noise*, the Project includes Mitigation Measure MM-AN (ATMP)-1 to address Project-related aircraft noise impacts on existing uses through updated sound insulation programs.
Program P2: Noise abatement, mitigation, and compatibility measures shall be incorporated into the City's general plan airport and harbor elements, including, where feasible, soundproofing of impacted sensitive uses, buffering, land use reconfiguration, modification of associated circulation and transportation systems, modification of operational procedures, conversion or phasing out of uses that are incompatible with airport or harbor uses, and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.	No inconsistency. The City's general plan airport element is the LAX Plan. Noise policies in the LAX Plan that relate to the proposed Project are addressed in Table 4.6-5 below.

Table 4.6-4
Project Consistency with Applicable Policies in the General Plan Noise Element

Policy/Program	Plan Inconsistency?
Program P3: Continue to incorporate airport and harbor noise compatibility measures into the City's General Plan Community Plan elements for communities that are significantly impacted by airport- and harbor-related noise, including, where feasible, conversion or phasing out of land uses that are incompatible with airport and harbor uses, reclassification of zones, modification of associated circulation systems and/or other measures designed to reduce airport- and harbor-related noise impacts on adjacent communities.	No inconsistency. The City periodically updates its Community Plans, and includes policies to address airport noise, where applicable. The community plan that lies in proximity to LAX is the Westchester-Playa del Rey Community Plan. The proposed Project would not have any impacts on the Westchester-Playa del Rey Community Plan or hinder the incorporation of noise compatibility measures into the Plan. Moreover, as noted above, the proposed Project would not establish new incompatible uses within adjacent communities. Thus, the Project would not be inconsistent with Program P3. While, as mentioned above, the proposed Project would still result in significant aircraft noise impacts, as discussed in Section 4.7.1, *Aircraft Noise*, the Project includes Mitigation Measure MM-AN (ATMP)-1 to address Project-related aircraft noise impacts on existing uses through updated sound insulation programs.

Sources: City of Los Angeles, Department of City Planning, *Noise Element of the Los Angeles City General Plan*, adopted February 3, 1999. Available: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf; City of Los Angeles, Department of City Planning, *Westchester - Playa del Rey Community Plan*, adopted April 13, 2004, amended September 7, 2016. Available: https://planning.lacity.org/odocument/67450916-225a-4a55-97a5-8fa184a7e91d/Westchester-Playa_Del_Rey_Community_Plan.pdf; City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/17-0276-s2_ord_185164_10-28-17.pdf.

Prepared by: EnviCraft LLC, 2020.

Land Use Element Consistency

LAX Plan Consistency

The proposed Project would implement airside, terminal, and landside access improvements that would support the overall goals of the LAX Plan, which include strengthening LAX's unique role within the regional airport network as the international gateway to the Southern California region, developing and maintaining the highest standards of air traffic safety and passenger security through design and the latest innovations, and improving ground access to LAX. As shown in **Table 4.6-5**, the proposed Project would not be inconsistent with the LAX Plan overall nor with policies in the LAX Plan that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the LAX Plan would be ***less than significant***.

Table 4.6-5
Project Consistency with Applicable Policies in the LAX Plan

Policy/Program	Plan Inconsistency?
Land Use – Airport Airside	
P1. Develop a balanced airfield to provide for more efficient and effective use of airport facilities.	No inconsistency. The proposed airfield improvements would improve the operational efficiency of the north airfield, thereby contributing to a balanced airfield. The new Runway 6L-24R exits would enhance safety, better support the fleet operating at LAX, and provide operational flexibility and redundancy. The westerly extension of Taxiway D would improve the efficiency of aircraft movements in the north airfield. These improvements to the north airfield would provide for a more efficient and effective use of airport facilities.
Land Use – Airport Landside	
P1. Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.	No inconsistency. The proposed Project would not include landside improvements that abut neighborhood edges.
P3. Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.	No inconsistency. The proposed Project would include landside access improvements that would reconfigure the CTA access roadways to increase queuing capacity. In addition, the Terminal 9 APM station would facilitate passenger connections to the regional ground transportation network, including the Metro Crenshaw/LAX light rail line.
P4. Develop direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.	No inconsistency. The proposed Project would include a new APM station along the previously-approved APM system, which would connect Terminal 9 to the other terminals in the CTA and to the previously-approved ITF West and CONRAC.
P6. Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.	No inconsistency. The proposed Project would not be located adjacent to residential neighborhoods. The improvements to the north airfield (including the Taxiway D extension and new runway exits) would be located south of Runway 6L-24R and would not be located any closer to residential neighborhoods than the existing airfield infrastructure.
Conservation – Sustainability	
P1. Design new facilities to meet or exceed energy prescriptive standards required under Title 24.	No inconsistency. The proposed Project would be designed and constructed in accordance with LAWA's Sustainable Design and Construction Policy, which requires that new buildings be designed to achieve the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) Silver certification. LEED® Silver certification requires a project to be designed in a manner to save energy. This is discussed further in Section 4.3, *Energy*.
P2. Reduce energy usage and increase usage of green power at all airport facilities and in all operations.	No inconsistency. Concourse 0 and Terminal 9 would be designed as LEED® Silver facilities, which requires a project to be designed in a manner to save energy. This is discussed further in Section 4.3, *Energy*. Thus, the Project would not be inconsistent with Conservation – Sustainability Policy P2. In addition to the Project features listed above, and as discussed in Section 4.1.1, *Air Quality*, and Section 4.4, *Greenhouse Gas Emissions,* mitigation measures related to air quality and GHG impacts would also reduce energy use.

