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RECEIVED  
AUG 8 1984  
DOA ENV. MGMT.

DECISION DATE: August 6, 1984

City of Los Angeles  
Department of Airports  
No. 1 World Way  
Los Angeles, CA 90009

Engineering Technology, Inc.  
14148 Magnolia Boulevard  
Sherman Oaks, CA 91423

Re: Tract No. 34836  
Council District: 6  
Pending Zones: (T)(Q)C2-1 and  
(T)(Q)M2-1  
City Plan Case No. 83-190-ZC  
Council File No. 82-1651, S-1  
Community Plan: LAIA Interim Plan

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code, the Advisory Agency approved Tentative Tract No. 34386 composed of 12 lots, located on the north side of the Los Angeles International Airport (LAX) extending generally between Sepulveda Boulevard and Pershing Drive, with varying depths, for a proposed development of approximately 358 acres of land with commercial, recreational and airport-related industrial land uses, subject to the following conditions:

1. That Lincoln Boulevard between Sepulveda Boulevard and proposed Westchester Parkway be dedicated to a width of 120 feet as shown on the tentative map, together with suitable transitions to the existing dedications at each end and on- and off-ramps to Westchester Parkway satisfactory to the City Engineer and the Department of Transportation.
2. That Westchester Parkway between Sepulveda Westway and Lincoln Boulevard be dedicated to a width of 120 feet and that Westchester Parkway between Lincoln Boulevard and Pershing Drive be dedicated to a width of 110 feet, together with on- and off-ramps for the overpass at Lincoln Boulevard to the satisfaction of the City Engineer and the Department of Transportation.
3. That the extension of La Tijera Boulevard west of Sepulveda Westway to Westchester Parkway be dedicated to a width of 100 feet substantially as shown on the tentative map.
4. That a variable-width strip of land be dedicated along the west side of Sepulveda Boulevard between Lincoln Boulevard and 96th Street to complete a 74.5-foot half-street dedication (Reference Plan No. P-26953).
5. That a minimum turning area be dedicated at the westerly terminus of 88th Street westerly of McLean Avenue satisfactory to the City Engineer.

6. That a variable-width strip of land be dedicated along the south side of 88th Street at its intersection with proposed La Tijera Boulevard to provide for the channelization in accordance with Figure 4.7a, page IV-59, of the Final EIR and as shown on the tentative map.
7. That an 18-foot-wide strip of land be dedicated along the west side of Sepulveda Westway between La Tijera Boulevard and Lincoln Boulevard to complete a 43-foot half street, together with a realignment at the intersection with Lincoln Boulevard.
8. That the intersection of Sepulveda Westway, 92nd Street and Lincoln Boulevard be realigned to improve the angle, location and traffic movements satisfactory to the City Engineer and the Department of Transportation.
9. That 3-foot-wide strips of land be dedicated along the east and west sides of Emerson Avenue between Westchester Parkway and 88th Place, in accordance with secondary highway standards, together with a suitable turning area at its terminus south of 88th Place.
10. That the realignment of Loyola Boulevard be dedicated 86 feet wide and its easterly extension to Lincoln Boulevard south of Westchester Parkway be dedicated 64 feet wide, substantially as shown on the tentative map.
11. That Falmouth Avenue adjoining the tract be dedicated in accordance with secondary highway standards as shown on the tentative map unless it is deleted as a secondary highway prior to recordation.
12. That 8-foot, 40-foot and variable-width strips of land be dedicated along the east side of Pershing Drive adjoining the tract to complete a 92- to 100-foot street dedication satisfactory to the City Engineer.
13. That for all street intersections in or adjoining the tract, the radius for property line returns shall be 20 feet for major and secondary highways, including local streets adjoining M zoned land and 15 feet for all other streets.
14. That arrangements be made with the Los Angeles County Flood Control District prior to recordation of the final map for any necessary easements and permits with respect to existing and/or new facilities.
15. That a covenant and agreement be recorded stipulating that the "airport drainage ditch" as shown on the tentative map shall be maintained by the Department of Airports.
16. That prior to the issuance of a building permit for each development, two copies of a parking area and driveway plan be submitted to the appropriate district office of the Bureau of Engineering, and two copies be submitted to the Department of Transportation for approval, or that a covenant and agreement be recorded agreeing to do the same.

17. That the streets and alleys within the boundary of the tentative map not shown as being retained be permitted to be merged with the remainder of the subdivision pursuant to Section 66499.20-1/2 of the State Government Code, and in addition, the following be done and be administered by the City Engineer:
  - a. That consents to the streets and alleys being merged and waivers of any damages that may accrue as a result of such merger be obtained from all property owners who might have certain rights in the areas being merged.
  - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the areas being merged.
18. That the Board of Airport Commissioners, by resolution, shall guarantee compliance with tract conditions in a manner satisfactory to the Advisory Agency and the City Engineer in lieu of posting bonds and recording covenant and agreements.
19. That a covenant and agreement be recorded stipulating that the Department of Airports will provide maintenance for the landscaped medians in Lincoln Boulevard, Westchester Parkway and Emerson Avenue as required herein.
20. That the affected lots of the tract be restricted by the final map against vehicular access to and from:
  - a. Cum Laude Avenue, 92nd Street, St. Bernard Street and 91st Street.
  - b. Lincoln Boulevard between Sepulveda Boulevard and the airport property line northwesterly of Westchester Parkway.
  - c. Eighty-Eighth Street, Liberator Avenue, 88th Place, Emerson Avenue between 88th Street and 88th Place, and the alley southeasterly of 91st Street between Loyola Boulevard and Rayford Drive.
  - d. Rayford Drive, Stanmoor Drive, Hastings Avenue and Pershing Drive.
21. That the following requirements in connection with grading and construction in and adjacent to public rights-of-way be complied with in a manner satisfactory to the City Engineer:
  - a. Cut and fill slopes shall be no steeper than 2:1; steeper slopes may be allowed if calculations are submitted justifying these slopes. In no case shall slopes exceed 1-1/2:1.
  - b. The toes and crests of all slopes shall be located on private property and shall be set back 2 and 3 feet, respectively, from the property line.

- c. Where fill overlies a cut slope, the fill shall be keyed horizontally into bedrock a minimum width of 12 feet or the slope shall be over-excavated a minimum of one equipment width or 12 feet and replaced as a compacted fill slope.
  - d. All streets shall be founded upon firm, natural materials or properly compacted fill. Any existing loose fill, loose colluvial or alluvial soils, organics or landslide material shall be removed prior to placement of engineered fill.
  - e. Fill material shall be compacted to a minimum of 90 percent relative compaction as defined in Bureau of Engineering Standard Plan S-610. Fill shall be benched into competent material.
  - f. Slopes that are not immediately proposed to be planted or sprinkled before the October-March winter rain season shall be sprayed with a non-toxic, non-flammable, non-polluting material such as/or equivalent to SOILBOND HP 401.
  - g. All slopes shall be planted and a sprinkling system installed as soon as possible after grading to alleviate erosion.
  - h. Slopes which daylight adversely dipping bedding shall be supported by either a retaining wall or designed buttress fill.
  - i. A final as-graded geologic and soils report shall be submitted to the City Engineer's Office prior to acceptance of City streets.
  - j. Prior to issuance of grading permits, a geologic and soils report covering the possibility of mud flows must be submitted to this office.
22. Prior to the recordation of the final map, the subdivider will prepare and execute four copies of a covenant and agreement (General Form) in a manner satisfactory to the Department of Building and Safety and the Planning Department, binding the subdivider and all successors to the following:
- a. Construct all exterior walls with double-pane glass and construct exterior walls and floor-ceiling assemblies in a manner to provide an airborne sound insulation system achieving an Ldn of 75 as defined by the Wyle Research Report, WCR 74.3, June 1974, prepared for the City of Los Angeles (This condition applies to building areas used for offices, retail sales and restaurants).
  - b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a building permit.
  - c. That a summary of the solar report will be provided to lessees of the proposed subdivision.

- d. That all construction activities be limited to weekdays during daylight hours.
  - e. That the lease agreements shall encourage that lessees develop active recycling programs to reduce the volumes of solid waste.
23. That the subdivider file a covenant and agreement satisfactory to the City Planning Department to the effect that the tract area will never be developed for residential use unless the required dedication of land or payment of fees in lieu thereof for park and recreational purposes have been made. Four copies shall be filed for approval by the Planning Department prior to recordation of the final map.
24. Prior to clearing any conditions and thus recordation, a copy of the final zone change ordinance to (T)(Q)C2-1 and (T)(Q)M2-1 Zones shall be submitted to the Advisory Agency. If there are any differences in the adopted ordinance and the Advisory Agency or City Planning Commission action, a modification will be required. The applicant will be required to furnish copies of the final zone change ordinance and Council directions for review and comparison.
25. The Fire Department requires the submission and approval of a plot plan prior to the recordation of the final map or the recordation of an agreement satisfactory to the Fire Department to the effect that said plan will be submitted prior to issuance of building permits for the tract. Forms may be obtained at the Bureau of Engineering counter.
- All access roads to be paved to City Engineer's requirements with a minimum width of 28 feet, or to the satisfaction of the Fire Department.
- A Fire Department permit is required on all private fire hydrant systems.
- The making of financial arrangements with the Department of Water and Power will indicate concurrence with the installation location of public fire hydrants.
- All hydrant installations and enlargements to be completed prior to any street paving required for this project.
26. That the tract be permitted to record with final map units in a number and sequence satisfactory to the Advisory Agency in consultation with the Department of Transportation, City Engineer and Council office to assure adequate infrastructure in accordance with the level of development.
27. That prior to recordation of any final map units, the subdivider shall specifically request the City Planning Department through its preparation of the Los Angeles International Airport Plan and the Westchester-Playa Del Rey District Plan to initiate proceedings for the following:
- a. Delete the extension of La Tijera Boulevard westerly through the Westchester Golf Course to its connection to the new Westchester Parkway west of Lincoln Boulevard.

- b. The downgrading of 88th Street to a collector street between the proposed La Tijera Connector and Emerson Avenue and to a local street west of Emerson Avenue.
  - c. The deletion of Stanmoor Drive between the north project boundary and the new Westchester Parkway.
  - d. The addition of the La Tijera Connector between 88th Street and the new Westchester Parkway as a major highway.
  - e. The upgrading of the new Westchester Parkway from Sepulveda Westway to Pershing Drive to a major highway.
  - f. The upgrading of Sepulveda Westway from the Westchester Parkway to La Tijera Boulevard to a secondary highway.
  - g. The upgrading of Loyola Boulevard to a secondary highway between the north project boundary and the new Westchester Parkway.
28. That prior to recordation, the Department of Airports shall submit evidence satisfactory to the Department of Transportation (DOT) and the Advisory Agency that they have contracted with Commuter Transportation Services (formerly Commuter Computer) or a like organization to prepare, develop and reasonably implement a Transportation System Management (TSM) program. The implementation of the initial stages of the program will have to be in place no later than the first occupant of any portion of the project (the private contract agreement shall so provide and copies shall be given to the Advisory Agency and Department of Transportation for review).

The TSM Program shall be an integral part of all lease agreements between the Department of Airports and lessees or tenants of the project and should consider those conditions listed in "Q" Condition No. 28, CPC 83-190(ZC). An integral part of the TSM Program and the contract shall be the designation of a "rideshare coordinator". The rideshare coordinator required for this project, which may be shared by all lessees of the property and with other firms, shall be provided on a continuous basis for the life of this project. The coordinator shall be an employee of Computer Transportation Services (formerly Commuter Computer) or a like organization. The rideshare coordinator shall submit a transportation system management report for review to the Department of Transportation and the Advisory Agency on an annual basis. The owner shall provide with the annual report a copy with a computation of gross floor area, net building area and a description of area use. This information shall also be reviewed to monitor the potential building limitations imposed under CPC 83-190, "Q" Condition No. 6.

In addition to the aforementioned annual report, prior to the recordation of succeeding units after the first tract map unit and three months after the date that any phase or tract unit project is fully constructed and 18 months after each phase project or tract unit is fully occupied, the rideshare coordinator shall report on the effectiveness of the TSM Program and the percentage of the project's employee population participating in the TSM Program. At such time as the entire project is constructed, this evaluation shall be subsumed within the aforementioned annual report.

29. That prior to recordation of each final map unit, the subdivider shall execute and record against the property a covenant and agreement in form and substance satisfactory to the City Attorney pursuant to which the applicant shall agree that the owner(s) or lessee(s) or successor(s) in interest of the property involved in this tract map will participate in any benefit assessment district or any trust fund based on a formula or criteria which is applicable to all new developments within the Westchester-Venice-Palms-LAX Transportation Corridor Specific Plan area, had such ordinance, resolution or plan been in effect at the time of approval of this tract map.

The following are among those improvements that should be included in the Specific Plan. In the event the applicant does not participate in such a benefit assessment district or if the benefit assessment district does not provide for the following highway improvements, items c, h, k and l shall be implemented by and at the expense of the applicant. Any expenses incurred by the applicant for such improvements will be credited to any assessment or fund contribution subsequently placed into effect:

- a. Sepulveda Boulevard between Lincoln Boulevard and north of Manchester Avenue: Widen street and modify median to provide eight through lanes, plus dual left-turn lanes. (Existing right-of-way width is 126 feet south of and 120 feet north of Manchester.)
- b. Manchester Avenue at La Tijera Boulevard: As a TSM measure, modify median to provide six through lanes and dual westbound left-turn lanes.
- c. Manchester Avenue at Lincoln Boulevard: Modify median islands and widen to provide six through lanes and dual left-turn lanes on all approaches.
- d. La Tijera Boulevard at Sepulveda Boulevard: Widen roadway to 80 feet to provide six through lanes and dual left-turn lanes.
- e. La Tijera Boulevard at Airport Boulevard: Modify median island to provide six through lanes and dual westbound left-turn lanes.
- f. Vista Del Mar at Imperial Highway: Add a northbound right-turn lane, if this is not accomplished as part of the reconstruction of the Hyperion Treatment Plant.
- g. Vista Del Mar at Grand Avenue: Widen to provide left-turn lanes.
- h. Lincoln Boulevard between Westchester Parkway and Manchester: Remove median island and widen street to provide six through lanes and dual left-turn lanes at all signalized intersections in coordination with the Council Office.
- i. Arbor Vitae Street between Airport Boulevard and San Diego Freeway: Contribute to the cost of constructing the Arbor Vitae interchange with the San Diego Freeway and associated improvement of Arbor Vitae Street between the San Diego Freeway and Airport Boulevard.

- j. La Tijera Boulevard at San Diego Freeway: As an alternative, if the Arbor Vitae interchange is not built, widen La Tijera Boulevard (including the freeway overcrossing) to provide six through lanes and a three-lane-width median to provide dual left turns onto the freeway (see example LADOT Drawing No. 011,139, Santa Monica Boulevard at San Diego Freeway).
  - k. Manchester Avenue at Sepulveda Boulevard: As an interim TSM measure, remove median islands and restripe all approaches for dual left-turn lanes with appropriate traffic signal phasing.
  - l. Imperial Highway at Pershing Drive: Provide dual westbound right-turn lanes.
30. That satisfactory arrangements shall be made between the Department of Airports, the Southern California Rapid Transit District and the Department of Transportation to include provisions for bus stops in conjunction with the design of the roadway improvements.
31. That the owner reserve a bikeway easement along the extension of Stanmoor Drive and Emerson Avenue or along alternate routes through the tract property to Westchester Parkway to the satisfaction of the Department of Transportation and the Council office.
32. That, if determined to be warranted by the Department of Transportation, new traffic signals shall be installed at the intersections of:
- a. Pershing Drive and Westchester Parkway
  - b. Falmouth Avenue and Westchester Parkway
  - c. Loyola Boulevard and Westchester Parkway
  - d. La Tijera and Lincoln Boulevards
  - e. Lincoln Boulevard northbound on/off ramps and Westchester Parkway
  - f. Emerson Avenue and Westchester Parkway
  - g. La Tijera Boulevard and Westchester Parkway
  - h. La Tijera Boulevard and Sepulveda Westway
  - i. Sepulveda Westway, Westchester Parkway and Will Rogers Street
  - j. Westchester Parkway and any major development access driveways
33. That satisfactory arrangements be made with the cable television franchise holder for this area in accordance with policies adopted by the Department of Transportation to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the Los Angeles Municipal Code Section 17.05-N. Evidence of the arrangements must be submitted to the Department of Transportation before the condition can be cleared by the Department.



The current cable television holder for this area is:

Jack Barry Cable TV  
6382 Arizona Circle  
Westchester, CA 90045  
Telephone: 644-5844

34. That in conjunction with the recordation of any final map units over Lots 3, 5, 6, 8 or 12, the subdivider shall dedicate as a future street, the land within the tract boundaries necessary to provide for the extension of Lincoln Boulevard underneath the runways to the satisfaction of the Department of Transportation and the City Engineer or that the extension of Lincoln Boulevard be deleted from the Los Angeles International Airport Plan by amendment. The Plan amendment should in its preparation, include a study of the feasibility of providing the indicated extension and the impacts to traffic and circulation of its deletion from the Plan.
35. That sufficient land to accommodate a transit station be provided in Lot 11 to the satisfaction of the Department of Transportation.

- S-1 (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Municipal Code. .
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use for access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptancy be transmitted to the City Council with the final map.
- (k) That no public street grade exceed 15%.

S-2 That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3 That the following improvements be either constructed prior to the recording of the map or that such construction be suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (485-5675) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.

- h) Abandon sewers in a manner satisfactory to the City Engineer.
- i) Drainage facilities required under Condition No. S-3(b) will include, but not be limited to, the construction of the following:
  - (1) Catch basins to the existing storm drains and any new underground drains will be required to provide 50-year protection at the following locations:
    - (a) The proposed intersection of La Tijera Boulevard and Westchester Parkway.
    - (b) Liberator Avenue and 88th Place.
    - (c) Eighty-Eighth Street and McConnell Avenue.
    - (d) The new terminus of Rayford Avenue south of 91st Street.
    - (e) The new terminus of Stanmoor Avenue south of 91st Street.
  - (2) Construct storm drains to provide 50-year storm protection at the following locations:
    - (a) Loyola Boulevard and La Tijera Boulevard.
    - (b) The sump in 91st Street at the former Hastings Avenue.
  - (3) Provide sufficient storm water collection on Westchester Parkway to keep the storm flow from the traveled lanes for a 10-year storm.
- j) Grade the streets being dedicated and adjoining the tract as required.
- k) Improve Lincoln Boulevard being dedicated and adjoining the tract by the construction of the following:
  - (1) Concrete curbs, concrete gutters and 10-foot concrete sidewalks with tree wells.
  - (2) Suitable surfacing to provide a 100-foot roadway which includes a landscaped median island with mountable curbs.
  - (3) On- and off-ramps satisfactory to the City Engineer and the Department of Transportation.
  - (4) Any necessary removal and reconstruction of existing improvements.
  - (5) The necessary transitions to join the existing improvements.

- l) Improve Westchester Parkway being dedicated by the construction of the following:
  - (1) Concrete curbs, concrete gutters and 10-foot concrete sidewalks with tree wells.
  - (2) Suitable surfacing to provide a 100-foot roadway between Sepulveda Westway and Lincoln Boulevard and a 90-foot roadway between Lincoln Boulevard and Pershing Drive. The roadway widths include landscaped median islands with mountable curbs and bicycle lanes.
  - (3) On- and off-ramps at the Lincoln Boulevard overpass satisfactory to the City Engineer and the Department of Transportation.
  - (4) Any necessary removal and reconstruction of existing improvements.
  - (5) The necessary transitions to join the existing improvements.
- m) Improve Sepulveda Boulevard by the construction of the following:
  - (1) A concrete curb, a concrete gutter and a 10-foot concrete sidewalk with tree wells on the west side between Lincoln Boulevard and 96th Street.
  - (2) Place additional concrete to complete a full-width sidewalk on the east side between Sepulveda Eastway and Interceptor Street.
  - (3) Suitable surfacing on the west side between Lincoln Boulevard and northerly of 96th Street to provide a 64.5-foot roadway westerly of the center line substantially as shown on City Engineer's Plan P-26953.
  - (4) Remodel the intersection at Lincoln Boulevard to provide a grade separation to accommodate the left-turn lanes from northbound Sepulveda Boulevard to westbound Lincoln Boulevard satisfactory to the City Engineer and the Department of Transportation.
  - (5) Remodel the median between Sepulveda Eastway and Interceptor Street satisfactory to the City Engineer.
  - (6) Any necessary removal and/or reconstruction of existing improvements.
  - (7) The necessary transitions to join the existing improvements.
- n) Improve La Tijera Boulevard between Sepulveda Westway and Westchester Parkway by the construction of the following:
  - (1) Concrete curbs, concrete gutters and 10-foot concrete sidewalks with tree wells.

- (2) Suitable surfacing to provide an 80-foot roadway.
  - (3) Any necessary removal and reconstruction of existing improvements.
  - (4) The necessary transitions to join the existing improvements.
- o) Improve 88th Street by the construction of the following:
- (1) Suitable improvements of the turning area at the westerly terminus of 88th Street.
  - (2) Suitable improvements at the intersection with the proposed extension of La Tijera Boulevard to provide for the channelization as shown on the tentative map.
- p) Improve Sepulveda Westway by the construction of the following:
- (1) A concrete curb, a concrete gutter and a full-width concrete sidewalk with tree wells on the west side between La Tijera Boulevard and Lincoln Boulevard.
  - (2) Suitable surfacing to join the existing pavement and to complete a 33-foot half roadway.
  - (3) Remodel the intersection at Lincoln Boulevard to the satisfaction of the City Engineer and the Department of Transportation.
- q) Improve Emerson Avenue from 88th Place to proposed Westchester Parkway by the construction of the following:
- (1) Concrete curbs, concrete gutters and 5-foot concrete sidewalks and landscaping of the parkways.
  - (2) Suitable surfacing to provide 20-foot roadways on both sides of a 26-foot landscaped median island with mountable curbs.
  - (3) Suitable improvements of the turning area south of 88th Place.
  - (4) Close Emerson Avenue south of 88th Place to through traffic satisfactory to the City Engineer.
- r) Unless it is deleted as a secondary highway prior to recordation, improve Falmouth Avenue by the construction of the following:
- (1) Concrete curbs, concrete gutters and 10-foot concrete sidewalks with trees wells.
  - (2) Suitable surfacing to provide a 33-foot half roadway northerly of 92nd Street and a 66-foot roadway southerly of 92nd Street. If a plan amendment is approved downgrading the secondary highway designation, a lessor roadway will be required.

- (3) Any necessary removal and reconstruction of existing improvements.
- (4) The necessary transitions to join the existing improvements satisfactory to the City Engineer.
- s) Improve Loyola Boulevard by the construction of the following:
  - (1) Concrete curbs, concrete gutters and 10-foot concrete sidewalks with tree wells.
  - (2) Suitable surfacing to provide a 66-foot roadway and a 44-foot roadway at its easterly extension to Lincoln Boulevard.
  - (3) Any necessary removal and reconstruction of existing improvements.
  - (4) The necessary transitions to join the existing improvements.
- t) Improve the east side of Pershing Drive by the construction of the following:
  - (1) A concrete curb, a concrete gutter and a 10-foot concrete sidewalk with tree wells.
  - (2) Suitable surfacing to join the existing pavement to complete a 40-foot half roadway.
  - (3) Any necessary removal and reconstruction of existing improvements.
  - (4) The necessary transitions to join the existing improvements.
- u) Improve 92nd Street at Cum Laude Avenue by the Construction of an elbow curve within the existing right-of-way, including concrete curbs, gutters and sidewalks satisfactory to the City Engineer.
- v) Improve the terminus of Rayford Drive by the construction of a turning area satisfactory to the City Engineer.
- w) Improve the on- and off-ramps and connector roads for Westchester Parkway and Lincoln Boulevard satisfactory to the City Engineer and the Department of Transportation.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

The subdivider is hereby advised that compliance with all of the "Q" (qualified zone) conditions imposed by the City Council under Council File 82-1651 is still required.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05N of the Los Angeles Municipal Code.

The subdivider is hereby advised that the final map must record within 36 months of the date of approval, unless an extension of time has been granted prior to the expiration of this 36-month period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The affected City agencies are hereby advised that a change of zone from R1-1, R2-1, R3-1, C1-1 and (T)(Q)M2-1 to (T)(Q)C2-1 and (T)(Q)M2-1 under City Plan Case No. 83-190-ZC was approved by the City Council on June 19, 1984, under Council File No. 82-1651, S-1 (ordinance pending).

The subdivider should consult the Department of Water and Power to obtain energy-saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

#### FINDINGS OF FACT (FULL EIR)

In making the decision to approve Tentative Tract No. 34836, the Advisory Agency of the City of Los Angeles certifies that it has reviewed and considered the information contained in The LAX North Side Development Project EIR, together with all written communications and oral testimony regarding this subdivision. As part of this approval, the Advisory Agency, pursuant to Sections 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.
- (b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The adopted Los Angeles International Airport Interim Plan designates the subject property for airport buffer area, open space area, approach area and runway area land uses. The pending zone changes to the (T)(Q)C2-1 and (T)(Q)M2-1 Zones and the proposed commercial, industrial and recreational developments are consistent with the Interim Plan's designated land uses.

The site is located in the Flood Plain Management Specific Plan area (hillside area).

The project conforms with both the specific provisions and the intent of the Flood Plain Management Specific Plan.



Therefore, as conditioned, the proposed tract map is substantially consistent with the intent and purpose of the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The proposed commercial, industrial and recreational development will serve as a buffering area between the airport's facilities and the residential areas to the north.

The Department of Building and Safety, Grading Division, has tentatively approved the tract map without conditions in accordance with the Grading Regulations, Section 91.3000 of the Los Angeles Municipal Code.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

See the CEQA Findings herein (Plant and Animal Life).

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which is currently being upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

- a. In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.
- b. Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.
- c. In addition, prior to obtaining a building permit, the subdivider will prepare and submit a report which considers building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

(i) The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of interest in the real property within the subdivision have or will have consented to the merger prior to recordation of the final map.

#### CEQA FINDINGS

Findings made pursuant to and in accordance with Section 21081 of the Public Resources Code are as follow:

#### IMPACTS

The Environmental Impact Report identifies potential adverse impacts resulting from implementation of the project in the following areas: land use and zoning, community interface and aesthetics, traffic and circulation, air quality, noise, public safety and emergency services, recreation, light and glare, displacement of residences or businesses, water supply, drainage and water quality, public utilities, solid and liquid waste, energy, topography, geography, seismicity and soils, plant and animal life and archaeological and historical.

#### 21081 FINDINGS

Changes, alterations or original design features are incorporated into the project which will enable the mitigation or avoidance of the potentially significant environmental impacts identified in the Final EIR. These features have been required as conditions of approval for Tentative Tract No. 34836 or as a "Q" Qualified zone condition on the pending zone change over the subject project under City Plan Case No. 83-190-ZC.

## MITIGATION MEASURES - FEASIBLE

### Land Use and Zoning

Existing land use consists of 69 acres of golf course, some commercial uses, some underutilized streets and approximately 280 acres of vacant land. The existing zoning within the subject property is primarily R1, with a few blocks of R2 adjacent to the Westchester CBD. The zoning in the surrounding area varies from the R1 Zone through the R4 Zone and is composed primarily of residential units. The existing zoning is clearly inappropriate for the proposed project. The pending rezoning will provide a zoning pattern consistent with the proposed development and includes "Q" Zone conditions to govern the character of the development.

The subdivision tract map vacates the now obsolete residential streets and establishes new streets, site preparation and infrastructure improvements for the proposed commercial, industrial and recreational developments. While the new street pattern is not entirely consistent with the Plan, it is consistent with the general intent and purpose of the Plan. The tract map conditions that the subdivider initiate proceedings to amend the Plan to conform to the bikeway and street layout proposed in the development.

### Community Interface and Aesthetics

The proposed project is immediately south of the residential communities of Emerson Manor, West Westchester and Playa Del Rey. Additionally, there are a number of schools, churches and businesses near the project perimeter. The only airport-constructed physical structure which visually separates the subject property from the residential community is the existing fan wall. Due to the close proximity of the residential and business communities described above, development of the currently vacant properties could potentially result in interface and aesthetic impacts on the immediately adjoining uses. Mitigation measures included in the "Q" Zone conditions require that the incompatible land uses be located farthest from off-airport residential neighborhoods, with such neighborhoods further buffered by compatible intervening uses. The "Q" Zone conditions also require further buffering of Emerson Manor by a 30-foot landscaped setback. The "Q" Zone required buffer system for West Westchester consists of a solid 8-foot concrete or masonry wall and landscaping. The "Q" Zone required buffer system for Playa Del Rey consists of a 100-foot building setback, with the 50 feet nearest the project boundary line containing a landscaped setback and with open surface parking permitted on the remainder of the building setback area.

### Traffic and Circulation

The proposed project will cause six area intersections to change to a less efficient level of service (LOS) category. Two intersections will deteriorate from an acceptable LOS to an unacceptable LOS. Sepulveda/La Tijera will change from LOS D to LOS E with the construction of the Arbor Vitae/405 Freeway interchange, and to LOS F without construction of the interchange; and Sepulveda/Will Rogers will change from LOS A to LOS F in either case. Sepulveda Eastway/La Tijera will also change from LOS A to LOS F, but only if the Arbor Vitae interchange is not constructed; with the interchange, it will change to LOS B. Three other intersections will change from LOS E, which is already unacceptable to LOS F: Sepulveda/Manchester, Sepulveda/Lincoln and

Sepulveda/96th Street. Two other intersections which will not change LOS categories, but which will substantially deteriorate from an LOS F to an even more congested LOS F are Lincoln/Manchester and Sepulveda/Imperial Highway.

Mitigation measures include the following: The proposed development provides for two major highway connections to the eastern sector of the project, La Tijera Boulevard and Will Rogers Street. These two connections will divide and diminish the traffic impact on Sepulveda Boulevard intersections. The proposed development also provides for a new one-way right-turn movement into the project from Lincoln Boulevard at Sepulveda Westway. This new movement will enable northbound Sepulveda Boulevard traffic to turn west on Lincoln Boulevard and then enter the project at Sepulveda Westway instead of making disruptive left turns into the project at Will Rogers Street and La Tijera Boulevard. Three left-turn lanes from Westchester Parkway to southbound Pershing Drive are proposed. An increase in use of this back door route to the western portion of the project will reduce the traffic impact on the Sepulveda Boulevard intersections in the Westchester Business District area. The completion of the second-level roadway project within the LAX Central Passenger Terminal area results in an estimated 98 percent reduction in the backup of airport traffic onto external streets. This will improve traffic flow on such roadways as Sepulveda Boulevard during periods of extreme airport congestion. The proposed development includes bikeways on Westchester Parkway, Loyola Boulevard and Pershing Drive to encourage alternative modes of transportation. To encourage the use of public transportation, provisions for bus stops on the appropriate roadways will be made.

Additional mitigation measures include construction of the I-105 Freeway by CalTrans, which will mitigate traffic impacts at the intersection of Sepulveda/Imperial Highway; construction of the Arbor Vitae/I-405 Freeway interchange, which, if implemented by CalTrans, will improve conditions at seven of the 21 off-site intersections analyzed and reduce efficiency at three others; development of a light rail system within the proposed Westchester-Venice-Palms-LAX Transportation Corridor Specific Plan; and a transportation system management plan to be implemented by the developer, which will include flexible working hours or staggered work shifts, encouragement of carpooling through preferential parking incentives, provision of vans for vanpooling, subsidized subscription bus services, designation of a rideshare coordinator and similar measures. "Q" Zone Condition No. 6 limits the proposed development to not generate more than 6,340 project-related inbound daily trips nor more than 7,000 project-related outbound daily trips to be monitored after certificates of occupancy have been issued for a combined floor area of 3,500,000 square feet.