Table 4.6-5
Project Consistency with Applicable Policies in the LAX Plan

Policy/Program	Plan Inconsistency?
P3. Increase recycling and source reduction efforts at all facilities and for all operations.	No inconsistency. LAWA works closely with airport stakeholders and City of Los Angeles departments to improve, expand, and develop recycling and waste reduction activities at LAX to meet waste diversion goals laid out in the Sustainable City pLAn for Los Angeles.[1] The proposed Project would be included in LAWA's recycling and diversion program. Thus, the Project would not be inconsistent with Conservation – Sustainability Policy P3. In addition, as identified in Section 4.4, *Greenhouse Gas Emissions*, Mitigation Measures MM-GHG (ATMP)-2 and MM-GHG (ATMP)-4 would expand organic waste collection to include Concourse 0 and Terminal 9 and enhance the existing recycling program at LAX, respectively.
P4. Increase water conservation in all airport facilities and for all operations.	No inconsistency. The proposed Project would incorporate water-conserving devices into Concourse 0 and Terminal 9, install drought-tolerant landscaping and micro-irrigation, and provide infrastructure for the use of reclaimed water where appropriate. Thus, the Project would not be inconsistent with Conservation – Sustainability Policy P4. In addition, as identified in Section 4.4, *Greenhouse Gas Emissions,* Mitigation Measure MM-GHG (ATMP)-5 would require the use of non-potable water for all Project-related landscaping.
P6. Incorporate sustainable planning, design, and construction practices into all airport projects.	No inconsistency. Concourse 0 and Terminal 9 would be designed to achieve a minimum of LEED® Silver certification. In addition, the proposed airfield and roadway improvements would be required to meet LAWA's Sustainable Design & Construction Requirements. Specific sustainable planning, design, and construction practices are identified in Chapter 2, *Description of the Proposed Project*.
Circulation and Access	
P1. Develop direct links from each major Airport Airside and Airport Landside facility to other Airport Landside and Airport Airside facilities, as appropriate.	No inconsistency. The proposed Project would include a new APM station along the previously-approved APM system, which would connect Terminal 9 to the previously-approved ITF West and CONRAC.
P2. Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.	No inconsistency. The proposed Project would include landside access improvements, which include reconfigured roadways for access to and from the CTA. These roadway improvements would have greater queuing capacity than the existing roadway system, which would improve through-traffic conditions and mobility on the surrounding transportation network, and would enhance driver wayfinding to and from the CTA, which would improve safety.
P3. Provide facilities that encourage transit ridership.	No inconsistency. The proposed Project would include a new APM station along the previously-approved APM system, which would connect with the Metro Crenshaw/LAX light rail line.
P11. Connect to transit, encouraging transit ridership to LAX.	No inconsistency. The proposed Project would include a new APM station along the previously-approved APM system, which would connect with the Metro Crenshaw/LAX Light Rail line.

Table 4.6-5
Project Consistency with Applicable Policies in the LAX Plan

Policy/Program	Plan Inconsistency?
P14. Reduce vehicle emissions and improve air quality.	No inconsistency. LAWA has adopted a wide-ranging Clean Fleet Program for LAX operators, including the LAX Alternative Fuel Vehicle Policy and accompanying Incentive Program. In addition, LAWA promotes use of alternatively fueled vehicles by passengers and employees by providing electric vehicle charging stations in airport parking lots. Thus, the proposed Project would not be inconsistent with Circulation and Access Policy P14. While the proposed Project would result in significant impacts related to Air Quality, as described in Section 4.8, *Transportation,* and 4.1.1, *Air Quality,* the proposed Project would include Project features and mitigation measures that would reduce VMT and vehicle-related emissions and improve air quality.
Noise	
P1. Maintain and enhance applicable elements of the current Aircraft Noise Abatement Program that pertain to aircraft noise.	No inconsistency. The proposed Project would not impact the applicable elements of the current Aircraft Noise Abatement Program. Thus, the Project would not be inconsistent with Noise Policy P1. While the proposed Project would still result in significant aircraft noise impacts, as discussed in Section 4.7.1, *Aircraft Noise*, the Project includes Mitigation Measure MM-AN (ATMP)-1 to address Project-related aircraft noise impacts on existing uses through implementation of updated sound insulation programs.
P2. Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.	No inconsistency. The westerly extension of Taxiway D would be designed with ADG VI separation from Taxiway E, and the accompanying new vehicle service road south of the Taxiway D extension would be designed at ADG VI separation from Taxiway D. In association with Concourse 0, the easterly extension of Taxiway E would be designed as an ADG V/restricted ADG VI taxiway. Terminal 9 is previously-approved as a 12-gate international and domestic terminal facility with capability to support ADG VI operations. In addition, in association with Terminal 9, the easterly extension of Taxiway C would be designed at ADG VI separation from Taxiway B, and the relocated vehicle service would be designed at ADG VI separation from Taxiway C.
P8. Continue to implement LAX's Airport [Aircraft] Noise Mitigation Program to mitigate noise impacts to incompatible land uses (residences, schools, hospitals, churches, and libraries).	No inconsistency. The proposed Project would not conflict with nor impact the implementation of LAX's Airport [Aircraft] Noise Mitigation Program. Thus, the Project would not be inconsistent with Noise Policy P8. While the proposed Project would still result in significant aircraft noise impacts, as discussed in Section 4.7.1, *Aircraft Noise*, the Project includes Mitigation Measure MM-AN (ATMP)-1 to address Project-related aircraft noise impacts on existing uses through implementation of updated sound insulation programs.
P9. Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.	No inconsistency. The proposed Project would not be located adjacent to residential neighborhoods. The improvements to the north airfield (including the Taxiway D extension and new runway exits) would be located south of Runway 6L-24R and would not be located any closer to residential neighborhoods than the existing airfield infrastructure.

Table 4.6-5
Project Consistency with Applicable Policies in the LAX Plan

Policy/Program	Plan Inconsistency?
Air Quality	
P1. Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air [pollutant] emissions through reduced idle time.	No inconsistency. The proposed airfield improvements (westerly extension of Taxiway D, easterly extension of Taxiways D and E, easterly extension of Taxiway C) would reduce airfield delays and congestion, which would reduce idle times and related air pollutant emissions.
P4. Provide facilities that encourage transit ridership.	No inconsistency. The proposed Project would include a new APM station along the previously-approved APM system, which would connect with the Metro Crenshaw/LAX light rail line.
P5. Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.	No inconsistency. The proposed Project would reconfigure the access roadways to and from the CTA and would have greater queuing capacity than the existing CTA access roadways, which would improve through traffic conditions on the surrounding transportation network.
Design	
P1. Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.	No inconsistency. The proposed Project would not include landside improvements that abut neighborhood edges. The scale and activity of the proposed Project's terminal and landside components would be consistent with surrounding land uses.

Source: City of Los Angeles, Department of City Planning, *Los Angeles International Airport - LAX Plan*, adopted December 14, 2004, last amended June 7, 2017. Available: https://www.lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx?la=en&hash=A56B9B036C9CC63428A4AC5DC0E910992C1B0F53.

Note:

[1] City of Los Angeles, *Sustainability Elements: Material Resources Management*. Available: https://www.lawa.org/en/lawa-sustainability/sustainability-elements-material-resource-management, accessed November 12, 2019.

Prepared by: EnviCraft LLC, 2020.