#### Air Quality

The air quality impacts of the project will occur on both a short-term basis during construction and a permanent basis thereafter. Short-term pollutant emissions are associated with land clearing, grading, ground excavation and the actual construction of buildings. If not properly mitigated, dust emissions could result from equipment traffic over temporary roads. The operation of the equipment will also emit other types of pollutants. With respect to long-term emissions, a total of 59,900 average daily trips are estimated for the

proposed project and could generate approximately 1,370 tons of pollutants per year. Natural gas emissions will be generated on-site and amount to approximately 42 tons of pollutants per year. Electrical consumption will generate off-site pollutants amounting to approximately 720 tons per year. Development of the proposed project is not expected to result in any significant contributions to regional or local air pollutant emissions. Of total regional emissions, .09 percent would be attributable to the North Side Development. All required pollution control methods and devices will be employed in the construction and operation of the physical structures. A TSM (transportation systems management) program is required to be implemented by "Q" Zone Condition No. 28 and by the tract map conditions to reduce the daily vehicle trips generated by the project. Short-term construction impacts will be decreased by compliance with the City standards for dust control.

#### Noise

There will be short-term impacts from construction activities, as well as long-term impacts of noise from new traffic on area streets. Construction noise impacts will be reduced through a tract condition limiting construction activities to daytime hours. In addition, construction equipment noise is regulated by the City's Noise Ordinance for equipment. The impact of aircraft noise upon new structures will be mitigated by the incorporation of appropriate interior acoustical measures as required by "Q" Zone Condition No. 17 and the tract conditions. Aircraft noise impacts on off-site uses will be attenuated by the intervention of the new commercial and industrial structures in locations providing shielding. Motor vehicle noise on surface streets will be most evident from new roadways such as the new arterial or existing streets with low utilization. The slightly higher noise levels along the new arterial will be too distant from the residential uses to result in an adverse effect. No significant levels of intrusive roadway noise are projected for the project. Much of the noise that occurs will be mitigated through shielding by structures and by an 8-foot wall along the north airport boundary between Loyola Boulevard and Hastings Avenue and the existing Fannwall/earth berm system along 88th Street.

#### Public Safety and Emergency Services

The Fire Department has three fire stations located for initial response to the area of the proposed development on Manchester Avenue, International Road and Sepulveda Boulevard. The property is located within the Los Angeles Police Department's Venice area. Additional demands will be placed upon these safety services, to be mitigated by the provision of additional adequate off- and on-site fire hydrants, proper access for fire apparatus and fire personnel to all structures, conformance with the Fire Protection Element of the General Plan, conformance to Code requirements, incorporation of safety measures into the design of structures, provisions for the handicapped and Federal Aviation Agency review. Tract map conditions require Fire Department approval of the plot plans.

#### Recreation

Recreational facilities within the area include a golf course, bikeways, adult recreational facilities, children's recreational facilities, beaches and lagoons, a planned youth center and planned golf course/nature preserve. The development of the proposed project will result in an increase in the use of park and recreational facilities in the Westchester/Playa Del Rey area.

Additionally, the existing golf course will be bisected by the proposed roadway. To mitigate these impacts, the project as proposed reconfigures the golf course and constructs a 2.3-mile bikeway along the new arterial. The net impact is not expected to be significantly adverse.

#### Light and Glare

The existing golf course provides evening play, so there is the potential for light and glare nuisances until midnight. The proposed project could potentially result in additional light and glare if not properly considered in the design. To mitigate this, the airport-related activities, which have a higher potential for light and glare impacts, have been placed farthest from the community. The northernmost land uses in the project have been planned for the types of uses which do not normally operate at late hours, such as office buildings, research parks and retail uses. The planned buffer system will also be effective in reducing glare and light along the perimeter. The use of directional, low-glare lighting is a requirement of the proposed development and since the development of the project will also tend to reduce existing light and glare from air field uses, no significant adverse impact is expected.

#### Displacement of Residences or Businesses

There is one business and two residences currently on the subject property. All will be displaced by the proposed project. The residences are subject to governmental requirements pertaining to acquisition and relocation. The business is on a month-to-month short-term lease and this operation has long been aware of the development plans.

#### Water Supply

The development of the project will result in a substantial increase in the consumption of water. Including other planned developments within LAX, projected total water consumption at the airport is expected to increase from 1,450 to 2,700 gallons per minute in the 18-year period from 1972 to 1990. Mean annual and projected peak-hour consumption needs can be met with the existing distribution systems with satisfactory pressures maintained for all uses, including water for fire protection. Studies by the Los Angeles City Department of Water and Power indicate that all future airport water needs can be satisfied. In conjunction with the tract map improvements, the developer will be required to make financial arrangements with the Department of Water and Power to provide for new water mains, service connections and fire hydrant systems to serve the proposed development.

#### Drainage and Water Quality

The project may generate an increase in storm water runoff over that generated by the previous residential uses. The necessary changes to the existing drainage system and/or new drainage systems to accommodate project flows are included in the tract conditions as recommended by the City Engineer.

### Public Utilities

Substantial additional public utility infrastructure will be required as a result of the proposed project. Modification or complete replacement of water lines, storm drain systems, telephone cable systems, sewer systems and gas service systems will be provided as necessary to service the proposed development. Provisions for new public utilities, including cable TV facilities will be installed as required by the tract map conditions of approval and will meet all Building Code requirements.

### Solid and Liquid Waste

The development of the project will result in a substantial increase in the generation of solid and liquid wastes. The projection of the waste to be generated is estimated to be between 4.8 and 17.7 thousand pounds per day of solid waste and between 746 and 2,240 gallons per day of liquid waste. It is estimated that in 1990 the total LAX solid waste generation will be 130 tons per day. The approximately 9 tons per day from the proposed North Side Development will be a small percentage of this total. The additional gallons per day of liquid waste will necessitate that additional sanitary sewer capacity be provided during the initial stages of project development.

The additional disposal requirements as generated by the project are not a significant adverse impact, since they constitute a minor percentage of the daily disposal requirements. "Q" Zone Condition No. 27 requires that all developments contain trash compactors to reduce the volume of solid waste to be removed from the site. The tract map conditions also recommend that the lessors of the proposed development recycle waste materials.

### Energy

The proposed project could consume up to 670 million BTU's per year. In addition, traffic generated by the project could consume 8.3 million gallons of fuel or 1.034 billion BTU's per year. These are worst-case estimates. Mitigation measures include meeting State and local Building Code requirements for the design and construction techniques for conserving energy. In addition, "Q" Zone Condition No. 30 requires that the developers of individual projects shall consult with the Southern California Gas Company and the Department of Water and Power to determine energy-conserving features that may be incorporated into structure designs.

The transportation system management plan required by "Q" Zone Condition No. 28 and the tract map conditions, along with the tract map conditions requiring provisions for a future fixed guideway transit line and station, will help to mitigate the traffic-generated energy impacts of the proposed development.

### Topography, Geology, Seismicity and Soils

The proposed project is expected to result in substantial grading and compaction and pavement of existing unpaved areas. Between 600,000 to 2.5 million cubic yards of earth may be exported to other areas of the airport. Certain topographical feature such as knolls and depressions may experience considerable alteration. Mitigation measures include soils testing prior to construction on the sites and building construction in compliance with the Seismic Safety Element and other requirements of the City Building Code. The

City Building Code requirements will also control erosion by wind and water during construction of the project.

#### Plant and Animal Life

The grading and development of the north side area will result in the elimination of much of the existing vegetation in these areas. Larger and more mobile fauna, such as birds and most mammals, will move into or confine their activities to nearby undisturbed areas. Smaller forms such as amphibians, reptiles and many smaller mammals will be eliminated, being unable to escape quickly enough into other areas. "Q" Zone Condition No. 29 requires that a rodent control effort will be undertaken to reduce the existing rodent population at the site. Landscaping of the buffer setback areas and other unpaved areas are required by "Q" Zone Condition Nos. 5, 11 and 12.

#### Archaeological and Historical

The development of the proposed project could potentially disturb or destroy one archaeological site. The first mitigation measure is avoidance and preservation. If avoidance is not possible, then the site shall be analyzed. If the site proves to have important data, then a final mitigation measure would be excavation, analysis and report writing prior to the planned construction. "Q" Zone Condition No. 32 requires that a qualified archaeologist be available during site grading and subsurface operations.

#### MITIGATION MEASURES - NOT FEASIBLE

(None)

#### ALTERNATIVES

##### No Project

The property would remain vacant and unproductive. The present street network would remain unchanged, and the growth of the region would remain at its present rate. If no development were to occur on the north side, certain potential beneficial and adverse impacts would not occur. Negative impacts of the no project alternative include: 1) That area of the existing Plan would not be implemented, (2) the east-west arterial highway would not be developed, (3) airport noise would not be attenuated northerly of the site, (4) the impetus for the revitalization of the Westchester Central Business District may not occur, (5) the additional employment will not occur.

##### Reduced Intensity/Industrial Orientation

Industrial uses are generally more land intensive uses than commercial uses, which due to high demand would result in full build-out in less than 10 years. The total amount of building area would be reduced by about 8 percent, with the areas being used for a research park, general industry and manufacturing and airport-related industry uses. This alternative would have a marginally smaller adverse impact on the natural environment and a substantially larger adverse impact upon the man-made environment. The marginal benefits are due primarily to the reduction in total developable space. The increased amount of industrial land would result in marginally greater adverse impacts on



some natural systems. The impacts on the man-made environment are potentially more adverse than the proposed project in the following areas: land use/zoning, noise, community interface and aesthetics, public safety and risk of upset, commerce and employment, light and glare. The impacts on the man-made environment are potentially less adverse than the proposed project in the following areas: Compliance with existing plans, displacement of residences and businesses, and traffic and circulation.

Other reasons for not selecting this alternative include: Employment opportunities would not be balanced between professional and nonprofessional workers, a reduction in public revenues, reduced assistance toward the revitalization of the Westchester CBD and the buffering and community interface issues would be more difficult to resolve.

#### Increased Intensity/Office Orientation

With this alternative, the land would remain vacant until a development proposal to construct the highest revenue-producing land use is accepted by the Department of Airports, without interim use. The land use in this alternative would be primarily mid- to high-rise office buildings with some research park space and a substantial reduction in airport-related land use. The development of this alternative would result in a greater adverse impact on both the natural and man-made environment than the proposed project.

#### STATEMENT OF OVERRIDING CONSIDERATIONS:

The Final EIR identifies the following impacts which essentially cannot be mitigated to an acceptable level:

##### o Traffic and Circulation

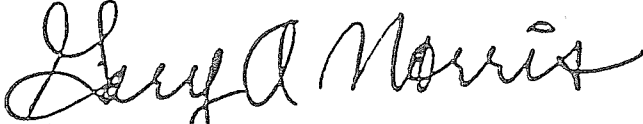
Direct and indirect beneficial aspects of the project are:

- o The project will incorporate land uses which will provide direct employment opportunities for 15,000 professional and nonprofessional workers.
- o The project will provide additional temporary employment opportunities during construction phases.
- o The project will enhance the economic base of the community and result in over \$12,000,000 in annual governmental revenues.
- o The project will incorporate land uses which will complement the retail activities of the Westchester Community Business District and thereby assist in its vitalization.
- o The project will utilize, where appropriate and feasible, the placement and design of buildings, screen walls and landscaping to visually and physically separate sensitive off-airport uses from airfield operations, less compatible project uses and project traffic.

The Advisory Agency has determined that the noted social and economic benefits outweigh the environmental costs of the project.

These findings shall apply to both the tentative and final maps for Tract No. 34836.

Calvin S. Hamilton  
Advisory Agency

A handwritten signature in cursive script, reading "Gary A. Morris".

GARY A. MORRIS  
Deputy Advisory Agency

GAM:PL:sg

NOTE: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete and appeal fees paid at a public office of the Department of City Planning prior to the above 10-day time limit. Such appeal must be submitted in triplicate on Form CP-6500 and approved by the City Planning Department's Division of Land Section.

# ZONE CHANGE CONDITIONS

(Q) QUALIFICATIONS  
Conditions of Approval

1. The subject property shall be used for those principal and accessory uses in development areas as indicated on the attached map (Exhibit E-1), as follows:

a. Area East of Lincoln Boulevard

Parcel 8 - Commercial uses, including office and restaurant uses; and automobile service station.

Parcel 9 - Commercial uses, including office and restaurant uses; automobile service station in the western portion only; public automobile parking in the eastern portion only; and an airport view site.

Parcel 10 - Public automobile parking.

Parcel 11 - Commercial uses, including hotel, office, restaurant, service and retail uses, and a movie theater complex.

Parcel 12A - Commercial uses, including offices, hotel, restaurant, service and retail uses.

Parcel 12B - A commercial golf course, including golf driving tees and ranges and similar commercial golf uses.

b. Area Between Lincoln Blvd. and Falmouth Avenue (Extended)

Parcel 2 - Offices, business park and research and development center.

Parcel 3 - Commercial uses, including hotel, offices, restaurants, service and retail uses.

Parcel 4B - Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet west of the prolongation of Loyola Boulevard on the south side of Westchester Parkway.

Parcels 5, 6 and 7 - Offices, business park and research and development center; airport view site; airline and airport support and accessory uses.

c. Area West of Falmouth Avenue (Extended)

Parcel 1 - Offices, business park and research and development center.

parcel 4A - Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet east of Pershing Drive on the south side of Westchester Parkway.

2. No aircraft or engine run-ups shall be permitted within the project boundaries.
3. The height of structures shall be controlled as follows:
  - a. Parcel 2 - No structure located within 100 feet of the north airport property line between Loyola Boulevard and Hastings Avenue shall exceed three stories (including parking levels) or 45 feet in height measured from the finished grade of the lot. All accessory facilities on the roofs of such buildings, such as air conditioning units and other equipment, shall not be visible from nearby residential properties to the north and are exempted from the height restriction.
  - b. Parcels 1 and 4A - No structure located within 200 feet of the north airport property line between Falmouth Avenue and Pershing Drive shall exceed three stories (including parking levels) or 45 feet in height measured from the finished grade of the lot. No structure located within Areas 1 or 4A south thereof shall exceed four stories (including parking levels) or 55 feet in height measured from the finished grade of the lot. All accessory facilities on the roofs of buildings within Parcel 1, such as air conditioning units and other equipment, shall not be visible from nearby residential properties to the north and are exempted from the height restriction.
4. Structures shall observe minimum setbacks, as follows:
  - a. Parcel 2 - All structures shall observe a minimum setback of 50 feet from the north airport property line between Loyola Boulevard and Hastings Avenue. Open parking areas are permitted within the required building setback area, except as may be modified by required landscape buffer setbacks.
  - b. Parcel 1 - All structures shall observe a minimum setback of 100 feet from the north airport property line between Falmouth Avenue and Pershing Drive. Open parking areas are permitted within the required building setback area, but not within the required landscape buffer setback.
5. Landscaped buffer setbacks shall be required, as follows:

- a. Parcels 11 and 12A - A 30-foot-wide landscaped buffer setback along 88th Street between Sepulveda Westway and Liberator Avenue shall be required containing no buildings or structures, except for walls or fences, and include trees, 15 gallons and ten feet tall at the time of planting, planted at a maximum of 30 feet apart, of a type similar to those contained in Section 7 of the Planning Department's Technical Report on "Shrubs and Trees for Landscaping and Screening". Further, a 15-foot-wide landscaped buffer setback along Liberator Avenue and 88th Place (adjacent to the Emerson Manor School site) shall be required and include a dense screen of closely planted evergreen trees.
  - b. Parcel 2 - A 15-foot-wide landscaped buffer setback along Cum Laude Avenue and 92nd Street (adjacent to the St. Bernard High School site) shall be required and include a dense screen of closely planted evergreen trees.
  - c. Parcel 1 - A 50-foot-wide landscaped buffer setback along the north airport property line between Falmouth Avenue and Pershing Drive shall be required and include low, minimum-view-obstructing shrubs and ground cover (no trees) which are compatible, where appropriate, with adjacent off-airport landscaping.
6. The total development of the subject property shall not generate more than 6,340 project-related inbound daily trips in the A.M. peak-hour, nor more than 7,000 project-related outbound daily trips in the P.M. peak-hour (source: "Los Angeles International Airport Final Environmental Impact Report, LAX North Side Development Project, April 1983"). This determination shall be based on the highest average hourly A.M. and P.M. counts taken over a typical Monday through Friday period at exclusive project access drives and/or roadways. Such counts shall be taken at the expense of the Department of Airports or individual developers at intervals determined to be reasonable by the City Planning Department after consultation with the Department of Transportation; but in no event shall the first count be required before certificates of occupancy have been issued for buildings having a combined floor area in excess of 3,500,000 square feet, as defined in Section 12.21.1(A,5 and B,4) of the Municipal Code.
  7. Prior to the issuance of building permits, detailed development plans, including a complete landscape plan, shall be submitted to the Department of City Planning for approval.
  8. Prior to the issuance of building permits, an on-site roadway/highway construction phasing plan and individual parcel access plan shall be submitted to the Department of City Planning for approval, and for coordination and review with the Department of Transportation and the Bureau of Engineering.

9. Prior to the recordation of a final tract map covering all or any portion of the subject property, and prior to the approval of any variance granting use of any portion of the property before recordation of a final tract map, the Board of Airport Commissioners shall cause to be prepared and shall approve a project design plan, together with developmental guidelines for the entire project area. The primary purposes of the design plan and guidelines shall be to provide future developers with a unifying theme and design handbook and to provide the Department of Airports with a basis for reviewing and coordinating project development plans. The project design plan shall establish a unifying architectural theme, while the elements of the developmental guidelines shall include consideration of: Building design, height, bulk, locations and interrelationships; building materials, colors and textures; public and private area landscaping; public and private signage and graphics; airport view sites; street furniture; exterior lighting; internal pedestrian and vehicular circulation; parking area design; on- and off-airport interfaces; and other design considerations as may be appropriate. The project design plan and developmental guidelines shall be governed by the conditions of approval attached to this change of zone, wherever relevant.
10. The project design plan and developmental guidelines shall treat Parcel 11 as a single comprehensive planned unit, providing a compatible interface with the existing and potential future uses on the privately owned property adjoining the east side of Sepulveda Westway between La Tijera Boulevard and Will Rogers Street. Convenient pedestrian access to Parcel 11 shall be provided from Sepulveda Westway, and the Sepulveda Westway frontage shall be attractively landscaped. The design of Parcel 11 shall provide, to the extent practicable and feasible, for visual continuity and accessibility between Parcel 11 and the properties on the east side of Sepulveda Westway.
11. All open areas not used for buildings, driveways, parking areas, recreational facilities, or walks shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect or licensed architect. Approved copies of such plans shall be submitted to the Department of Building and Safety before issuance of a building permit. All landscaped areas shall be equipped with automatic sprinklers and shall be maintained in a first-class condition at all times. All types of plants selected and required watering systems for such landscaping shall, to the extent possible, conserve water and shall be consistent with any water conservation ordinance enacted by the City.
12. All open parking areas located within Parcel 1 shall devote at least 4 percent of the parking area to landscaping, with at least three-fourths of the 4 percent devoted to interior landscaping distributed throughout the parking area.

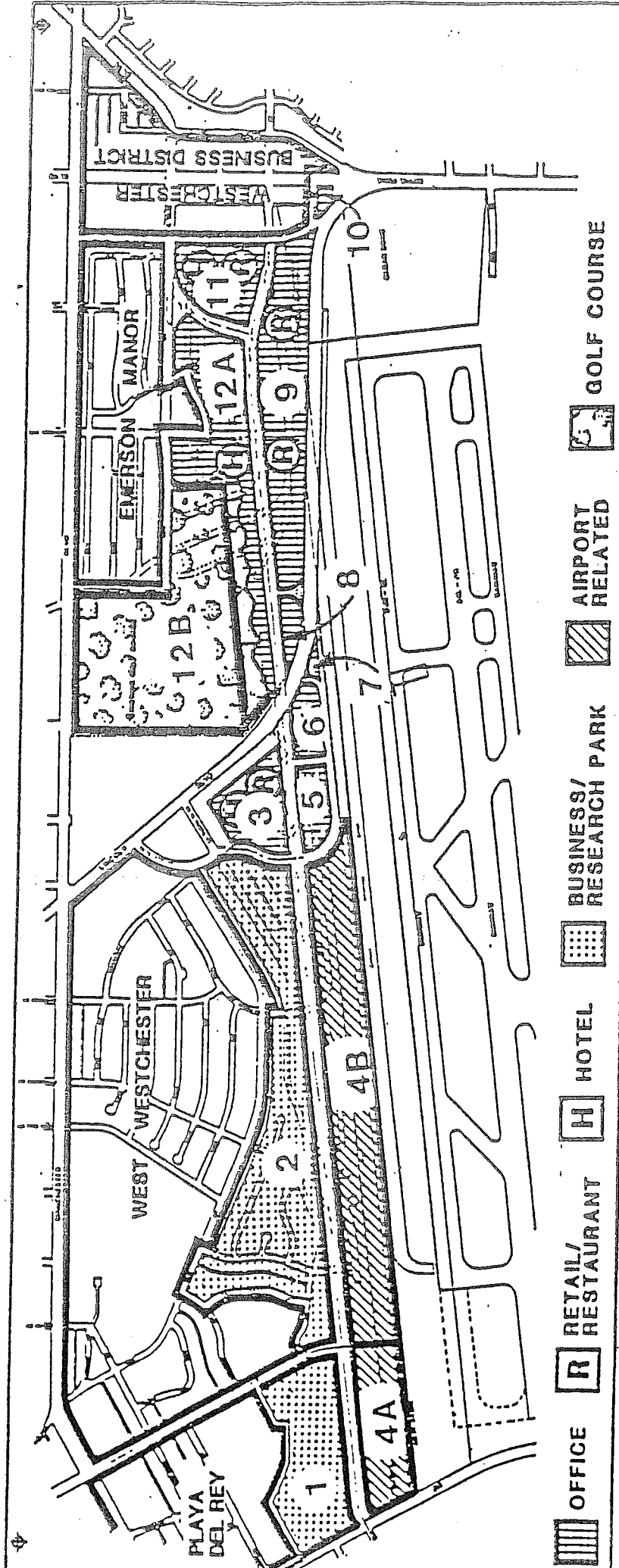
13. A 6-foot high chain link fence shall be provided along the airport property line in the following locations: Along Liberator Avenue and 88th Place (adjacent to the Emerson Manor School site in Parcel 12A); along Cum Laude Avenue and 92nd Street (adjacent to the St. Bernard Senior High School site in Parcel 2); and between Falmouth Avenue and Pershing Drive (along the north boundary of Parcel 1).
14. A solid 8-foot high masonry block wall shall be constructed along the north airport property line between Loyola Boulevard and Hastings Avenue (along the north boundary of Parcel 2) and trees and tall shrubs shall be planted immediately south of the wall on airport property to provide additional visual screening above the wall. The wall shall be installed and measured in height from the finished grade of the alley between Loyola Boulevard and Rayford Drive, and from the finished grade of the adjoining residential lots between Rayford Drive and Hastings Avenue.
15. All development on the property shall provide off-street parking on the following bases: One space for each guest room; one space for each 300 square feet of floor area for office uses and for business parks and research and development centers; one space for each 250 square feet of floor area for retail and service commercial uses; 16 spaces for each 1,000 square feet of floor area for restaurants; and not less than three stalls for each four employees on the main shift for light industrial uses. Floor area shall mean the area enclosed within the walls of buildings, exclusive of floor area devoted to off-street parking or accessory areas, as defined under Section 12.21-A, 4 of the Municipal Code. The Director of Planning may modify these parking standards where appropriate to permit reduce parking in mixed-use or joint-use facilities.
16. The hours of operation for trash pick-up or freight deliveries or pick-up, within 300 feet of the north boundary line of the project, shall be limited to between 7 a.m. and 9 p.m.
17. Adequate protection against exterior noise shall be included in the design and construction of hotels and motels. Adequate protection shall mean a noise reduction (exterior to interior) sufficient to insure that the interior community noise equivalent level (CNEL) in all habitable rooms does not exceed 45dB during aircraft operations.
18. All central air heating and/or air conditioning units shall be installed with an air filtration system (either charcoal or electronic) to improve the air quality effects on the project occupants. This requirement shall not preclude the installation of operable windows for passive or natural heating or cooling opportunities.



19. The use of any outdoor public address or paging system shall be permitted only south of the Westchester Parkway and shall utilize: (1) a low-pressure speaker system with each speaker having an audible range limited to a 400-square-foot area and placed a maximum of 40 feet apart, or (2) a sound system designed by a qualified sound engineer so as to reduce the impulse noise level to inaudibility beyond the premises of the establishment.
20. In all industrially zoned areas, all buildings and enclosing walls or fences shall be so constructed, the machinery and equipment shall be so installed and maintained and the activities shall be so conducted that all noise, vibration, dust, odor and other objectionable factors shall be confined or reduced to the extent that no reduction in the use of property will result to persons residing adjacent to the subject property. Whenever there is any difficulty in determining the application of these provisions to any specific case, the Department of Building and Safety shall make such determination.
21. All building signs shall be designed by the architect of the building or facility. These building identification signs shall be wall signs designed for placement on the face of the proposed building and not projecting above the roof or parapet wall. Except that, free-standing identification or project directory signs not exceeding 50 square feet in area on each face and not exceeding 8 feet in height may be permitted, subject to individual review and approval by the Department of Airports.
22. All lighting shall be directed onto the site and no flood-lighting shall be located as to be seen directly by the adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.
23. All buildings within 100 feet of the north airport property line between Loyola Boulevard and Hastings Avenue shall be designed so that all second-story or higher windows that overlook the adjacent single-family residential homes shall not be transparent below an eye level of 6 feet on any floor, but shall be translucent; or the building shall be designed in such a way that windows will not overlook the single-family residential properties to the north.
24. Vehicular driveway ingress and egress from the subject property shall be prohibited from Cum Laude Avenue and from 92nd Street (Parcel 2); from Lincoln Boulevard between Sepulveda Boulevard and the airport property line north of the Westchester Parkway (Parcel 6, 7, 8, 9, 10 and 12A); and from 88th Street, Liberator Avenue, 88th Place and Emerson Avenue (Parcel 12A).

25. In all industrially zoned areas, except Parcels 4A and 4B, all activities shall be conducted within an enclosed building. Within Parcels 4A and 4B, all outdoor activities shall be located on the southerly side of the buildings and screened from public streets.
26. All utilities within the project shall be installed underground.
27. All development within the project shall contain trash compactors to reduce the volume of solid waste to be removed from the site.
28. The Department of Airports and individual developers shall develop and implement a transportation system and parking management plan, which shall include the following as a minimum:
  - a. Individual developers shall encourage public transit use by offering subsidized transit passes to employees.
  - b. The Department of Airports shall evaluate the potential for subscription bus service for large concentrations of employees.
  - c. Each developer employing 500 or more permanent employees shall provide company-owned vans and/or offer subsidies to individual vanpool operators and encourage the formation of vanpools.
  - d. The Department of Airports shall make carpooling information available to building occupants and encourage formation of carpools and vanpools and shall establish a carpool-matching service.
  - e. Individual developers shall develop and implement programs to offer preferential parking to carpooling and vanpooling building occupants.
  - f. The Department of Airports shall make transit schedules, maps and other transit information available to building employees and users.
  - g. To the extent feasible, individual developers shall encourage flexible working hours.
  - h. The Department of Airports and each developer employing 500 or more permanent employees shall appoint a rideshare coordinator to administer the functions required by this condition.
29. Prior to major grading of the project site, a rodent control effort shall be undertaken to reduce the existing rodent population within the project area.

30. Developers of individual projects shall take the following steps relative to energy conservation:
  - a. Consult with the Los Angeles Department of Water and Power and Southern California Gas Company to determine feasible energy conservation features which could be incorporated into the design of structures, beyond those required by State and City laws.
  - b. Utilize, where cost-effective, alternative sources of energy such as solar water and pool heating.
  - c. Utilize the Department of Water and Power's energy pre-audits on all new industrial developments.
31. Individual developers shall consult with the Los Angeles Police Department on the provision of security measures for developments, which measures shall include the following at the minimum:
  - a. For each developer responsible for 200,000 or more square feet of total floor area (Los Angeles Municipal Code 12.21.1), guards shall patrol all levels of buildings and access to and from buildings shall be monitored by a guard on duty during nighttime and weekends.
  - b. Subterranean parking levels shall be lighted 24 hours a day.
  - c. All parking levels, corridors and arcades shall be lighted during the nighttime and weekends.
32. A qualified archaeologist shall be available, as needed, during site grading and subsurface operations, with the authority to assure reasonable measures to insure protection and recovery of significant archaeological resources.
33. All conditions imposed by this action, with the exception of Condition No. 9 relating to a project design plan and development guidelines, may be fulfilled incrementally as individual phases of the subject property are developed.



# LAX NORTH SIDE DEVELOPMENT AREA STUDY

## LAND USE AND CIRCULATION

UNEA

EXHIBIT E-1

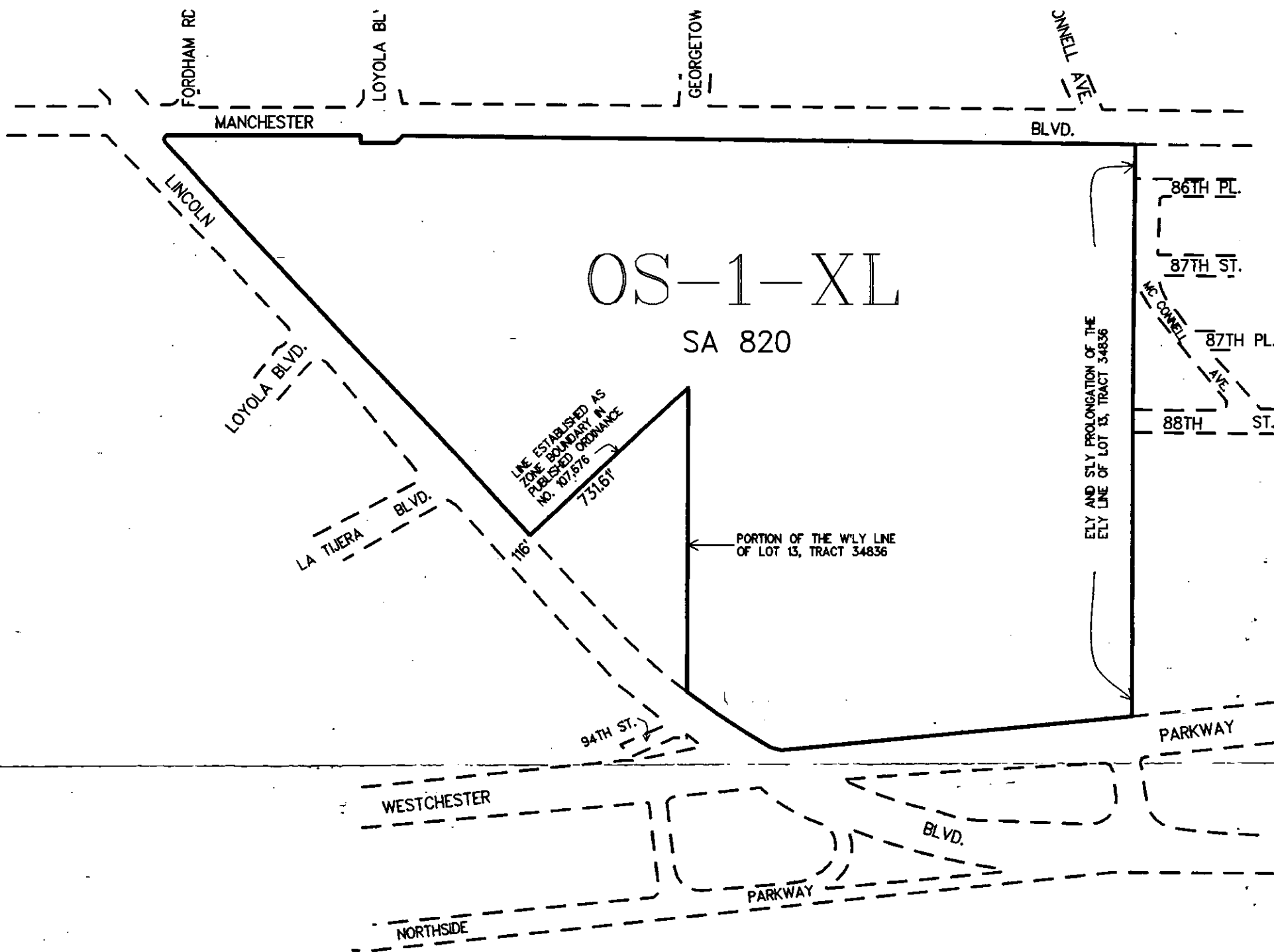
POSTED

ORDINANCE NO. 169768

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows.