Westchester-Playa del Rey Community Plan Consistency

One of the objectives of the Westchester-Playa del Rey Community Plan is to coordinate the development of LAX with the surrounding communities. The proposed Project would improve access to and from LAX and relieve congestion on surrounding roadways and, therefore, would be consistent with the Westchester-Playa del Rey Community Plan. Therefore, the proposed Project would not be inconsistent with land use policies of the Westchester-Playa del Rey Community Plan adopted for the purpose of avoiding or mitigating an environmental effect and impacts related to Project consistency with the Westchester-Playa del Rey Community Plan would be ***less than significant***.

South Los Angeles Community Plan Consistency

Although the proposed Project is within the LAX Plan area, the proposed Project would result in a change in airport noise contours that overlap the South Los Angeles Community Plan area. Impacts related to this change are discussed in Section 4.7.1, *Aircraft Noise.* As described in that section, mitigation is proposed that would address aircraft noise impacts to land uses in the South Los Angeles Community Plan area through updated sound insulation programs. As previously described, the South Los Angeles Community Plan does not contain policies related to LAX. Therefore, the proposed Project would not be inconsistent with the South Los Angeles Community Plan and there would be ***no impacts*** associated with the South Los Angeles Community Plan.

City of Los Angeles Zoning, Specific Plans, and Streetscape Plan

LAX Specific Plan Consistency

The LAX Specific Plan provides regulatory controls and ensures the orderly development of LAX consistent with the LAX Plan. The proposed improvements would occur in areas within the Airport Airside and Airport Landside Subareas.

The proposed airfield improvements are safety enhancements designed to improve the safety and efficiency of aircraft operations; the terminal improvements are designed to allow the airport to accommodate aircraft and passengers in a more efficient manner. These improvements are consistent with the intent of the Airport Airside Subarea, which is to allow for the safe and efficient operation of airport facilities. The proposed landside access improvements would enhance connections to the APM and the local transit network and improve the vehicle routing into and out of the CTA. These improvements would be consistent with the Airport Landside Subarea, which is to allow for the safe and efficient operation of airport facilities, the primary function of which is to provide access to the airport and process passengers.[33] Based on the above, the proposed Project would not be inconsistent with the LAX Specific Plan. Therefore, impacts associated with the LAX Specific Plan would be ***less than significant***.

Coastal Transportation Corridor Specific Plan

The proposed Project would be subject to the requirements of the Coastal Transportation Corridor Specific Plan and would make contributions to the Transportation Impact Assessment fee program, as applicable. The proposed Project's potential impacts on transportation are further discussed in Section 4.8, *Transportation*. The proposed Project would not be inconsistent with the Coastal Transportation Corridor Specific Plan; therefore, impacts would be ***less than significant***.

Century Boulevard Streetscape Plan

The purpose of the Century Boulevard Streetscape Plan is to improve pedestrian walkability, aesthetics, and street-front business opportunities along Century Boulevard between Sepulveda Boulevard and La Cienega Boulevard to highlight its role as the "Gateway to Los Angeles." The proposed Project would reconfigure the access roadway between the CTA and Century Boulevard and improve sections of Century Boulevard (see Figure 2-4 in Chapter 2, *Description of the Proposed Project*). The proposed Project would be subject to the requirements of the Century Boulevard Streetscape Plan.

As shown in **Table 4.6-6**, the proposed Project would not be inconsistent with applicable policies of the Century Boulevard Streetscape Plan that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with the Century Boulevard Streetscape Plan would be ***less than significant***.

[33] City of Los Angeles, Department of City Planning, *Los Angeles International Airport (LAX) Specific Plan*, adopted December 14, 2004, last amended September 8, 2017. Available: https://lawamediastorage.blob.core.windows.net/lawa-media-files/media-files/lawa-web/lawa-our-lax/our-lax/17-0276-s2_ord_185164_10-28-17.pdf.

Table 4.6-6
Project Consistency with Applicable Policies in the Century Boulevard Streetscape Plan

Goal	Plan Inconsistency?
Goal: Incorporate "Green Streets" principles and design techniques along the corridor. These principles will allow for more sustainable management of stormwater runoff by infiltrating the runoff into the ground or filtering out pollutants before allowing the runoff to flow into the storm drains and ultimately, the Santa Monica Bay.	No inconsistency. The street-level roadway improvements would comply with the City's LID and SUSMP requirements where applicable, which provide for stormwater capture and infiltration.

Source: City of Los Angeles, *Century Boulevard Streetscape Plan*, May 21, 2018. Available: https://planning.lacity.org/plans-policies/overlays/century-boulevard.