NOT TO SCALE

C.M.096B161	C.M.093B161	CPC 90-0596 GPC
		PB/CL/GB 2/94
WESTCHESTER		169768

Sec. 2 The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located at the north entrance to the Hall of Administration in said City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in the said City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of APR 06 1994.

CITY CLERK

By Sandra L. Grange  
Deputy

Approved \_\_\_\_\_

\_\_\_\_\_  
Mayor

Approved as to Form and Legality

JAMES K. HAEN, City Attorney

By \_\_\_\_\_  
Deputy

File No. 92-0163

City Clerk Form 193

Pursuant to Sec. 97.8 of the City Charter,  
approval of this ordinance recommended  
by the City Planning Commission.

FEB 24 1994

See attached report  
Constance  
Director of Planning

Said ordinance was presented to the Mayor on April 11, 1994; the Mayor returned said ordinance to the City Clerk on April 22, 1994 without his approval or his objections in writing, being more than ten days after the same was presented to the Mayor.

Said ordinance shall become effective and be as valid as if the Mayor had approved and signed it. (Sec. 30, City Charter)

C.F. 92-0163

**DECLARATION OF POSTING ORDINANCE**

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

**Ordinance No. 169768, entitled: Open Space - changing the zone & height districts - Westchester - Subarea 820 - CPC 90-0596 GPC**

a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on April 6, 1994, and under direction of said Council and said City Clerk, pursuant to Section 31 of the Charter of the City of Los Angeles, on May 3, 1994 I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board at the north entrance to the Hall of Administration of the County of Los Angeles in said City, and one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

The copies of said ordinance posted as aforesaid were kept posted continuously and conspicuously for ten days, or more, beginning 5-3-94 to and including 6-12-94.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 3rd day of May 1994 at Los Angeles, California.

Maria C. Rico  
Deputy City Clerk

**Effective Date: June 12, 1994**



An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows.

1 Section 2. Pursuant to Section 12.32 K of the Los Angeles Municipal Code,  
2 and any amendment thereto, the following limitations are hereby imposed upon  
3 the use of that property as shown in Section 1 hereof which is subject to the  
4 Permanent [Q] Qualified classification.  
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# WESTERN LOS ANGELES INDUSTRIAL/RESIDENTIAL ORDINANCE

## PART I

### TABLE FOR SECTION II

SUB AREA NO.	NEW ZONE	CONDITIONS AND LIMITATIONS
60	[T][Q]M2-1 [T][Q]C2-1	[Q] Condition: "Q" Conditions 1 through 33 in Section 2 of Ordinance No. 159,526 are incorporated herein by this reference.
65	[T][Q]M2-1	[Q] Condition: Prior to the issuance of any building permit or certificates of occupancy, a complete and detailed plot plan indicating the exterior boundaries of the property, the location of all buildings, driveways, service road, maintenance area, accessways, parkway areas, taxiways, runways, enclosing fixtures, landscaping, etc., shall be submitted to and approved by the City Planning Commission.
70	[T][Q]M2-1 [T][Q]M2-1-G [T][Q]M2-1-O [T][Q]M3-1 [T][Q]M3-1-G	[Q] Condition: "Q" Conditions 1 through 11 in Section 2 of Ordinance No. 156,777 are incorporated herein by this reference.

SUB  
AREA  
NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

80

[T][Q]M1-1-VL

[Q] Conditions:

Landscaped Setback:

1. A minimum of a 5 (five)-foot landscaped buffer setback, containing no buildings or structures (except for retaining walls or fences), shall be established along all property lines where the site abuts an R-1 or more restrictive zoned property. Walkways and driveways shall be permitted to cross the setback.

Landscaping:

2. All open areas not used for building, driveways, parking areas, recreational facilities, or walks, shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect, licensed architect or landscape contractor to the satisfaction of the

1 SUB  
2 AREA  
3 NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

4 Planning Department. Said plan  
5 shall include the location of a  
6 permanent underground system of  
7 sprinklers of adequate design to  
8 insure complete coverage of all  
9 plant materials. Further, all  
10 parking areas shall be improved and  
11 landscaped in accordance with  
12 Section 12.21 A-6, except that such  
13 landscaped areas shall be provided  
14 at a ratio of 7 (seven) percent. No  
15 yard, setback or other open area  
16 required by the Municipal Code or  
17 required herein, shall be computed  
18 in the calculation of the 7 (seven)  
19 percent. Approved copies of such  
20 plans shall be submitted to the  
21 Department of Building and Safety  
22 prior to the issuance of a building  
23 permit.

24  
25 Wall, Fences:

- 26  
27 3. A decorative masonry block wall, a  
28 minimum of 5 (five) feet 9 (nine)

1 SUB  
2 AREA  
3 NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

4 inches and a maximum of 8 (eight)  
5 feet in height, measured from the  
6 finished grade of the higher side  
7 shall be constructed along any  
8 property line abutting a residential  
9 zone which do not have existing  
10 walls.

11  
12 Roof Structures:

- 13  
14 4. All roof structures (such as air  
15 conditioning units and other  
16 equipment) shall be completely  
17 surrounded by a screening wall of a  
18 height not less than the highest  
19 point of said structure, when the  
20 lot abuts a residential use.

21  
22 Views:

- 23  
24 5. All second-story or higher windows  
25 facing a property line overlooking  
26 adjacent single-family residential  
27 properties shall not be transparent  
28 below an eye-level height of six  
feet on any floor, or the building

SUB  
AREA  
NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

---

shall be designed in such a way that windows will not overlook such single-family residential properties.

Deliveries:

6. All deliveries, loading and unloading, shall occur so as not to be visible from adjacent residential properties. In the event this condition cannot be met, the Planning Department may exempt their property owner from this requirement upon submittal of a plot plan with evidence explaining why said condition cannot be met.

Deliveries:

7. No deliveries, loading or unloading shall occur before 7:00 a.m. nor after 9:00 p.m..

Signs:

8. All signs shall be of an identifying

1 SUB  
2 AREA  
3 NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

4 nature only, shall not be of a  
5 flashing or animated type, and shall  
6 be arranged and located so as not to  
7 be a distraction to vehicular  
8 traffic or adjacent residential  
9 areas.

10  
11 Signs:

- 12  
13 9. No sign or structure supporting a  
14 sign shall be erected or maintained  
15 on the roof of any building, nor  
16 shall any sign attached to a  
17 building project above the roof,  
18 eaves or parapet wall, whichever is  
19 higher, of a building. Signs and  
20 billboards containing off-site  
21 advertising other than temporary  
22 directional signs shall not be  
23 erected or maintained on the site.

24  
25 Lighting Plan:

- 26  
27 10. The applicant shall submit a precise  
28 lighting plan showing the location  
of all exterior lighting facilities



SUB  
AREA  
NO.

NEW  
ZONE

CONDITIONS AND LIMITATIONS

Access

12. Prior to the issuance of a building permit on the subject property, two copies of a parking area and driveway plan shall be submitted to the appropriate District Office of the Bureau of Engineering and two copies shall be submitted to the Department of Transportation for approval, or a covenant an agreement shall be recorded agreeing to do the same.

ORD0054.WCW/WPCCTY/ORDS

SUB  
AREA  
NO.

NEW  
ZONE

## CONDITIONS AND LIMITATIONS

within the required parking areas.

All lighting shall be directed onto the site, and floodlighting shall be located so as not to be seen directly on adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.

### Noise:

11. Use of an outdoor public address or paging system shall utilize:

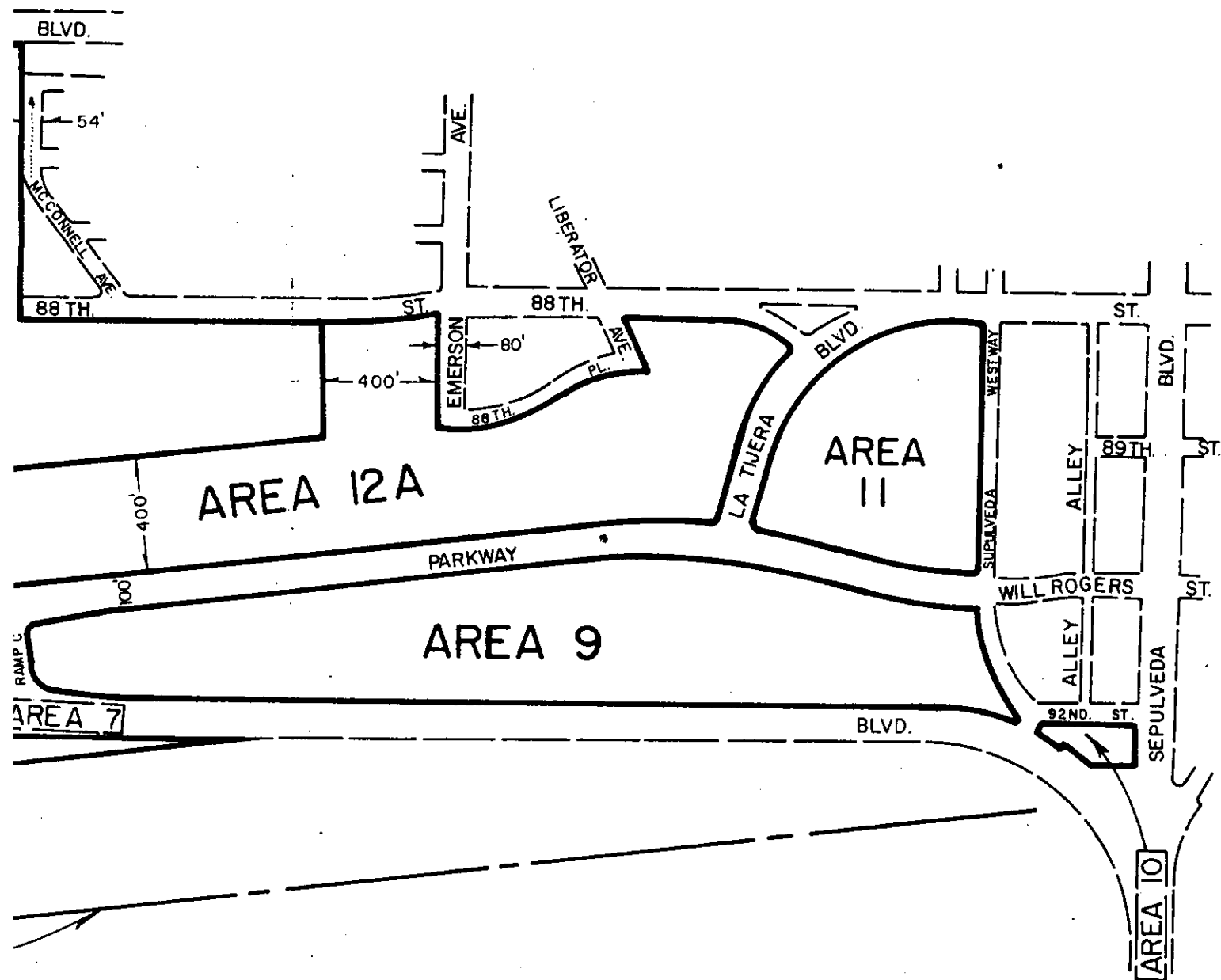
a) a low-pressure speaker system with each speaker having an audible range limited to a 400-square-foot area and placed a maximum of 40 feet apart; or b) a sound system designed by a qualified sound engineer so as to reduce the impulse noise level to inaudibility beyond the premises of the industrial development.

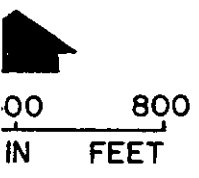
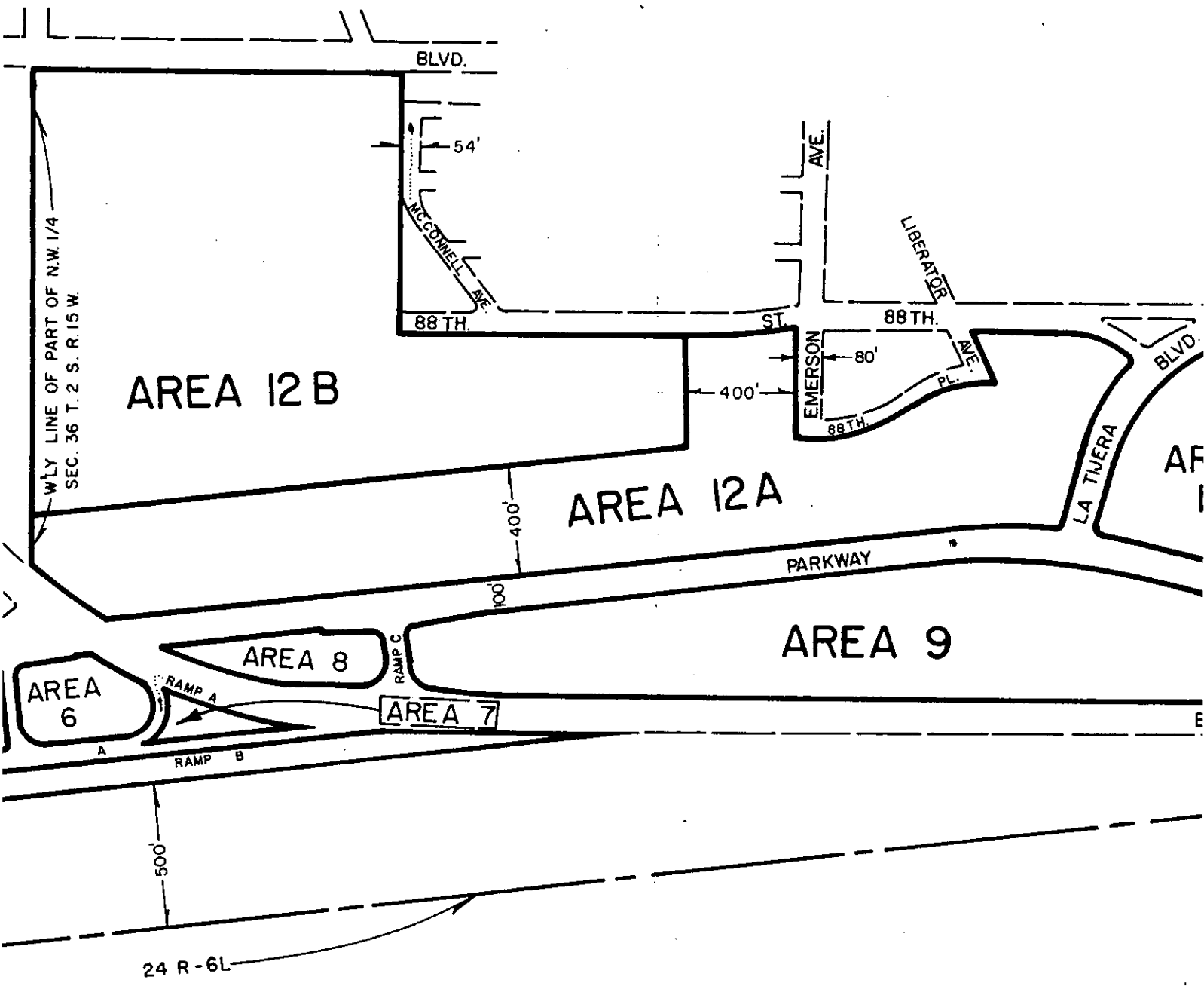
ORDINANCE NO. 159526

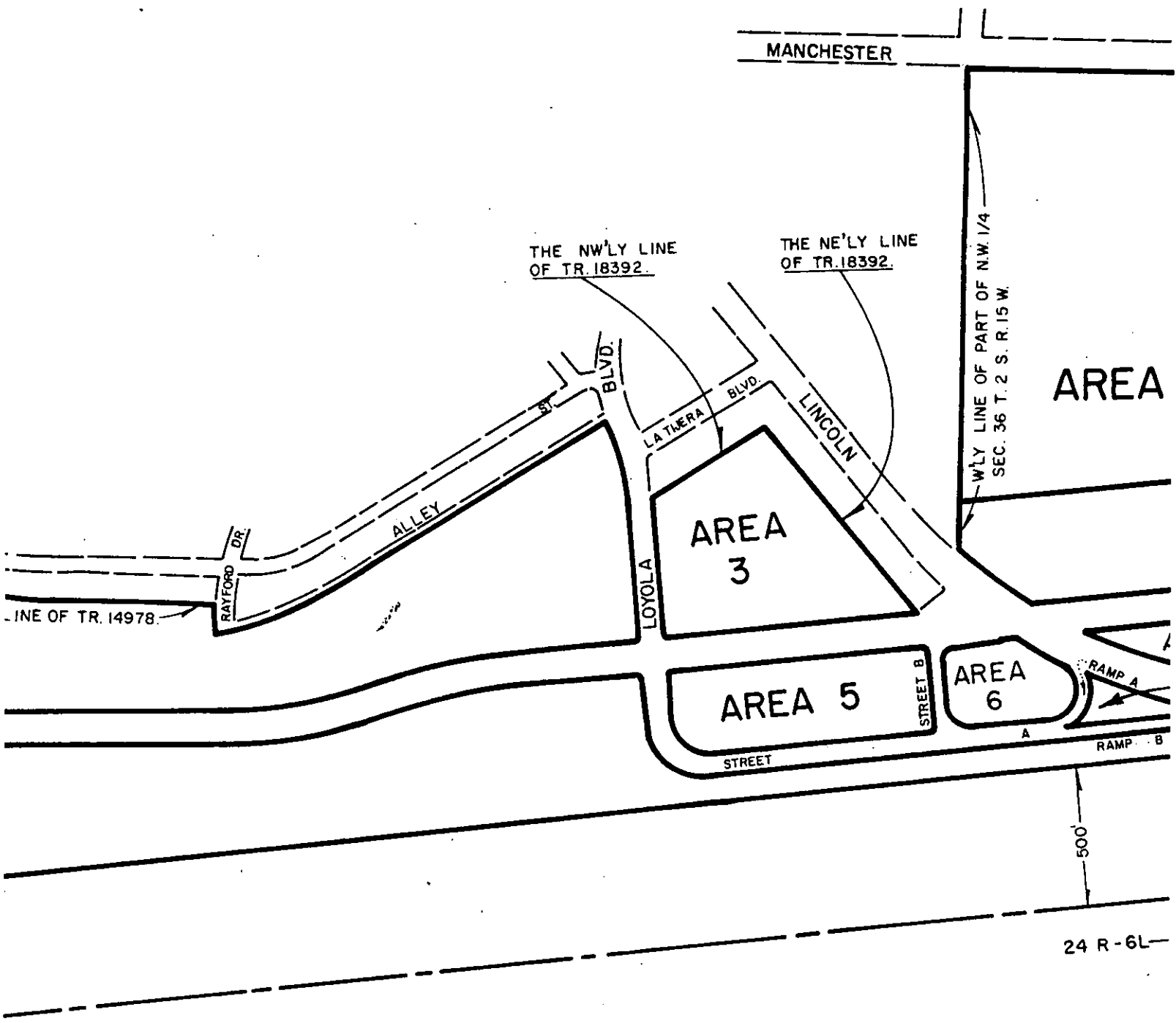
An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

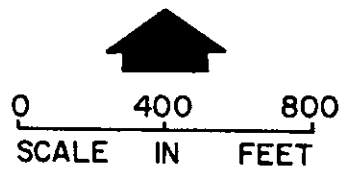


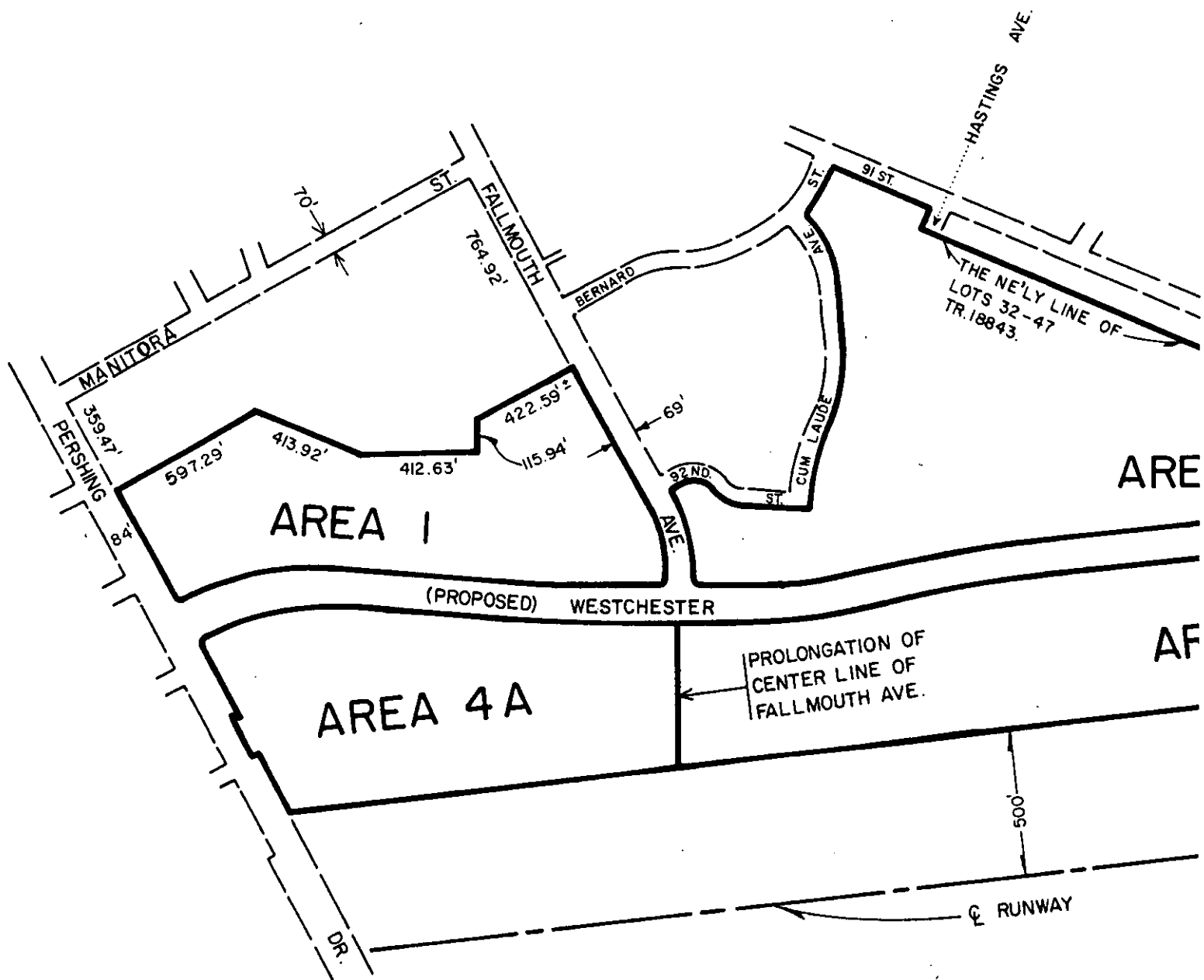


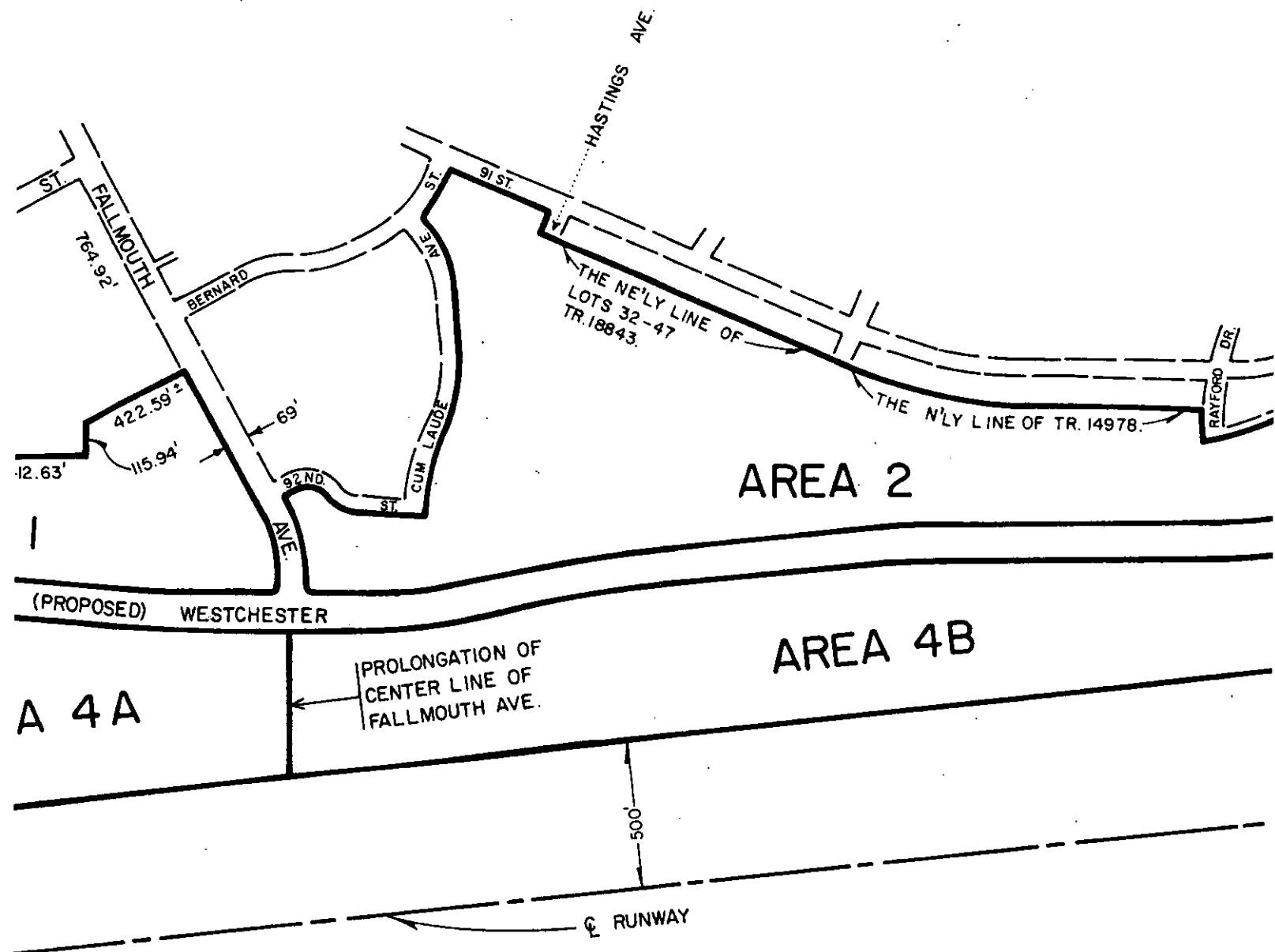


CPC. 83-190 ZC  
EXHIBIT E-I-A

UMBERS REFERENCE PROJECT DEVELOPMENT AREAS  
DESCRIBED IN THE "Q" CONDITIONS APPLICABLE  
TO THE SUBJECT PROPERTY.







CPC. 1  
EXHIBI

NUMBERS REFERENCE PRO  
DESCRIBED IN THE "Q"  
TO THE SUBJECT PROPE



11

BLVD.

54'

W. CORNELL AVE.

88 TH

2 - 1

ST.

AVE.

EMERSON

88 TH

LIBERATOR

PL.

88 TH

LA TIJERA

BLVD.

(T) (Q) C 2 - 1

PARKWAY

(T) (Q) C 2 - 1

BLVD.

(T) (Q) C 2 - 1

WEST WAY

SEPULVEDA

WILL ROGERS

ALLEY

92ND

139'

89TH

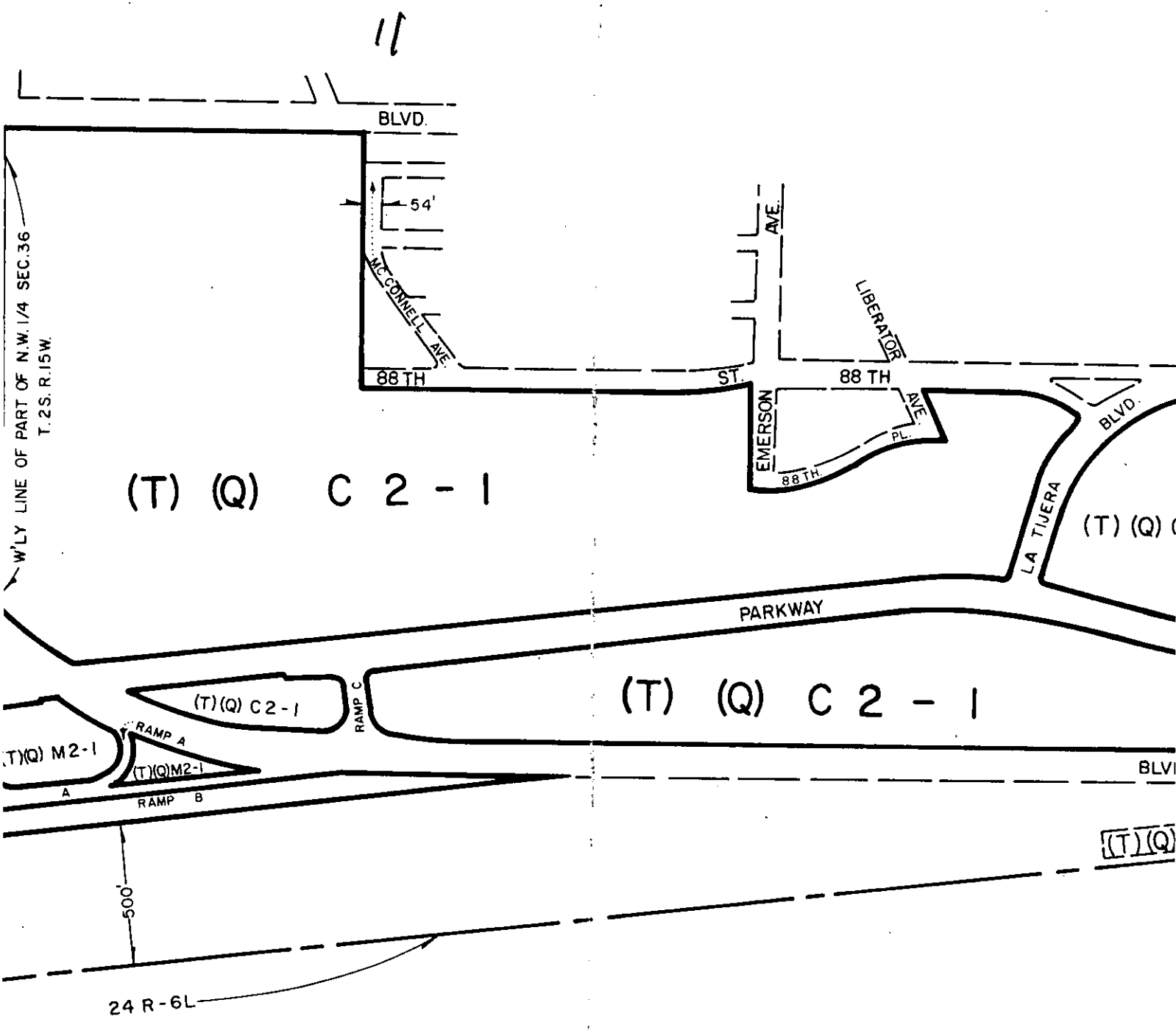
SEPULVEDA

BLVD.