Prepared by: EnviCraft LLC, 2020.

4.6.5.1.3 Consistency with Plans of Other Jurisdictions within the Study Area

The proposed Project would not be located within the boundaries of other jurisdictions or communities and, therefore, the proposed Project would not directly result in inconsistencies with the applicable general plans of adjacent jurisdictions. However, the proposed Project would result in aircraft noise impacts in the surrounding areas; therefore, these areas are included within the study area. These impacts are discussed in Section 4.7.1, *Aircraft Noise.* As described in that section, mitigation is proposed that would address aircraft noise impacts to land uses in these jurisdictions through updated sound insulation programs. The City of El Segundo General Plan, the City of Inglewood General Plan, and the Los Angeles County General Plan contain policies regarding LAX. However, because the land use plans for these communities do not have jurisdiction over airport land, the goals and policies are designed to be responsive to airport development and operations within their jurisdictional boundaries and not to control airport development or operations. As a result, the proposed Project would not conflict with policies in these plans adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed Project would have ***no impact*** on these plans.

4.6.5.1.4 Mitigation Measures

Because the proposed Project would result in a ***less than significant impact*** to land use and planning, no mitigation is required for construction or operations.

4.6.5.1.5 Significance of Impact After Mitigation

As indicated above, no mitigation is required to address land use and planning. The proposed Project would result in a ***less than significant impact*** for construction and operations.

4.6.6 Cumulative Impacts

As discussed above, the proposed Project would not be inconsistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts of the proposed Project related to land use plans, policies, or regulations would be less than significant.

As shown in Table 3-1 in Chapter 3, *Overview of Project Setting*, there are other ongoing and planned development projects within the immediate vicinity of the proposed Project. The majority of these projects represent further improvement of airport facilities and development of the surrounding area. These projects will take place within an already urbanized context and will not result in land use changes that would create fundamental conflicts with applicable land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

LAWA reviews all airport projects to ensure consistency with the LAX Plan, the LAX Specific Plan, and other airport and City plans and guidelines. The most notable cumulative airport project is the LAX Landside Access Modernization Program. This program includes new transportation facilities that will fundamentally alter access to and from LAX and will relieve congestion and improve the LAX passenger experience. The new transportation facilities are consistent with local and regional mobility planning initiatives and land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.[34]

The only non-airport project identified in Table 3-1 is the Airport Metro Connector 96th Street Transit Station. Similar to the LAX Landside Access Modernization Program, the Airport Metro Connector 96th Street Transit Station EIR is consistent with local and regional mobility goals and with other land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.[35]

Implementation of the proposed Project, combined with transportation improvements associated with the LAX Landside Access Modernization Program and the Airport Metro Connector 96th Street Transit Station, would provide enhanced accessibility for non-vehicular modes of transportation and would increase accessibility to the airport. Implementation of these projects would be consistent with local and regional mobility planning initiatives, including the City's Mobility Plan 2035 and the 2020-2045 RTP/SCS. Overall, cumulative impacts to land use and planning associated with the proposed Project, in combination with ongoing and future projects at LAX and in the immediate vicinity, would be ***less than significant***.

4.6.7 Summary of Impact Determinations

Table 4.6-7 summarizes the impact determinations of the proposed Project related to land use and planning, as described above in Sections 4.6.5 and 4.5.6. Impacts determinations are based on the significance criteria presented in Section 4.6.4, and the information and data sources cited throughout Section 4.6.

Table 4.6-7
Summary of Impacts and Mitigation Measures Associated with the Proposed Project Related to Land Use and Planning

Environmental Impacts	Impact Determination	Mitigation Measures	Level of Significance After Mitigation
Impact 4.6-1: Implementation of the proposed Project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This would be a ***less than significant impact*** for construction and operations.	Less than Significant	No mitigation is required	Less than Significant

[34] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (SCH 2015021014), Section 4.8 - Land Use and Planning, February 2017. Available: https://www.lawa.org/en/connectinglax/automated-people-mover/documents.

[35] Los Angeles County Metropolitan Transportation Authority, *Airport Metro Connector 96th Street Transit Station Draft Environmental Impact Report*, (SCH 2015021009), June 2016. Available: https://media.metro.net/projects_studies/crenshaw/images/AMC_96th_St_Station_Draft_EIR_2016-6.pdf.