ST.

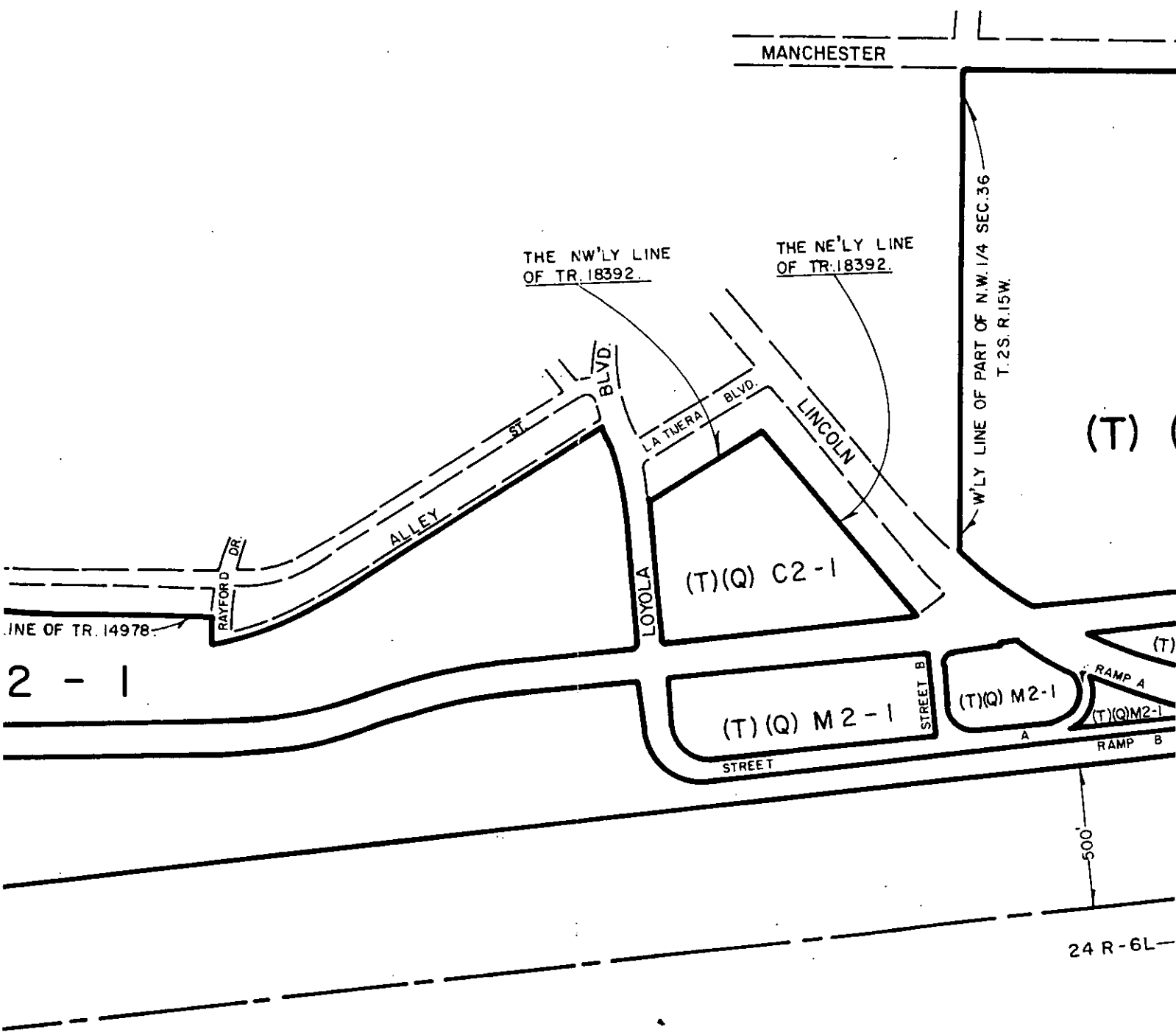
ST.

126'



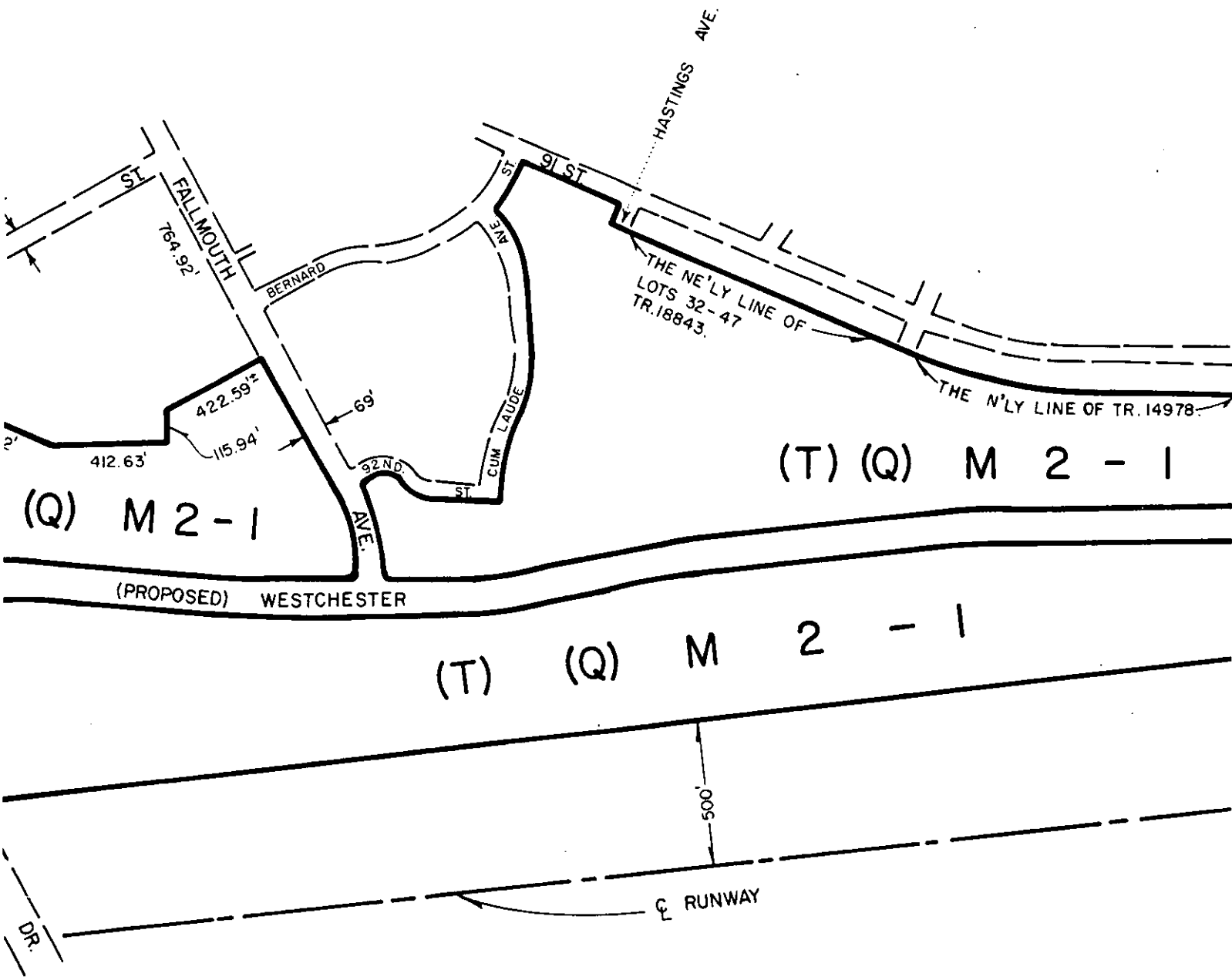
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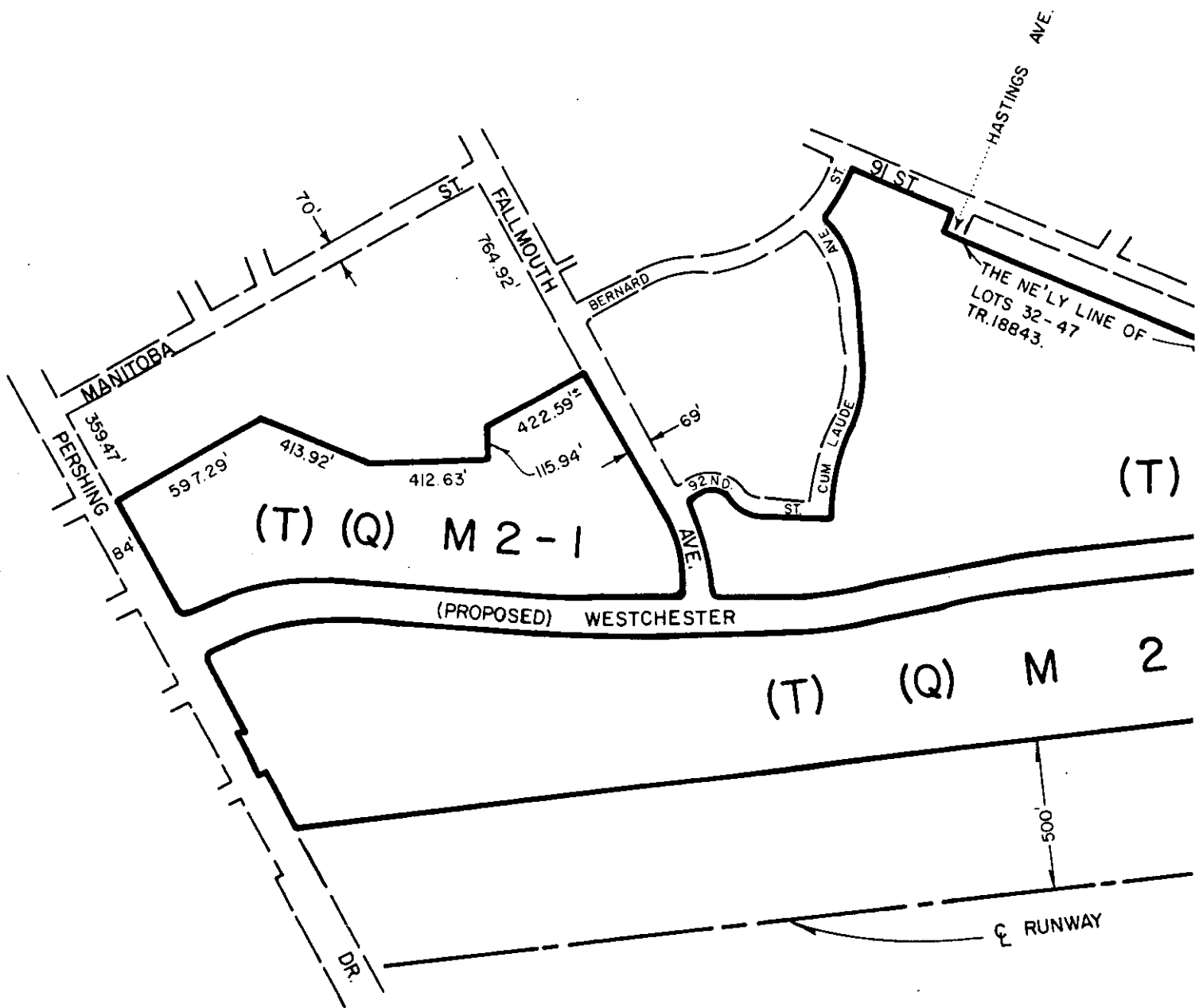
195	CPC.83-1902C
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2 - 1

SHEET NO. 563	DM. 7195	CPC. 83-190 ZC
ART/RFA	7196	10173
	7206	
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	7919	





1        Sec. 2. Pursuant to Section 12.32 J of the Los Angeles Municipal  
2 Code, the following limitations are hereby imposed upon the use of that  
3 property shown in Section 1 hereof which is subject to the "Q" Qualified  
4 classification:

5        1. The subject property shall be used for those principal and accessory  
6 uses in development areas as indicated on the attached map (Exhibit  
7 E-1), as follows:

8        a. Area East of Lincoln Boulevard

9        Parcel 8 - Commercial uses, including office and restaurant uses; and  
10 automobile service station.

11        Parcel 9 - Commercial uses, including office and restaurant uses;  
12 automobile service station in the western portion only; public  
13 automobile parking in the eastern portion only; and an airport view  
14 site.

15        Parcel 10 - Public automobile parking.

16        Parcel 11 - Commercial uses, including hotel, office, restaurant,  
17 service and retail uses and a movie theater complex.

18        Parcel 12A - Commercial uses, including offices, hotel, restaurant,  
19 service and retail uses.

20        Parcel 12B - A commercial golf course, including golf driving tees and  
21 ranges and similar commercial golf uses.

22        b. Area Between Lincoln Boulevard and Falmouth Avenue (Extended)

23        Parcel 2 - Offices, business park and research and development  
24 center.

25        Parcel 3 - Commercial uses, including hotel, offices, restaurant,  
26 service and retail uses.

1 Parcel 4B - Light industrial uses, airline and airport support services,  
2 including flight kitchens, caterers, ticket reservation centers, custom  
3 house brokers, warehouse, airport maintenance and ground services  
4 (excluding engine shops), freight forwarders, package delivery  
5 services, security services, import/export services and other similar  
6 accessory or support services; business park and research and  
7 development center; and offices within 400 feet west of the  
8 prolongation of Loyola Boulevard on the south side of Westchester  
9 Parkway.

10 Parcels 5, 6 and 7 - Offices, business park and research and  
11 development center; airport view site; airline and airport support and  
12 accessory uses.

13 c. Area West of Falmouth Avenue (Extended)

14 Parcel 1 - Offices, business park and research and development  
15 center.

16 Parcel 4A - Light industrial uses, airline and airport support services,  
17 including flight kitchens, caterers, ticket reservation centers, custom  
18 house brokers, warehouse, airport maintenance and ground services  
19 (excluding engine shops), freight forwarders, package delivery  
20 services, security services, import/export services and other similar  
21 accessory or support services; business park and research and  
22 development center; and offices within 400 feet east of Pershing Drive  
23 on the south side of Westchester Parkway.

- 24 2. No aircraft or engine run-ups shall be permitted within the project  
25 boundaries.

1 3. The height of structures shall be controlled as follows:

2 a. Parcel 2 - No structure located within 100 feet of the north  
3 airport property line between Loyola Boulevard and Hastings  
4 Avenue shall exceed three stories (including parking levels) or  
5 45 feet in height measured from the finished grade of the lot.  
6 All accessory facilities on the roofs of such buildings, such as air  
7 conditioning units and other equipment, shall not be visible from  
8 nearby residential properties to the north and are exempted from  
9 the height restriction.

10 b. Parcels 1 and 4A - No structure located within 200 feet of the  
11 north airport property line between Falmouth Avenue and  
12 Pershing Drive shall exceed three stories (including parking  
13 levels) or 45 feet in height measured from the finished grade of  
14 the lot. No structure located within Areas 1 or 4A south thereof,  
15 shall exceed four stories (including parking levels) or 55 feet in  
16 height measured from the finished grade of the lot. All accessory  
17 facilities on the roofs of buildings within Parcel 1, such as air  
18 conditioning units and other equipment, shall not be visible from  
19 nearby residential properties to the north and are exempted from  
20 the height restriction.

21 4. Structures shall observe minimum setbacks, as follows:

22 a. Parcel 2 - All structures shall observe a minimum setback of  
23 50 feet from the north airport property line between Loyola  
24 Boulevard and Hastings Avenue. Open parking areas are  
25 permitted within the required building setback area, except as  
26 may be modified by required landscape buffer setbacks.



1        b. Parcel 1 - All structures shall observe a minimum setback of  
2        100 feet from the north airport property line between Falmouth  
3        Avenue and Pershing Drive. Open parking areas are permitted  
4        within the required building setback area, but not within the  
5        required landscape buffer setback.

6        5. Landscaped buffer setbacks shall be required as follows:

7        a. Parcels 11 and 12A - A 30-foot-wide landscaped buffer setback  
8        along 88th Street between Sepulveda Westway and Liberator  
9        Avenue shall be required containing no buildings or structures,  
10       except for walls or fences and include trees, 15 gallons and  
11       10 feet tall at the time of planting, planted at a maximum of  
12       30 feet apart, of a type similar to those contained in Section 7 of  
13       the Planning Department's Technical Report on "Shrubs and Trees  
14       for Landscaping and Screening". Further, a 15-foot-wide  
15       landscaped buffer setback along Liberator Avenue and 88th Place  
16       (adjacent to the Emerson Manor School site) shall be required and  
17       include a dense screen of closely planted evergreen trees.

18       b. Parcel 2 - A 15-foot-wide landscaped buffer setback along Cum  
19       Laude Avenue and 92nd Street (adjacent to the St. Bernard High  
20       School site) shall be required and include a dense screen of  
21       closely planted evergreen trees.

22       c. Parcel 1 - A 50-foot-wide landscaped buffer setback along the  
23       north airport property line between Falmouth Avenue and  
24       Pershing Drive shall be required and include low,  
25       minimum-view-obstructing shrubs and ground cover (no trees)  
26       which are compatible, where appropriate, with adjacent off-airport  
27       landscaping.  
28

- 1 6. The total development of the subject property shall not generate more  
2 than 6,340 project-related inbound daily trips in the a.m. peak hour,  
3 nor more than 7,000 project-related outbound daily trips in the p.m.  
4 peak hour (source: "Los Angeles International Airport Final  
5 Environmental Impact Report, LAX North Side Development Project,  
6 April 1983"). This determination shall be based on the highest  
7 average hourly a.m. and p.m. counts taken over a typical Monday  
8 through Friday period at exclusive project access drives and/or  
9 roadways. Such counts shall be taken at the expense of the  
10 Department of Airports or individual developers at intervals determined  
11 to be reasonable by the City Planning Department after consultation  
12 with the Department of Transportation; but in no event shall the first  
13 count be required before certificates of occupancy have been issued  
14 for buildings having a combined floor area in excess of  
15 3,500,000 square feet, as defined in Sections 12.21.1(A,5) and (B,4)  
16 of the Municipal Code.
- 17 7. Prior to the issuance of building permits, detailed development plans,  
18 including a complete landscape plan, shall be submitted to the  
19 Department of City Planning for approval.
- 20 8. Prior to the issuance of building permits, an on-site roadway/highway  
21 construction phasing plan and individual parcel access plan shall be  
22 submitted to the Department of City Planning for approval and for  
23 coordination and review with the Department of Transportation and the  
24 Bureau of Engineering.
- 25  
26  
27  
28

- 1 9. Prior to the recordation of a final tract map covering all or any  
2 portion of the subject property and prior to the approval of any  
3 variance granting use of any portion of the property before  
4 recordation of a final tract map, the Board of Airport Commissioners  
5 shall cause to be prepared and shall approve a project design plan,  
6 together with developmental guidelines for the entire project area.  
7 The primary purposes of the design plan and guidelines shall be to  
8 provide future developers with a unifying theme and design handbook  
9 and to provide the Department of Airports with a basis for reviewing  
10 and coordinating project development plans. The project design plan  
11 shall establish a unifying architectural theme, while the elements of the  
12 developmental guidelines shall include consideration of: Building  
13 design, height, bulk, locations and interrelationships; building  
14 materials, colors and textures; public and private area landscaping;  
15 public and private signage and graphics; airport view sites; street  
16 furniture; exterior lighting; internal pedestrian and vehicular  
17 circulation; parking area design; on- and off-airport interfaces; and  
18 other design considerations as may be appropriate. The project design  
19 plan and developmental guidelines shall be governed by the conditions  
20 of approval attached to this change of zone, wherever relevant.
- 21 10. The project design plan and developmental guidelines shall treat Parcel  
22 11, as a single comprehensive planned unit, providing a compatible  
23 interface with the existing and potential future uses on the privately  
24 owned property adjoining the east side of Sepulveda Westway between  
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1 La Tijera Boulevard and Will Rogers Street. Convenient pedestrian  
2 access to Parcel 11 shall be provided from Sepulveda Westway and the  
3 Sepulveda Westway frontage shall be attractively landscaped. The  
4 design of Parcel 11 shall provide to the extent practicable and feasible  
5 for visual continuity and accessibility between Parcel 11 and the  
6 properties on the east side of Sepulveda Westway.

7 11. All open areas not used for buildings, driveways, parking areas,  
8 recreational facilities or walks shall be attractively landscaped in  
9 accordance with a landscape development plan prepared by a licensed  
10 landscape architect or licensed architect. Approved copies of such  
11 plans shall be submitted to the Department of Building and Safety  
12 before issuance of a building permit. All landscaped areas shall be  
13 equipped with automatic sprinklers and shall be maintained in a  
14 first-class condition at all times. All types of plants selected and  
15 required watering systems for such landscaping shall, to the extent  
16 possible, conserve water and shall be consistent with any water  
17 conservation ordinance enacted by the City.

18 12. All open parking areas located within Parcel 1 shall devote at least  
19 four percent of the parking area to landscaping, with at least  
20 three-fourths of the four percent devoted to interior landscaping  
21 distributed throughout the parking area.

22 13. A 6-foot-high chain link fence shall be provided along the airport  
23 property line in the following locations: Along Liberator Avenue and  
24 88th Place (adjacent to the Emerson Manor School site in Parcel 12A);  
25 along Cum Laude Avenue and 92nd Street (adjacent to the St. Bernard  
26 Senior High School site in Parcel 2); and between Falmouth Avenue  
27 and Pershing Drive (along the north boundary of Parcel 1).  
28

- 1 14. A solid 8-foot-high masonry block wall shall be constructed along the  
2 north airport property line between Loyola Boulevard and Hastings  
3 Avenue (along the north boundary of Parcel 2) and trees and tall  
4 shrubs shall be planted immediately south of the wall on airport  
5 property to provide additional visual screening above the wall. The  
6 wall shall be installed and measured in height from the finished grade  
7 of the alley between Loyola Boulevard and Rayford Drive and from the  
8 finished grade of the adjoining residential lots between Rayford Drive  
9 and Hastings Avenue.
- 10 15. All development on the property shall provide off-street parking on  
11 the following basis: One space for each guest room; one space for  
12 each 300 square feet of floor area for office uses and for business  
13 parks and research and development centers; one space for each  
14 250 square feet of floor area for retail and service commercial uses;  
15 16 spaces for each 1,000 square feet of floor area for restaurants; and  
16 not less than three stalls for each four employees on the main shift for  
17 light industrial uses. Floor area shall mean the area enclosed within  
18 the walls of buildings, exclusive of floor area devoted to off-street  
19 parking or accessory areas, as defined under Section 12.21-A,4 of the  
20 Municipal Code. The Director of Planning may modify these parking  
21 standards where appropriate to permit reduce parking in mixed-use or  
22 joint-use facilities.
- 23 16. The hours of operation for trash pickup or freight deliveries or  
24 pickup, within 300 feet of the north boundary line of the project, shall  
25 be limited to between 7 a.m. and 9 p.m.
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- 1 17. Adequate protection against exterior noise shall be included in the  
2 design and construction of hotels and motels. Adequate protection  
3 shall mean a noise reduction (exterior to interior) sufficient to insure  
4 that the interior community noise equivalent level (CNEL) in all  
5 habitable rooms does not exceed 45dB during aircraft operations.
- 6 18. All central air heating and/or air conditioning units shall be installed  
7 with an air filtration system (either charcoal or electronic) to improve  
8 the air quality effects on the project occupants. This requirement  
9 shall not preclude the installation of operable windows for passive or  
10 natural heating or cooling opportunities.
- 11 19. The use of any outdoor public address or paging system shall be  
12 permitted only south of the Westchester Parkway and shall utilize: (1)  
13 a low-pressure speaker system with each speaker having an audible  
14 range limited to a 400-square-foot area and placed a maximum of  
15 40 feet apart or (2) a sound system designed by a qualified sound  
16 engineer so as to reduce the impulse noise level to inaudibility beyond  
17 the premises of the establishment.
- 18 20. In all industrially zoned areas, all buildings and enclosing walls or  
19 fences shall be so constructed, the machinery and equipment shall be  
20 so installed and maintained and the activities shall be so conducted  
21 that all noise, vibration, dust, odor and other objectionable factors  
22 shall be confined or reduced to the extent that no reduction in the use  
23 of property will result to persons residing adjacent to the subject  
24 property. Whenever there is any difficulty in determining the  
25 application of these provisions to any specific case, the Department of  
26 Building and Safety shall make such determination.
- 27  
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- 1 21. All Building Identification Signs shall be designed by the  
2 architect of the building or facility. These Building  
3 Identification Signs shall be wall signs designed for placement  
4 on the face of the proposed building and not projecting above  
5 the roof or parapet wall. Except that free-standing Identi-  
6 fication or Project Directory Signs not exceed 50 sq ft in  
7 area on each face and not exceeding 8 ft in height may be  
8 permitted subject to individual review and approval by the  
9 Department of Airports.
- 10 22. All lighting shall be directed onto the site and no flood-  
11 lighting shall be located as to be seen directly by the  
12 adjacent residential areas. This condition shall not preclude  
13 the installation of low-level security lighting.
- 14 23. All buildings within 100 feet of the north airport property  
15 line between Loyola Boulevard and Hastings Avenue shall be  
16 designed so that all second-story or higher windows that  
17 overlook the adjacent single-family residential homes shall  
18 not be transparent below an eye level of 6 feet on any floor,  
19 but shall be translucent; or the building shall be designed  
20 in such a way that windows will not overlook the single-family  
21 residential properties to the north.
- 22 24. Vehicular driveway ingress and egress from the subject property  
23 shall be prohibited from Cum Laude Avenue and from 92nd Street  
24 (Parcel 2); from Lincoln Boulevard between Sepulveda Boulevard  
25 and the airport property line north of the Westchester Parkway  
26 (Parcels 6, 7, 8, 9, 10 and 12A); and from 88th Street,  
27 Liberator Avenue, 88th Place and Emerson Avenue (Parcel 12A).  
28

- 1 25. In all industrially zoned areas, except Parcels 4A and 4B, all activities  
2 shall be conducted within an enclosed building. Within Parcels 4A and  
3 4B, all outdoor activities shall be located on the southerly side of the  
4 buildings and screened from public streets.
- 5 26. All utilities within the project shall be installed underground.
- 6 27. All development within the project shall contain trash compactors to  
7 reduce the volume of solid waste to be removed from the site.
- 8 28. The Department of Airports and individual developers shall develop  
9 and implement a transportation system and parking management plan  
10 which shall include the following as a minimum:
- 11 a. Individual developers shall encourage public transit use by  
12 offering subsidized transit passes to employees.
  - 13 b. The Department of Airports shall evaluate the potential for  
14 subscription bus service for large concentrations of employees.
  - 15 c. Each developer employing 500 or more permanent employees shall  
16 provide company-owned vans and/or offer subsidies to individual  
17 vanpool operators and encourage the formation of vanpools.
  - 18 d. The Department of Airports shall make carpooling information  
19 available to building occupants and encourage formation of  
20 carpools and vanpools and shall establish a carpool-matching  
21 service.
  - 22 e. Individual developers shall develop and implement programs to  
23 offer preferential parking to carpooling and vanpooling building  
24 occupants.
  - 25 f. The Department of Airports shall make transit schedules, maps  
26 and other transit information available to building employees and  
27 users.
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- 1 g. To the extent feasible, individual developers shall encourage  
2 flexible working hours.
- 3 h. The Department of Airports and each developer employing 500 or  
4 more permanent employees shall appoint a rideshare coordinator to  
5 administer the functions required by this condition.
- 6 29. Prior to major grading of the project site, a rodent control effort shall  
7 be undertaken to reduce the existing rodent population within the  
8 project area.
- 9 30. Developers of individual projects shall take the following steps relative  
10 to energy conservation:
- 11 a. Consult with the Los Angeles Department of Water and Power and  
12 Southern California Gas Company to determine feasible energy  
13 conservation features which could be incorporated into the design  
14 of structures, beyond those required by State and City laws.
- 15 b. Utilize, where cost-effective, alternative sources of energy such  
16 as solar water and pool heating.
- 17 c. Utilize the Department of Water and Power's energy pre-audits on  
18 all new industrial developments.
- 19 31. Individual developers shall consult with the Los Angeles Police  
20 Department on the provision of security measures for developments,  
21 which measures shall include the following at the minimum:
- 22 a. For each developer responsible for 200,000 or more square feet of  
23 total floor area (Los Angeles Municipal Code 12.21.1), guards  
24 shall patrol all levels of buildings and access to and from  
25 buildings shall be monitored by a guard on duty during nighttime  
26 and weekends.
- 27 b. Subterranean parking levels shall be lighted 24 hours a day.
- 28

1 c. All parking levels, corridors and arcades shall be lighted during  
2 the nighttime and weekends.

3 32. A qualified archaeologist shall be available, as needed, during site  
4 grading and subsurface operations, with the authority to assure  
5 reasonable measures to insure protection and recovery of significant  
6 archaeological resources.

7 33. All conditions imposed by this action, with the exception of Condition  
8 No. 9 relating to a project design plan and development guidelines,  
9 may be fulfilled incrementally as individual phases of the subject  
10 property are developed.  
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Sec. 3 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 7 1984

ELIAS MARTINEZ, City Clerk,

By Edward W. Archuleta,  
Deputy.

Approved NOV 14 1984

Tom Bradley  
Mayor.

Approved as to Form and Legality

IRA REINER, City Attorney,

By \_\_\_\_\_  
Deputy.

File No. 82-1651-51  
82-1651

City Clerk Form 23

Pursuant to Sec. 97.8 of the City Charter,  
approval of this ordinance recommended for  
the City Planning Commission

See attached report.

Steven J. Hamilton  
Director of Planning

done 11/21

C-59856